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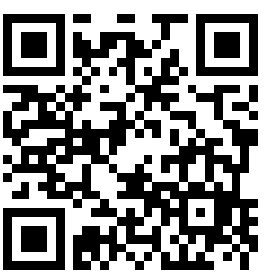

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FOR FRENCH MAIL.

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

Vol. IX.—No. 232.] LONDON, MONDAY, JAN. 7, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

BIBLIOTHECA REGIA MONACENSIS

REMOVAL OF OFFICE.

Our Offices have been removed to No. 2 Cowper's-court, Cornhill, (over the JERUSALEM.)

SUBSCRIPTIONS FOR 1867.

Subscriptions for the present year are now payable. Post-office orders, &c., to be made in favour of the publisher, JOHN MORSON.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Sept. 17	Nov. 13	Nov. 17
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			Nov. 2
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 26	Nov. 13	Nov. 24
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Oct. 10	Nov. 22	Nov. 29
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			
Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Nov. 30
STRAITS SETTLEMENTS—			
Singapore	Oct. 26	Dec. 5	Dec. 6
Penang	Oct. 26	Dec. 3	

The second French steamer (the *Labourdonnais*) arrived at Suez on 31st Dec. with a portion of the cargo engaged for the present mail. The next mail, with dates from Hong Kong to 1st Dec., will be delivered on the 11th or 12th inst. Telegrams in advance of the mail of 15th Dec., via Galle, are now due.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer, Nyanza, from Southampton, Dec. 20.—To Yokohama: Mr. H. [illegible]. To Hong Kong: Mr. Webb, Mr. A. E. Cooper, Mrs. Aitken. To Ceylon: [illegible] Thomas, Mr. Colin Macinlay, Mr. Sydney Fuller, Mr. Harry Maule Finch, Mr. [illegible]er Wren, and three second-class passengers. To Singapore: Capt. Furgge- Penang: Mr. A. Eglesham. To Calcutta: Miss E. Cunningham, Mrs. Graine, [illegible]eid, Capt. A. C. Bruce, Mrs. Raymond and three children, Miss Dennis, Mr. Mr. T. Horsford, Capt. and Mrs. Arbuckle, Miss A. Macpherson, Mrs. Richard, [illegible] Elton, Mr. R. D. E. Spottiswoode, Mr. J. Ditmas, Mr. J. Man, Mr. H. Gray. [illegible]. Surgeon Fergusson, Mr. T. H. Gould, Mr. and Mrs. Mosley and child, and [illegible]d-class passenger. To Madras: Dr. and Mrs. Morton, child, and ayah, Mrs. Miss Hayne, Lieut.-Col. Forde, Mr. Waters, the Rev. J. H. Walton, Mr. A. M. [illegible]r. G. J. Curran, Mr. J. W. Vas, Mr. J. J. Roberts, and three second-class [illegible].

Per P. and O. steamer, from Marseilles, Dec. 28.—To Hong Kong: Mr. C. Morgan. To Yokohama: Mr. [illegible] Thorel. To Penang: Sir W. and Lady Hackett. To Singapore:—Mr. A. J. [illegible]ode. To Calcutta: Miss Freer, Dr. T. B. Farncombe, Rev. Mr. and Mrs. [illegible]ieut. W. Grant, Mr. and Mrs. T. C. Hersey, Mr. R. L. Upton, Capt. Swinton, Mrs. W. Smith, Mr. D. Lucy, Mr. and Mrs. Parry, Mr. Elliot and one second- [illegible]anger. To Madras: Mr. C. A. Ainslie, Major and Mrs. Marsach, Mr. and [illegible]. Swinton and child, Major Cannon, Mr. Vertue.

Per P. and O. steamer, from Southampton, Jan. 4.—To Yokohama: Mr. J. S. Barber, [illegible]Mrs. Jaquenot, Mrs. Dissez. To Ceylon: Mr. and Mrs. G. Vetch, Mr. and [illegible]. Mr. L. P. Thomas, Miss Willisford, Mrs. Allen and child, Mr. T. Holland. [illegible] Kong: Mr. Ridgway, Mr. Mahon, Mr. W. J. Hooper, R.N., Rev. C. Chapman, [illegible]To Singapore: Miss Gale, Mr. G. T. and Mrs. Ricketts.

[illegible]Marseilles, Jan. 12.—To Ceylon: Mr. & Mrs. Boustead, Mr. E. Byrde. To Hong [illegible] Still, Mr. S. L. Prior, Mr. T. J. Gardner, Mr. J. B. Taylor, Mr. H. C. Low.

Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Per P. and O. steamer, from Southampton, Jan. 20.—To Ceylon: Lieutenant and Mrs. A. Hansard, Miss Adams, Mrs. Wormald. To Singapore: Mr. W. H. Newman.

From Marseilles, Jan. 28.—To Shanghai: Dr. and Mrs. C. Powles. To Singapore: Sergeant-Major J. Rose. To Hong Kong: Mr. and Mrs. J. Cromton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port extend to the 17th Nov. The English and French mails of 10th and 17th September arrived out on the 4th and 13th November respectively. The *Duplein* with the present homeward mail was announced for Suez direct, calling only at coaling stations, and had in consequence an unusually heavy freight-list.

Regarding Japanese politics, the *Japan Herald* says:—From Osaca we hear that the new Shiogoon, Stotsbashi, is devoting to the public business of Japan an amount of intelligence, energy, and earnestness, seldom, if ever, exhibited by rulers in this country. He is a great favourite with the Mikado, and the sanction of the Celestial sovereign attends all his efforts for the public good. Already a suspense of hostilities, which we hope may lead to final peace, has been arranged with Nagato; and the Shiogoon is preparing at Kioto for a meeting of all the great Daimios having territorial rights of their own. Before that meeting, and in the presence of the Mikado, Stotsbashi will, we understand, lay frankly his whole policy; which is no other, we are assured, than the faithful and complete execution of the treaties with foreign nations, and the advancement of the country in the ways of modern civilisation; he will also call upon all present to make a similar declaration of their views on the great topics of the times.

From Osaca we hear little else of importance. It is reported among well-informed Japanese circles, that Stotsbashi has ordered that in future all his cavalry are to use European saddles; and that after a certain time Japanese officials are to dispense with their two swords in the streets. Whether this applies to all, or only to those in the immediate neighbourhood of foreigners or not is uncertain. The idea gains ground that there will be no more fighting between Nagato and the Shiogoon.

There is no further account of rice riots, but we are pleased to find that the Japanese Government have sent an agent by the last mail to Saigon to obtain 40,000 piculs of rice. On a former occasion, when a cargo of rice was imported, its sale though not prohibited was rendered impossible. The reason it appears was that the Samourai and others obtain their pay in this esculent, and as they have to sell a portion to supply other wants, they object to the importation as tending to cheapen their commodity. Pressure and want, however, has compelled the Government to sanction the removal of all impediments.

On the 2nd inst. a meeting took place at the British Legation, by invitation of his Excellency Sir Harry Parkes, at which a committee was formed to draw up a prospectus of an institute or association for providing a public library and reading room, combined with such other amusements as would be likely to obtain universal support, and prove beneficial and useful to all classes of the community. The committee has already been at work, and a goodly number have put down their names as subscribers.

A few days before the departure of the mail (says the

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Herald) one of the members of the Gorogio, Inabe Mino no kami, paid a visit to Yohohama. He was present on the 12th November at the distribution of prizes at the Franco-Japanese College. On the same day he paid a visit to H.M.S. *Princess Royal;* and on the 13th a special parade of H.M. 2-9th regiment took place before him and his Excellency Sir Harry Parkes, both accompanied by a brilliant suite. The hour appointed for the review was 10 A.M., but at that hour Inaba Mino-no-kami was engaged with another Minister, and perhaps ignorant of the great value set upon punctuality by Europeans, was too late to witness the commencement of the operations. Whether on his arrival he was as much interested as he was expected to be, is rather doubtful; for, except when his attention was particularly called to any particular movement, he seemed to be more taken up with the suite of his Excellency and with the crowd, than he was with the soldiering; but to him everything was so novel, that we are not surprised that his eyes were everywhere. Of course he expressed himself much gratified. We wish we could see the members of the Japanese aristocracy among us more frequently so that the sight of Europeans in numbers and of European settlements were no longer curiosities to them.

We (*Japan Times*) have to note the departure of Sir Harry Parkes and the staff of his legation to Yedo, where they will most probably remain for a couple of months. No particular reason is assigned for this move. We have also to note the arrival of H.M.S. *Adventure*, with Admiral King on board from Shanghai and Nagasaki. She left the latter port on the 7th Nov., and came by the Inland Sea. She stayed a day at Simonoseki, where she found the *Argus*, and reports everything quiet in that quarter, the armistice, which we mentioned some time back, being still unbroken. There were no signs on either side of the Straits of any warlike operations, and it is believed that the war is virtually over.

A case involving a principle important to the mercantile community had been tried in the British Consular Court, before F. G. Myburgh, Esq. This was a claim made by Messrs. R. Lindan and Co., merchants in Yokohama, for $156.47, upon the manager of the Hong Kong and Shanghai Banking Company, under the following circumstance. On Friday, 27th Oct., plaintiffs paid into the Oriental Bank a cheque of Messrs. Walsh, Hall and Co.'s for $12,000, drawn upon the Hong Kong and Shanghai Bank, which being presented for payment after office hours, the manager endorsed "good for $12,000" with his initials. On the 28th Oct. plaintiff sent to the Oriental Bank a cheque for $3,370.50 drawn upon the Hong Kong and Shanghai Bank by Messrs. Randon and Co., the two cheques being specially intended as payments for 42,600 boos belonging to plaintiffs, deposited in the Oriental Bank, and sold by them for delivery on the 28th ult. After banking hours on Saturday, the 28th, the plaintiffs had a letter from the manager of the Oriental Bank, stating that the cheques had been twice presented and payment refused. Plaintiffs made immediate inquiry at the Hong Kong and Shanghai Bank, accompanied by Mr. Walsh, and ascertained that both drawers had ample funds in the bank's hands. As they had to deliver the boos that afternoon, they were compelled to borrow $42,600 of Messrs. Walsh, Hall, and Co., and now claimed $15.37, three days' interest on $15,370.50, being for the time that elapsed between the presentation of the cheques and their ultimate payment; and 426 boos from 306, equal to $141.10, being 1 per cent. commission on boos 42,600.

The defendant pleaded as follows:—1st. That Messrs. R. Lindan and Co. are not constituents of the Hong Kong and Shanghai Bank; and that "a banker is under obligation only to his customer, who may maintain an action at law against him for non-payment of his cheque; but the person in whose favour the cheque is drawn has no such remedy against the banker;" and 2nd.—That the accuracy of the statements in the said petition is not admitted.

The evidence taken was very lengthy, but its general tenor will be gathered from the decision of the Court, which was as follows:—

"DECISION.—The question which, in the opinion of the Court, it is necessary to determine in the case is, 'whether the plaintiffs were the holders of the cheques in dispute when these were presented for payment on Saturday, the 27th of October, at the Hong Kong and Shanghai Bank, of which the defendant is the manager.'

"It appears that on the afternoon of Friday, the 26th of October, the plaintiffs sent to the Oriental Bank for collection the cheque for $12,000 which is the one more prominently noticed in the evidence adduced. After banking hours on that day it was sent, bearing the stamp of the Oriental Bank, to the Hong Kong and Shanghai Bank, with a request to the defendant to send in return a cheque on the Chartered Mercantile Bank, or, if too late, to initial it. He not only initialed it, but also wrote on the face of it 'good for $12,000,' thus binding himself to the Oriental Bank for that sum. Thus accepted, it was received back by the Oriental Bank as satisfactory security for the amount. Of this there can be no doubt, for on the following morning, the 27th October, this amount, together with that of the other cheque for $3,370.50, was placed to the credit of the plaintiffs in the books of the Oriental Bank, which, thus ceasing to be the agent of the plaintiffs, constituted itself their debtor for these amounts, regarding the bills as so much money, and becoming the actual proprietor or holder of the bills; for a banker would hardly be so rash as to credit a customer with a sum of money if he had not that sum, or what he deemed equivalent security for it, in his hands. And the subsequent conduct of the Oriental Bank leaves no room to doubt this conclusion, for when the cheques were presented at the Hong Kong and Shanghai Bank at half-past-ten, and payment was not made—the defendant deferring the time of payment till one o'clock—the Oriental Bank, exercising its own discretion, agreed to such postponement by raising no objection to it—and thereby not only assumed a responsibility of all that might occur during this postponement, but virtually acknowledged itself as the holder and owner of the bills. Let it be supposed, for the sake of argument, that during the interval intelligence had arrived that the Hong Kong and Shanghai Bank had failed, causing the branch of the bank here to stop payment; in such an event, the plaintiffs would surely not have been the sufferers.

"It would have been otherwise if the Oriental Bank had simply acted as an agent, and with a desire to be relieved of all responsibility for any damage that might occur from the delay in the payment, if, on failing to obtain payment on the first presentation, it had immediately given notice to the plaintiffs—which could have been done in a few minutes—and thus enablsd them to obviate the difficulty which had given rise to the present action—but the Oriental Bank only appears to have thought it necessary to do so and to return the bills to the plaintiffs on failing a second time to obtain payment, and after banking hours on Saturday, when it was too late to be of any avail that day. On the Monday following the bills were cashed by the defendant. While, then, the action of the defendant cannot be held to be altogether blameless, the decision at which the Court has arrived is that the plaintiffs have no cause of action against the defendant. They must, therefore, be nonsuited, and the costs of the Court paid by them."

Among the passengers conveyed by the *Dupleix* on her present voyage we observe the name of Koide Yama-tono-kami, Japanese Ambassador to Russia, and his suite, composed of eleven officers and seven servants, to Shanghai.

Regarding the company of Japanese performers mentioned in our last, the *Herald* says—"Professor Risley and his troupe of Japanese leave in the *Archibald* for San Francisco in a day or two. We wish we could detail to our readers the paraphernalia they take with them. Suffice it, that in all respects it is superb; and the artists they have engaged are of such a quality as will make their fame resound throughout all the States they visit, whether in Europe or America."

A sad accident is reported to Captain Eaton, R.N., of the gunboat *Firm*. It occurred on his return from a ride to Kanasawa, in which he was accompanied by Mr. Whitfield. On the road, about four miles from Yokohama were some pack-horses, one of which was laden with timber. In passing rapidly the pack-horse started and brought his load heavily against Captain Eaton, who, after passing about a dozen yards, rolled over the side of his horse into a paddy-field. Being unable to raise himself, his companion, with the assistance of some labourers, removed him to a small tea-house about 100 yards from the spot, on a door. On examination it was found his leg was broken just below the knee. Mr. Whitfield immediately dispatched a coolie to Yokohama, on his own pony, with a note to Mr. Smith, at the club, who immediately sent for medical assistance. The Japanese were extremely kind. Some sailors had passed some little time before, and Mr. Whitfield writing on a piece of paper that they would be of service if they returned, the men vied as to who should take it; they overtook the sailors, who hastened at once to the place, and about an hour after the accident, on the sailors reaching the tea-house, Mr. Whitfield, doubtful lest his note should have miscarried, requested them to stay with Captain Eaton, whilst he, mounting the other horse, rode into the settlement. He found Dr. Jenkins and Dr. Dunwoodie both proceeding to the spot, the latter accompanied by six marines with a stretcher. On examination it was found to be a severe compound fracture. Captain Eaton was ultimately conveyed to the Naval Hospital, where everything was done to alleviate his sufferings, and it is hoped amputation will be unnecessary.

The following commercial report is from the overland *Japan Times:*—

IMPORTS.—A sensible improvement has taken place in business since our last report was issued, and although the amount of transactions is not what we ought to expect at this time of the year, we trust that the better feeling is an indication that the war has been brought to a close and the first symptom of a return of trade to its normal activity. *Grey Shirtings* have continued to attract attention, and our quotations show that a further advance has been established. We hear, indeed, of sales at still higher prices than those stated below, but presume that the quality was somewhat superior to ordinary importations, and do not therefore

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consider them as establishing a market rate. Settlements are estimated at about 20,000 pieces. *Cotton Yarn* is also in somewhat better demand, but the inquiry is almost exclusively for 16-24 S. and 38-42 S., of which the supply is limited. Holders are disposed to be firm, as the probable failure of the native *Cotton* crop will greatly increase the value of foreign *Yarn*. *Black Velvets* continue scarce, and arrivals bring full rates; purple are unsaleable except when assorted with black. *Chintzes* are dull and the stock extremely large; we hear from Nagasaki that the market there is also considerably overstocked. *Taffachellas* have found buyers to a limited extent and deliveries are rather better; with the present excessive supply it is hopeless however to expect higher rates. We hear of sales of some 4,000 pieces *S S Camlets* at our quotations. During the fortnight several parcels of Ningpo *Cotton* have been imported, and have been readily taken by the trade at our quotations, which show a fair margin upon Shanghai rates. The greater portion was sold to arrive under contract, and we may judge from these operations that the native crop will this season prove extremely deficient. We also have to notice an arrival of *Rice* from Shanghai which was sold at $5.85 per picul. It is stated that large orders have been sent to Saigon by the Government, under the auspices of the officials of one of the Treaty Powers, but we trust that there is no foundation for the report that a monopoly of so important a trade has been virtually granted to any individual firms. The Heroes of Alma had arrived with a general cargo.

EXPORTS.—*Silk:* By the last mail we reported slight symptoms of weakness in prices. This continuing, business was actively resumed immediately, which soon had the effect of hardening the market; the news per Cadiz then induced buyers to operate so eagerly as to raise the demands of holders, and all classic silks immediately went up to the top prices of the season, a rise on these sorts being established of fully $30 to 40. Several lots of *Mybash* have found buyers, for instance, at $940 to 960. *Ida* has appeared in loose hanks, and is saleable at $750 to 800. *Oshus* have been sold at $840 to 870, and *Koshus* at $790 to 810—all the best qualities. Such has been the demand (about 1,400 bales going forward by the two steamers) that inferior and unclassed silks have shared most disproportionately in the rise. Arrivals have been pretty free, but the proportion of good silk on the market is very much reduced. Stocks of all kinds are estimated at 530 piculs, settlements about 1,100.

In *Silk Eggs* the business has been unimportant, but about 1,100 boxes go forward by the Dupleix. *Cocoons* are still inquired for, and taken at rates.

TEA.—Throughout the fortnight the demand we noticed as commencing as soon as dealers brought forward the finer sorts has continued. Arrivals have been freer, but all fine teas were taken so eagerly that prices at first rather stiffened than otherwise; but we do not change our quotations, as we notice a slightly easier feeling during the last three days. Mr. R. E. Price estimates settlements at 2,400 piculs and unsold stock about 7,300 piculs.

NAGASAKI.

The *John Bunyan* has sailed for London, despatched by Messrs. Rainbow, Lewis, and Co., with the following cargo:—Tea, black, 44,995 lbs.; Uncoloured Japans, 970 lbs.; Coloured Japans, 442,664 lbs.; and 715 packages sundries, of which 169 contained curios shipped to the Paris Exhibition by the Prince of Satsuma.

The following is from Messrs. Alt and Co.'s "Market Report:"—

IMPORTS.—The improvement in imports recorded in our last continues, and a fair inquiry exists for most articles. Grey and White Shirtings and T-Cloths are in moderate demand, and of the latter there are no stocks. White and Dyed Spots and White Brocades are dull of sale. Dyed Brocades are wanted, and stocks light. Fancy Prints and Taffechellas are in heavy stock, with only a small inquiry for the latter. Turkey Red Prints (heavy goods) and Cambrics are in good demand, with no stocks. Quotations for Cotton Yarn are nominal, there having been no supplies for some time past. Camlets are in good stock, with but moderate inquiry at quotations, which show a loss of about 10 per cent. on cost. Long Ells are, however, readily saleable at quotations. For Black and Scarlet Spanish Stripes there is a small demand. Figured Orleans are much wanted, also Lustre Orleans. Camlet Cords, Crape Lastings and Velvets are saleable at quotations. In Metals, Lead and Spelter are wanted, but Tin Plates and Iron are very dull of sale. Coal is in small demand, at 18 to 19 dollars per ton with moderate stocks.

EXPORTS.—Supplies of produce have arrived freely, and a good business has been done in most staple articles during the month. Vegetable Wax and Tobacco are in less demand, present high rates checking business. Galls are wanted and scarce. Camphor is in less demand, with a tendency to lower rates. Small settlements of Sulphur have been made at quotations. Tea: Although fine leaf continues scarce, medium to good qualities are accumulating, and prices are again lower. Settlements are estimated at about 1,500 piculs. The John Bunyan for London is full, and the Christian Rankin has laid on for New York. Silk: About 100 piculs have been received, but no settlements are effected yet.

EXCHANGE.—6 months' bills on London, 4s. 7½d. to 4s. 8d. On Shanghai, 10 days, par. On Hong Kong, nominal. Itzibous have fluctuated during the month from 298 to 310; present rates are 302 to 305. Freights to London, £2 10s. New York, £2 10s. per ton of 40 feet. Shanghai, $3 to 3.50. Hong Kong, nominally, $3.50 to 4. Tonnage continues plentiful. Vessels loading: Carnarvonshire and John Bunyan, London; Christian Rankin, New York; Kaffir Chief, Shanghai.

HAKODADI.

A great fire took place in Hakodadi on the 29th October; upwards of 500 houses were burnt down, and all business was suspended for two days. There is no other news from this port.

KOREA.

The present mail brings further intelligence regarding the recent important events in Korea. The actual fate of the crew and passengers of the *General Sherman* is still uncertain, for two French missionaries who have escaped state that they were all decapitated on the 2nd of September, before the vessel was burnt.

It is stated that among the papers which Mr. Thomas had with him on board the *General Sherman* was a despatch from Prince Kung to the Korean authorities, instructing them to treat the foreigners with respect, stating that it was useless to oppose them, and that Mr. Thomas would explain the object of their mission satisfactorily. In the outrage committed upon the vessel and its occupants, it therefore now appears that the Koreans have been guilty of offering defiance to the Chinese with whom hitherto they have been upon friendly terms. The peculiar nature of their relations to China renders it difficult to know the exact bearing of this disrespect; as though they are nominally tributary, their allegiance does not involve any political dependence or protection.

A correspondent at Chefoo gives the following particulars regarding the departure of Mr. Thomas in the ill-fated vessel:—"Not more than a month after the French men-of-war had been here and gone south to attend to some trouble in Saigon, Mr. Thomas arrived from Peking. He said he was going with the French to Korea and that he had been deputed to go by the French Minister, I do not know in what capacity; and I was disappointed at having been unable to obtain any information before the French Admiral took his departure for Saigon, this latter event having taken place a short time before Mr. Thomas's arrival. However, either directly or indirectly, he conveyed the impression that he should probably remain here until the French vessels returned; none of us suspected that he would go to the Korea in any other way. While Mr. Thomas was thus apparently awaiting the return of the French there arrived from Tientsin Mr. Hogarth, of the firm of Meadows and Co. He said he had come by steamer from Tientsin and intended going to Pasiette in the American vessel *General Sherman*, which vessel he had left nearly ready to leave Tientsin, with the understanding that she should call at Chefoo and take him on board for Pasiette. Mr. Thomas and Mr. Hogarth appeared to have no "oneness" of purpose while here. But when the *General Sherman* arrived, Mr. Thomas bade us a mysterious sort of goodbye and then we expected the *General Sherman* would go to Korea, for why should Mr. Thomas care to go to Pasiette? The vessel scarcely stopped here half a day. No one here unless Messrs. Meadows and Co. knew that Mr. Thomas would go in the *General Sherman*. But now I think it is generally believed that Mr. Thomas while yet at Tientsin on his way here made an arrangement to go in that vessel. The rest of the story is known to your readers."

A private letter from the Korea gives the following additional information:—

"In addition to what I have already written, I have now to report the loss of the American schooner *General Sherman*, and the murder of the whole of her crew, so that if France would not attach much interest to the murder of French subjects, there is another nation to push on matters as regards their own subjects. Owing to the long period of inaction on the part of the foreigners, the mandarins appear to have lost all fear of them, and consequently are sure to carry out the orders to exterminate all Christians, orders so often acted upon only partially, but that now may take effect actually by wholesale since they are no longer apprehensive of any danger. Naturally enough a question may be asked as to the real cause of the murder of the whole crew of the unfortunate schooner, and the answer is that it was a simple bravado of the Koreans, treating with defiance a secret despatch from the Peking Government, with reference to their imprudence of action as regards Europeans, and warning them at the same time to avoid getting into any difficulties with them. This dispatch was received in Korea on the 15th August. The Regent, instigated by his Ministers, replied that it was not the first time that the Koreans had put Europeans to death, that China was not to meddle in the matter, and that what the Koreans had done before they would continue doing! The text of both documents was widely circulated throughout Korea. We had them ourselves, but we overlooked, in the hurry of getting away, to keep them. After the disaster to the unfortunate crew of the schooner, the Koreans visited two Chinese junks, and searched them thoroughly expecting to meet with some more Europeans secreted on board; not finding them, however, and under the pretence that the junks were carrying on contraband trade, because some shirtings, contraband articles, were found on board, they put both crews to death."

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SHANGHAI.

The P. and O. mail of the 26th September, arrived out on the 13th Nov. The dates, owing to the detention of the steamer, are up to the 24th instead of the 20th.

A few weeks ago we drew attention to the preponderating power in the empire held by the Viceroy of the two Kiangs, and pointed out that the result of a coalition between him and Tsenkwo-fan would be to make these two mandarins virtual masters of Central China. Moreover, Chekeang overawed, Fohkien poor, Kwantung and Kwansi exhausted by chronic rebellion, could offer them no assistance while the North-West was disaffected. The effort of the Government to sow permanent dissention between them had failed as their temporary misunderstanding had been removed, and a *rapprochement* effected. Whether or not they contemplated using this power for their own aggrandisement was an open question, but there is no doubt that the power existed, and that the fact was causing uneasiness in the Councils of the Emperor.

We now hear of a scheme which, whether promoted by the Imperial Government or emanating from the local mandarins, bears every appearance of being intended as a counterpoise to the Tseng-Li coalition. The Viceroys of Fohkien and Chekeang, and Kwantung and Kwangsi, have agreed to club funds for the construction at Foochow of a foundry and dockyard, which shall place not only guns but gunboats at their disposal. About tls. 3,000,000 is the estimated outlay, a sum which will not, however, we suspect, permit the attainment of so great results as are hoped for. Shipbuilding is rather an expensive luxury, and the importation of workmen and material from France is an expensive commencement. Two French gentlemen, Messrs. Giquel and d'Aiguebelle, are, we believe, at the head of the scheme, and purpose to carry it out with the aid of skilled foreign labour. Ten gunboats are to be built and the Chinese to be instructed in working them, during a period of six years, at the conclusion of which it is assumed that they will be able to do without foreign superintendence—to carry on their own foundry, and to navigate their own craft. Theoretically no scheme could be better devised or more praiseworthy. Practically, the likelihood of the latter portion being realised is most remote. There is no reason why the gentlemen in question, aided by European workmen, should not attain the same success which Macartney has earned at Soochow. But that every foreigner concerned will disinterestedly retire at the end of six years, or that the Chinese will be able to dispense with their aid, is in the highest degree improbable.

However this may be, we sincerely wish them success. The weakness of the authorities has been frequently pointed out as one cause of the frequent disturbances with China; and among the tubulent populations of Fokhien and Kwantung the influence of the local mandarins is notoriously small. People who go out armed to till the fields, and indulge in skirmishes with the inhabitants of another village with which their own is at enmity by way of occasional recreation, are somewhat difficult to control. As a rule, we believe, the officials are constrained to leave them much to their own devices, and these are generally inconsistent with even Chinese notions of order and propriety. The possession of a few guns may perhaps enable the mandarins to curb some of these eccentricities, and to exercise more than a nominal authority. Besides, however, a desire to improve the condition of the people, we have a direct interest in strengthening the hands of the authorities, in the prospect of enabling them to place some restrictions on the pirates who swarm on these coasts. The satisfaction, too, with which, for these reasons, we regard the initiation of the scheme in question is unalloyed by the slightest apprehension that any military knowledge foreigners may impart to the Chinese will ever be used with effect against themselves. At first, possibly, the latter may imagine that the possession of foreign guns will enable them to compete successfully with a foreign force. But should such a foolish impression ever lead to collision, their enlightenment will be speedy and effectual.

The following items are from the *North China Herald* of the 17th and 24th Nov.:—

A meeting of the amateur performers of Shanghai has been held, at which it has been resolved to join their forces and constitute themselves a dramatic company, placing their theatrical property at the common disposal of the members. Sufficient money has been subscribed to fit up a godown as a theatre for a short time, at the expiration of which the property would have to be sold; but a strong opinion has been expressed in favour of, if possible, erecting a wooden building at a slightly increased cost, instead of expending a sum in fitting up a godown. The meeting was adjourned to enable the committee to ascertain whether they could raise the necessary funds for the enlarged scheme,—estimated at 6,000 taels, of which 3,500 taels are already subscribed.

A meeting of members of the gymnasium has also been held, at which a satisfactory state of finance was exhibited; the treasurer being able to place $250 as a reserve fund, after having paid $213.64 for new appliances. But though the monetary affairs of the gymnasium are flourishing, the daily attendance is hardly commensurate with the number of members on the list. It is essential to enjoyment of an afternoon at a gymnasium that there should be a number of men present to join in the exercises, and stimulate each other by competition. We are glad to learn that some "Shanghai games" on the model of the "Olympian" are shortly to be held, and have no doubt they will give a fresh impulse to this very healthy means of recreation.

Mr. F. B. Johnson has been unanimously elected chairman of the Municipal Council.

It was thought likely that the first paper hunt of the season would take place to-day. The cotton stalks, however, are not yet nearly all cut, and the country is consequently so blind that it would be impossible to find the scent. The weather is now everything that can be desired, so it is likely that the opening will not be delayed longer than another week.

We are glad to learn that there is at length a prospect of something being done to the Yang-king-pang Creek. About 10,000 tls. are required to complete cleansing its channel and to reconstruct the bridges. Half of this sum the English and French Consuls have agreed to divide between them, if the Taotai will contribute the remainder. As he bore a half share of the expense incurred in the spring, there is little doubt that he will agree to this proposal. A robbery was committed last week in the city which created some excitement amongst the inhabitants, and brought the Taotai in person to the scene of the exploit. The thieves escaladed the city wall, near Porte Montauban, robbed a house a short distance inside of about $1,000 worth of gold ornaments, and returned by the way they had come.

A meeting of volunteers has also been held, to discuss the advisability of re-arming the corps. Considerable difference of opinion prevailed, as will be seen from the report, and we do not imagine that it will be found possible to give effect to the resolution adopted, for the purchase of 100 rifles on the Snider principle, as we doubt the collection of half the requisite funds.

We are glad to learn that the Municipal Council have decided on paying the outstanding debts of the Bubbling Well Road, amounting to tls. 935.62, out of the balance of funds at their disposal, after paying the repairs of the road and bridges. The title deeds of the road will then be handed over by H.B.M. Consul to the Council, and a regular transfer of the property effected.

The steamer *Whampoa*, which left for Nagasaki on the 18th, has been obliged to put back through stress of weather, experienced on the following day. The decks, we learn, leaked so badly that water poured through on the boilers, causing the steam to condense as soon as it was generated.

Great commotion has been excited in the opium market by heavy failures among native dealers. Fifteen hundred packages of tea saved from the *Ellen Rodger* have been sold, realising tls. 9,500.

The success which has followed the revivification of the North China branch of the Asiatic Society has fully equalled, if not exceeded, the hopes of those who were instrumental in raising it from its ashes; and has practically contradicted the apprehensions expressed that the supply of contributions would soon be exhausted. Thus far, at least, no symptom of such a calamity has become apparent; every successive meeting giving proof rather of increasing strength than of decadence. No opportunity has been lost to enlist new recruits, and most of the gentlemen whose long residence in the country and acquaintance with the inhabitants and the language especially fit them for contributors, have been induced to enrol themselves as members. By many of these papers of high interest and value have already been contributed—witness the names of Williams, Edkins, Martin, Wylie, &c.; and many others on the list are well able to enrich its records. The sources of the information which it is the object of the society to accumulate are well-nigh inexhaustible; and its career, hitherto, is an earnest that it will worthily fulfil its object.

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The following on the credit given by foreign merchants to the Chinese is from the *Recorder* :—

It is a significant circumstance and strikingly illustrative of the unsoundness of the system of trade in China, that a claim for no less a sum than tls. 80,000 was brought by Messrs. Jardine, Matheson, and Co. *versus* the Tuck-Sing-Hong for amounts due on account of goods consigned to the defendants. That goods worth such a sum as this should be placed at the disposal of a Chinese merchant upon his own credit is certainly an evidence of the trustworthiness of the natives which we should scarcely expect in an ordinary way to meet with; and it may become a question whether in the face of the constant warnings which have been received in one way and another, such an action does not rather betray an over eagerness for trading and an over-speculativeness on the part of the consignor, than respectability and trustworthiness on that of the consignee; the more especially as the event proves some serious reasons to have become apparent for suspecting that the Tuck-Sing-Hong have rendered account sales at lower prices than the goods were sold at. It is clear that abstractly considered there is no reason why goods to the amount of £20,000 or £30,000 should not be consigned to a Chinaman as well as to a foreigner; but we must own there appears to be a somewhat comical inconsistency in the first trusting a man to such an amount and then not hesitating to entertain suspicions of him such as a few people would lay to the charge of the veriest pettifogger in mercantile affairs.

The remedy suggested is equally characteristic. Upon the bare assertion that account sales have not been rendered and that they suspect foul play on the part of the consignee of the goods, they ask the Mixed Court, a mere magisterial tribunal, to take steps for seizing the defendant's books at Newchwang, Tientsin, and at other ports, as well as at Shanghai. The request is certainly a strong one; and, no less than amount of the suit, gives evidence of strange notions as to the way in which business can be conducted with a Chinaman, It seems to show that blind confidence at the outset and arbitrary compulsion when a difficulty arises, are considered to form the rule of conduct which should guide the mercantile relations between foreigners and the natives. The Court, we think very justly, ordered the plaintiffs to produce evidence of injury in one special case, and this we presume they will endeavour to do at its next sitting, though we question very much whether more good will result from this suit than from so many other similar matters which are brought before that tribunal. The fact, however, of the well known difficulty in obtaining redress from the natives ought to make people the more cautious in trusting them, and it is certainly anomalous to find on the contrary that more credit is accorded to Chinese than would be given by a prudent man of business, even to foreigners of standing and respectability.

If the present were a single instance of the over-confidence placed by foreigners in Chinese it would be scarcely necessary to allude to the subject; but matters have gone such a length in this respect, that every opportunity should be seized of pointing out the pernicious tendency of confiding implicitly in the natives. There are constant complaints of the dishonesty of the Chinese; but, notwithstanding, people go on trusting them as much as ever. As long as the eager competition which characterises business in China exists, and which seems to blind people to every dictate of prudence, we cannot hope that the trade will be anything less than delivering ourselves bound into the hands of the natives, who, by combining together, are easily able to work the markets as they choose. Credit to a certain extent must be given in order that business may be conducted at all; but to give it in the reckless way in which it is granted in China, must tend to undermine anything like sound trade. If there were no other, there is one very forcible reason why the Chinese are not fit persons to entrust with large sums of money in business. Whether they are more or less dishonest than foreigners is perhaps doubtful, but it is certain they are very much more speculative; and there can, therefore, be no security against a native hong of the highest standing one day being broken up the next. Only within the last week one of the oldest Chinese dealers, doing an enormous business, has become a bankrupt; and we make not the slightest doubt that the same persons who are losing money by Eu-Tong will lose it again by the next failure of a similar description. How long it will take to make people understand that in the long run prudent trade is the most profitable here no less than in other places, is a difficult question; but sooner or later this principle must become recognised and acted upon if business in China is to be anything else than a grand game of chance, with a rapid fortune for those who win, and bankruptcy for those who lose.

A correspondent writing from Tientsin under date of 2nd Nov. notes the arrival of the Hon. Anson Burlingame, Minister for the United States, at that port, on the 1st. He also mentions that another French Missionary, who had escaped from the Corea, brought news confirming the murder of the crew and passengers on board the *General Sherman;* and that it was reported the unfortunate men had been beheaded, not burnt in the vessel, as formerly stated.

The Inspector-General of Customs has since his return commenced a vigorous investigation into the efficiency of the office. Within the last few days he appeared suddenly among the various employes at the Custom-house and submitted the Chinese students to an examination in the language. This unexpected proceeding was, we imagine, designed with the view of preventing the possibility of "craming up."

From Newchwang the *Shanghai Recorder* is advised as follows, under date Oct. 21:—We are now enjoying the most delicious autumn weather, sometimes a trifle too warm in the afternoon, and sometimes cold at night; but the temperature is as pleasant as any one need desire. The great sensation of the year, that caused by the murder of General Pwan, Commander of the Tientsin soldiers, on the 11th ult., has pretty well subsided. Five of the assassins are on their trial at Kaichow; but common report is tolerably unanimous that the sword-rack leader Sun-le-fang ought to make one of the party. He would have been arrested long ago but for the friendship and support of a certain official, said to possess Court influence, who shall be nameless, but whose office is not unknown to foreign merchants and shipmasters. The successor of Sun's victim, General Wang, has just gone off to a place in the eastern part of the province called Takoo-shan, where the rebels under Wangwoo Hochang ("the priest") have been repeating their little games, and has taken away every soldier in Yingtazse! It is rumoured that some British troops are to be posted here for the winter; if they are coming, they should lose no time about it. The British Consul has proposed a plan, which I believe is to be carried out, for the conveyance of our mails during the winter from Chefoo across the Miautaou Straits. In a sanitary point of view we are all flourishing, but for the prevalence of impecuniosity (a disease which sometimes proves fatal), which has appeared most conspicuously in the eastern or foreign quarter of the town.

At the sale of Messrs. Jarvie, Thorburns and Co.'s property, on the 13th Nov., the senior hong, with the out-houses, compradore's rooms, &c., and flower garden, realised Tls. 9,100; the junior hong and three godowns, silk room and shed, Tls. 6,900. Twelve lots of land on the Bubbling Well Road, containing 23 mow, went for Tls. 450. Hall, a piece of land measuring about 10 mow, near the Ningpo joss-house, Tls. 65. Two lots of property in the concession at Chinkiang, measuring about 70,000 square feet, went for Tls. 215; three others, aggregating about 10 mow, Tls. 185.

The Volunteer meeting extending over three days has been favoured with tolerably fine weather. During the three days the following prizes were shot for:—The Merchant's Prize, value 150 taels, won by Sergeant Pearson; the Taoutai's Prize, value 150 taels, won by Trooper Evans; a Claret Jug, value 15 guineas, presented by Edw. Morriss, Esq., won by Ensign Kidner; the Challenge Cup, presented by R. J. Ashton, Esq., also won by Ensign Kidner; the Banker's Prize, presented by the bankers of Shanghai, valued at 100 taels, won by Sergeant Pearson; and the three Consolation Prizes, presented by the merchants of Shanghai and valued at 50 taels, 30 taels, and 20 taels respectively, these were for unsuccesful competitors for the former prizes, and were won by privates Kidner, Turner, and Anderson.

The latest quotations are as follows:—

		Taels.
SHIRTINGS:—		
Grey, 7 lbs.	per piece	2.50 to 2.60
„ 8¼ to 8½ lbs.	„	2.75 to 2.85
„ 9 to 9½ lbs.	„	3.15 to 3.75
White, 56 Reed	„	2.35 to 2.45
„ 64 Reed	„	2.75 to 2.80
„ 66 to 72 Reed	„	2.85 to 3.50
T-CLOTHS:—6 to 7 lbs.	„	2.15 to 2.40
AMERICAN DRILLS:—40 yards	„	5.50 to 6.00
SHEETINGS:—40 yards, catties 10 and 11=lbs.		
13¼ to 14⅓	„	6.50
SPANISH STRIPES:—According to quality and asst. p. yd.		0.68 to 0.70
LONG ELLS:—		
Scarlet	per piece	7.50 to 7.60
Assorted	„	7.20

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Other marks Scarlet...	,,	7.40 to 7.50
Assorted	,,	7.10 to 7.20
CAMLETS:—S	,,	15.25 to 15.50
S S	,,	14.50 to 15.00
S S S	,,	13.00 to 13.25
LEAD	per picul	4.40 to 4.90
IRON:—		
Bar	per picul	2.20 to 2.30
Nail rod	,,	2.35 to 2.45
Hoop...	,,	2.50 to 2.50
STEEL:—Swedish	per tub	4.00
TIN.—Malacca Inferior	per picul	18.0 to 20.0
TIN PLATES	per box	4.00 to 4.40
COALS:—		
Cardiff from ship per ton...		11.00
North Wales ,, ...		10.50
English ,, ...		10.00
Anthracite ,, ...		12.00
Sydney ,, ...		8.00
Japan ,, ...		6.00
Formosa ,, ...		5.50

HONG KONG.

The P. and O. mail of 10th October, arrived out on the 22nd Nov. The latest date is the 29th. The French mail of 17th October was expected on that day, but by telegrams up to the 1st December she had not arrived.

(FROM OUR OWN CORRESPONDENT.)

As usual, the French mail is delayed for several days beyond its advertised date of departure, owing to the non-arrival of the Shanghai steamer. Some alarm prevailed in the colony for upwards of a week, in consequence of the discovery of a suspected plot for a piratical attack on the island. About the 16th inst. a Chinese from the mainland appeared in Hong Kong and stated to one of the departments of the Government that he had in his possession a letter from one Chun Kwei Tsik, who was notorious during the war of 1856-57 for his exploits in the way of kidnapping foreigners, in which a conspiracy to make a descent upon the colony on the night of the 23rd inst. was revealed. This letter had fallen into the bearer's possession in the following manner. Two Chinese had entered his sugarcane patch at his native village and stolen some of the cane. On his seizing them with the help of his neighbours he found the suspicious letter on the person of one of them, and had at once resolved to lay the matter before the authorities of Hong Kong. This was a somewhat unusual though highly praiseworthy resolve for a Chinese villager, but as the document appeared to be genuine, and gave minute details as to the armament for the nocturnal foray, the Government of the colony thought it as well to be on their guard. Gunboats were sent out to scrutinise the adjacent coast, and detachments of the troops were kept constantly under arms. It so happened that the Regatta Ball was fixed for the night of the 23rd inst., which was also the date assigned for the projected attack, and a military guard occupied the ante-room of the club, in which the ball took place, thus giving a new zest to the "gay and festive scene." *En revanche*, however, many of the officers were prevented from leaving barracks, thus depriving the room of gay uniforms and causing the detained sufferers, no doubt, to emulate in respect to objurgations "our army in Flanders." The night, however, passed off in peace, and investigations instituted by an officer specially despatched to Hong Kong by the Viceroy of the Two Kwang, at the instance of H.M.'s consul at Canton, have since then proved that the intercepted letter was no more than an ingenious device on the part of one body of villagers to injure, if possible, a rival clan.

The alarm, if it may be so designated, has at least had the effect of showing the Chinese that we can be on the alert if necessary. Among the measures taken was a military (or rather naval) promenade inland by Commodore Jones, who landed with a body of blue jackets, and reconnoitred the suspected part of the coast for some five or six miles inland.

The navy has been very active of late, and the *Osprey* and *Opossum* have again started on a pirate hunt, information having been received of the appearance of a piratical fleet in the Straits of Hainan. A military mandarin accompanies the expedition. It is satisfactory to be able to note the conviction and sentence to death of one of the ringleaders in the shocking piracy and murder case of the *Lubra*, the captain of which (Howes) was shot in cold blood by the side of his wife. It is hoped that another of the gang may shortly be taken.

In my last I mentioned the disappearance of two brothers, natives of Hamburg, lately trading here as a commission firm. They effected their escape to Macao, but were given up by the Portuguese authorities and brought back to Hong Kong. Their affairs are now being investigated, and will not, it is said, show so bad a result as might have been expected. They absconded under ill-judged advice. The new Chief Justice, Mr. Smale, has taken his seat on the Bench. It is rumoured that Mr. Whyte, the present First Police Magistrate, a highly efficient officer, is about to resign his post for the purpose of resuming the functions of a barrister. This will entail sundry official changes. Two important cases have been before the Courts lately,—both connected with the kidnapping trade. In the one case a Russian vessel (in reality an American ship merely using Russian colours for the purpose), was found with 550 coolies on board, at anchor at the back of the island, and was brought into harbour by a gunboat. No explanation could be elicited as to her mysterious appearance in Hong Kong waters, after clearing only a few hours previously from Macao, and on investigation seven coolies were found on board who had actually been kidnapped away from Hong Kong, taken to Macao, and there embarked. The captain was prosecuted for false imprisonment, but the prosecution was eventually dropped by the Government out of courtesy to that of Macao, and the vessel was sent back thither for further inquiry.

The second case arose from the transactions of Mr. W. Lobscheid, the gentleman whose abandonment of the missionary profession for the more lucrative trade of coolie dealing has called forth much animadversion in the local press. As you will have learned by previous mails, some agents of this ex-reverend gentleman were found in the act of detaining certain women who had been decoyed from Canton under false pretences, preparatory to placing them on board the ship *Portland* for transportation to Dutch Guiana, and these men were prosecuted for false imprisonment at the opening of the present sessions. The Chief Justice, in sentencing them to one year's imprisonment, regretted that their employers had not appeared before him instead of themselves.

The attention of the Government has been drawn by these recent cases to the evils of the present loose system under which so-called "emigration" can be carried on in Hong Kong, and the energetic Sir R. MacDonnell will doubtless take steps towards remedying them. His Excellency increases in popularity in the colony in measure as the substantial wisdom of his actions in official matters is recognised · and even the opponents of his financial policy are becoming daily more reconciled to his administration.

In commercial matters there is nothing worthy of particular notice.

Quotations: Exchange on London, Bank, at 6 months' sight, 4s. 6¼d.; Credit, 4s. 7d. to 4s. 7¼d. Grey Shirtings, 8.4 lbs., 3.60 to 3.65.; do., 7 lbs., 3.35 to 3.40.

The following items are from the *Mercury*:—"The colonial Government, might, we think, avail themselves of the presence in the colony of Dr. Macgowan and his staff to lay down one or two short lines of telegraphic communication in this island. Government-house, the central police-station, head-quarter house and the naval yard might be united. A line from the signal station at the Peak to the harbour master's office has frequently been advocated. And if the coast and harbour ordnances become law, it will be found absolutely necessary to unite by a line of wire the harbour master's out-stations with the head office in Victoria and with the Water Police-station. Communication thus facilitated between station and station, a much smaller force would be found requisite at each.

"The enlargement of the reservoir at Pokfolum is now nearly completed. The bridge to the north of the Tiffin house may be said to form the northern boundary of the new reservoir, which is thus about four times the size of the old one. We may now hope to have a plentiful supply of the pure element winter and summer, instead of having, as of yore, an empty reservoir in the dry weather, and during the rains the prodigious waste of water that inevitably resulted from the smallness of the place constructed to retain it. The water that comes through the pipes at present is so very muddy as to be almost useless. So soon as the works at Pokfolum are finished, and the water in the reservoir has settled, all that in the tanks on the Bonham-road and in the pipes ought to be allowed to run off.

"A persecution on a small scale has been commenced against the Roman Catholic Christians on the opposite mainland. Three catechists residing with Father Volenteri, of the Italian Mission, in a small Christian village at the head of Mirs Bay, have been arrested and imprisoned by a party of fanatics from a neighbouring village, stirred into action by the gentry and literati. Father Volenteri, whose name was very favourably mentioned in an account published some short time ago in the

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THE RUSSO-AMERICAN TELEGRAPH AND PROSPECTIVE RUSSIAN TELEGRAPH EXTENSIONS.

WE have from time to time recorded in a fragmentary manner the gradual progress made with this important undertaking, but now that it approaches completion it may be serviceable to recapitulate some of the details, and generally to review the entire scheme, as well as others which are in contemplation to follow it.

The line properly called the "Western Union Telegraph, Russian Extension," commences at Nicolaefsk, at the mouth of the River Amoor, Oriental Siberia, and terminates at New Westminster, British Columbia. The whole route has been surveyed and found practicable. The greatest difficulties are met with between Nicolaefsk and Okhotsk, where it is necessary in some instances to transport timber twenty or thirty miles across high mountain ranges. From the town of Okhotsk to Yamsk, in the Gulf of Ghijinsk, the line will run along the coast of the Sea of Okhotsk, keeping in some instances inside of the coast range of mountains. From Yamsk to Ghishigga (or Ghijigga) the line runs along the shore of the Gulf of Ghijinsk, which is also called Ghishigga Bay. Ghishigga has been selected by Lieut.-Col. Abasa, H.I.M.'s Chief of the Asiatic Division, as his headquarters and base of operations. From Ghishigga the line will extend to the Pengina River, following its course to the mountain range which divides the Pengina from the River Main, a tributary of the Anadyr, and thus along the River Anadyr to its mouth, whence a cable 200 miles long will be run across to Cape Shpauberg. From Cape Shpauberg a land line will be laid to Semavine Straits, whence a cable 180 miles in length will cross Behring's Straits to Grantly Harbour, in the Bay of Port Clarance, Russian America. Here the land line commences, and extends to the southern bend of the Kvickpack River, north of Michaelefski; on reaching the Kvickpack it follows up that stream to Lewis River, along whose banks it continues to its head waters. Crossing a dividing range of mountains to the River Streekeen, it follows that stream to its western bend, and then strikes through an open country along a chain of lakes in British Columbia, where the Frazer River takes its rise; after which it keeps the banks of that river to its mouth, and terminates at New Westminster.

Captain Mayhood and Lieutenant Bush, of the company's service, explored the route between Nicolaefsk and Okhotsk last winter. Between Okhotsk and Ghishigga the survey was made by Lieut.-Col. Abasa, Captain Kennons, who accompanied Col. Abasa in a land journey through Kamschatka, from Petropaulofski to Ghishigga, explored from the latter point to Anadyrskol, on the River Anadyr; Lieut. Macrae, who had been landed with an exploring party at the mouth of the Anadyr, made a circuitous journey in the country of the Tchuckchus to Anadyrskoi. In the meantime Captain Kennon continued his explorations to the mouth of the Anadyr, and returned to Anadyrskoi in time to meet Mr. Macrae.

There is no timber on the Anadyr; a strip or belt of larch trees, extending half a mile on either side of the River Main, yields suitable poles for telegraph purposes; a sufficient number have been cut and distributed ready for erection for a distance of 400 miles along the banks of the Main and the Anadyr. Contracts have been made and men are at work at the several principal points along the coast of the sea of Okhotsk, particularly at Penjina, Ghishigga, Yamsk, Okhotsk and Ayan, and a large body of workmen is expected to arrive from Yakutsk during the winter. One of the company's vessel's reached Ghishigga in July laden with material and carrying as passengers American employés. Two other vessels with material and between forty and fifty employés were daily expected at Ghishigga, and other vessels had sailed from San Francisco for Anadyr Bay, Michaelofski, and other points. Nearly a thousand miles of line is already completed in America, north of New Westminster, under the superintendence of Capt. Conway, and the work of construction is being rapidly forwarded.

Col. Bulkely and Lieut.-Col. Knox sailed from San Francisco in June last for the coast of Asia, in the company's steam-ship *Wright*. At Petropavlofski Col. Bulkely received the reports of the operations that had been carried on on this continent, and then made for Behring's Sea and Michaelofski, at which latter place he expected to meet Major Kennicott, who has charge of the explorations and construction in Russian-America, he having been left last year at the mouth of the river Kvichpick with an exploring party and a small screw-steamer to ascend that river, which it has been ascertained is navigable for a distance of 1,500 miles, a fact which will greatly facilitate the construction of the line. The cables for Behring's Sea and Anadyr Bay were shipped from England in Feb. last, and have probably ere this reached their respective destinations.

The fleet of the company consists of one ocean and four river steamers, one clipper-ship of 2,000 tons and five barques. This number of vessels will probably be increased during this winter. The United States Government has assigned a war-ship to the service of the company, and the Russian Government has placed H.I.M.'s corvette *Variag* at the disposition of the company during the present year.

Mr. Anosoff, on the staff of the Governor-General of Oriental Siberia, who had received a commission from H.I.M.'s Government to proceed to New York, the head-quarters of the company, returned *via* San Francisco, whence he was accompanied by Col. Bulkely to Petropavlofski; thence he started for Nicolaefsk by way of Ghishigga and Okhotsk with Col. Knox, who arrived here *en route* for St. Petersburg on the 2nd instant.

The Russian Telegraph in Oriental Siberia, passing from St. Petersburg to Kiachta, on the frontier of Mongolia and Siberia, was completed in 1865. From the town of Verkin Udinsk, about sixty miles to the east of Lake Baikal, the poles are erected, with the exception of a few breaks, as far as Stretijinsk, on the Amoor, the terminus of the steamers plying to and from Nicolaefsk, which is situated at the mouth of the Amoor. In the vicinity of all the villages within three hundred miles to the east of Stretijinsk poles are now being fixed—as well as at Blazoneychinsk, and contracts are being made at the villages beyond the last mentioned town. All the material for the line has been received at Nicolaefsk from Cronstadt, and a large part of it is already dissributed on the banks of the Amoor. Between Nicolaefsk and Khabarofka the line is already in working order; the latter town is situated at the junction of the Usuri and the Amoor; a branch runs off from Marinsk to De Castries Bay. The line from Khabarofka runs along the banks of the Usuri to Lake Hinka, whence it extends to the harbours of Vladivastok and Passiah, the most southern parts of the recently acquired Russian possessions in Mandjuria.

It is said that the whole system will be completed next year.

SAM MENDEL'S EXPORT TABLES.

The annual tables issued by Mr. Sam Mendel, detailing the quantity of cotton goods exported from the ports of London, Liverpool, Southampton, and the Clyde, during the twelve months ended 17th December, 1866, as compared with the exports in the same periods of the three previous years, have been published. The following figures are from the tables relating especially to the exports to the several countries in the Far East:—

HONG KONG AND WHAMPOA.—Of Plain Cottons the export for the twelve months ended 17th December, 1866, was 40,710,497 yards; for same period 1865, 35,079,084; same period 1864, 21,105,189; same period 1863, 12,741,894. Of Coloured Cottons the export during the twelve months of 1866, was 8,821,468; for 1865, 3,194,242; for 1864, 1,812,138; and for 1863, 2,028,412 yards. Of Printed Cottons the export for 1866 was 857,448; for 1865, 376,696; for 1864, 540,374; and for 1863, 1,186,842 yards. Of Cotton Yarn the twelve months exports for 1866, was 4,669,620; for 1865, 1,292,030; for 1864, 1,505,410; and for 1863, 2,640,531 lbs.

SHANGHAI.—During the twelve months the export of Plain Cottons was, for 1866, 120,515,754; for 1865, 74,755,375; for 1864, 38,694,425; and for 1863, 23,717,959 yards. Of Coloured Cottons the quantity for 1866 was 11,251,436; for 1865, 5,064,776; for 1864, 6,266,009; and for 1863, 6,927,911 yards. Of Printed Cottons the quantity exported during the twelve months of 1866 was 5,820,696; of 1865, 2,491,558; of 1864, 2,717,597; and of 1863, 1,547,867 yards. Of Cotton Yarn the export for 1866 was 70,800; for 1865, 99,000; for 1864, 135,249; and for 1863, 758 lbs.

JAPAN.—The returns are given only for 1866 and 1865. During the twelve months of 1866 the export of Plain Cottons was 23,460,228, and for 1865, 17,081,280 yards. Of Coloured Cottons the export for 1866 was 2,717,244; and for 1865, 1,410,285 yards. Of Printed Cottons the quantity was, for 1866, 2,381,721; and for 1865, 1,886,477 yards. Of Cotton Yarn the export for the twelve months of 1866 was 1,480,260; and of 1865, 537,300 lbs.

SINGAPORE.—The export of Plain Cottons for the twelve months of 1866 was 48,053,318; for 1865, 34,688,162; for 1864, 20,988,416; and for 1863, 19,602,892 yards. Of Coloured Cottons the export was, for 1866, 8,470,761; for 1865, 5,024,398; for 1864, 2,987,029; and for 1863, 4,351,307 yards. Of Printed Cottons the quantity was, for 1866, 4,438,580; for 1865, 2,151,728; for 1864, 2,031,043; and for 1863, 1,360,081 yards. Of Cotton Yarn the export for 1866 was 1,817,777; for 1865, 1,112,185; for 1864, 1,209,392; and for 1863, 1,819,110 lbs.

BATAVIA.—The export of Plain Cottons during the twelve months of 1866 was, 35,010,863; for 1865, 14,709,721; for 1864, 7,996,535; and for 1863, 7,544,084 yards. Of Coloured Cottons the export for 1866 was, 12,318,990; for 1865, 5,961,327; for 1864, 4,264,245; and for 1863, 3,750,688 yards. Of Printed Cottons the quantity for 1866 was, 11,276,978; for 1865, 7,546,064; for 1864, 7,221,988; and for 1863, 4,762,069 yards. Of Cotton Yarn the quantity was, for 1866, 744,416; for 1865,496,400; for 1864, 258,355; and for 1863, 672,805 lbs.

MANILA.—The export of Plain Cottons during the twelve months of 1866 was 12,078,512; for 1865, 13,352,943; for 1864, 8,245,292; and for 1863, 6,484,608 yards. Of Coloured Cottons the export was, for 1866, 14,626,518; for 1865, 14,104,391; for 1864, 10,410,504; and for 1863, 7,126,054 yards. Of Printed Cottons the quantity was, for 1866, 613,628; for 1865, 1,124,025; for 1864, 1,015,082; and for 1863, 306,496 yards. Of Cotton Yarn the export was, for 1866, 89,318; for 1865, 104,502; for 1864, 117,580; and for 1863, 42,250 lbs.

CEYLON.—The export during the twelve months of 1866 of Plain Cottons was 19,570,688; of 1865, 12,331,128,; of 1864, 9,100,926; and of 1863, 14,310,260 yards. Of Coloured Cottons the quantity for 1866 was 1,579,151; for 1865, 1,238,197; for 1864, 1,742,780; and for 1863, 1,379,972 yards. Of Printed Cottons the quantity was, for 1866, 4,463,935; for 1865, 2,182,525; for 1864, 3,418,370; and for 1863, 4,066,809 yards. Of Cotton Yarn the quantity was, for 1866, 812,922; for 1865, 302,090; and for 1864, 261,472; and for 1863, 691,116 lbs.

THE BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of November, and for the period of eleven months ended 30th November, 1866, have been published. The exports from the United Kingdom during the month of November amounted in value to £15,080,430; in the same month of 1865 their value was £15,567,742, and in November, 1864, £12,065,213. These figures show that the value of the exports in Nov., 1866, was £487,312 less than the value for the same month of 1865, and £3,015,217 above the value for the corresponding month of 1864. The value of the exports during the eleven months of 1866 ended 30th November shows a total of £173,913,222, against £150,832,344 for the same period of 1865, and £148,340,865 for the eleven months of 1864. The increase in value for 1866 over 1865 is thus shown to be £23,080,878, and over 1864, £25,572,357. Of the enumerated imports into the United Kingdom the returns are given up to the 31st October. Their total value for that month is as follows:—October, 1866, £19,530,442; October, 1865, £23,606,789; and October, 1864, £20,309,746, showing an increase in value for 1865 over 1866 of £4,076,347, and for 1864 over 1866 of £779,304. For the ten months ended 31st Oct., 1866, the value of the imports was £193,698,047, against £160,909,954 during

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the corresponding period of 1865, and £181,283,856 in the ten months of 1864. Although the imports for October 1866 present a decrease in value as compared with those of the two preceding years, yet for the periods of ten months a steady increase is shown amounting to £12,414,191 for 1866 over 1864 and £33,388,093 for 1866 over 1865. The extent and value of the trade between the ports and countries in the Far East and those of the United Kingdom is shown in the following figures :—

EXPORTS TO CHINA AND HONG KONG.

	1864.	1865.	1866.
Quantity for the Month ended 30th Nov.			
Cotton yarn	72,800	3,000	237,000 lbs.
Cotton manufactures	8,279,580	18,945,839	21,930,754 yds.
Worsted stuffs	1,261,850	2,143,111	2,346,305 ,,
Woollen & worsted cloths.	111,053	148,566	134,947 ,,
Lead	680	354	183 tons.
Quantity for the Eleven Months ended 30th Nov.			
Cotton yarn	1,835,693	924,178	4,481,196 lbs.
Cotton manufactures	65,806,903	117,300,067	174,442,731 yds.
Worsted stuffs	16,145,096	15,665,443	19,226,547 ,,
Woollen & worsted cloths	1,616,541	1,531,368	1,731,586 ,,
Lead	7,319	2,056	4,779 tons.
Value for the Month ended 30th Nov.			
Cotton yarn	£7,490	£600	£18,707
Cotton manufactures	206,285	430,300	484,568
Worsted stuffs	87,662	152,902	132.493
Woollen & worsted cloths	20,278	18,815	20,611
Lead	14,575	7,380	4,001
Value for the Eleven Months ended 30th Nov.			
Cotton yarn	£226,090	£88,566	£407,820
Cotton manufactures	1,832,465	2,572,640	4,117,365
Worsted stuffs	874,363	1,156,922	1,202,579
Woollen and worsted cloths	280,569	248,515	285,757
Lead	159,915	43,562	104,988

The quantities and value of Cotton Yarn exported to other countries in the Far East are given as follows :—

To	1864.	1865.	1866.
Quantity for the Month ended 30th Nov.			
Ceylon	7,520	45,700	37,900 lbs.
Singapore	381,400	18,200	211,980 ,,
Quantity for the Eleven Months ended 30th Nov.			
Ceylon	768,546	312,900	773,876 lbs.
Singapore	1,140,718	1,092,600	1,591,124 ,,
Value for the Month ended 30th Nov.			
Ceylon	£626	£7.090	£3,787
Singapore	34,623	2,630	20,193
Value for the Eleven Months ended 30th Nov.			
Ceylon	£26,707	£30,541	£82,030
Singapore	126,790	103,494	157,418

The quantities and value of Cotton Manufactures exported to the various countries during the several periods of the respective years are as follows :—

To	1864.	1865.	1866.
Quantity for the Month ended 30th Nov.			
Ceylon	653,638	2,372,303	3,380,128 yds.
Singapore	3,693,817	824,028	6,762,694 ,,
Java	—	1,547,149	7,315,594 ,,
Philippine Islands	—	2,190,798	3,378,900 ,,
Quantity for the Eleven Months ended 30th Nov.			
Ceylon	11,936,399	14,126,023	24,291,343 yds.
Singapore	24,609.357	37,797,256	51,886,570 ,,
Java	18,082,605	26,789,202	55,068,462 ,,
Philippine Islands	19,900,645	27,905,664	26,932,646 ,,
Value for the Month ended 30th Nov.			
Ceylon	£19,041	£55,878	£76,628
Singapore	85,685	20,805	146,187
Java	—	34,105	153,739
Philippine Islands	—	58,444	94,442
Value for the Eleven Months ended 30th Nov.			
Ceylon	£391,024	£342,315	£569,586
Singapore	644,016	790,208	1,175,233
Java	484.892	588,339	1,264,315
Philippine Islands	546,257	676,606	697,548

The following Returns give the total quantities and value of the several articles named exported from the United Kingdom to all parts during the period of eleven months ended 30th November, 1866 :—

	Quantity.	Value.
Cotton yarn	126,180,449 lbs.	£12,422,120
Cotton manufactures	2,341,747,713 yds.	53,083,091
Worsted stuffs	208,999,860 ,,	12,255,606
Woollen and worsted cloths	32,319,462 ,,	5,061,050
Lead	28,946 tons	637,896

During the month of October and the ten months ended the 31st Oct. of 1866 and the two preceding years, the value of the Exports from the United Kingdom to the several countries mentioned was as follows :—

To	1864.	1865.	1866.
Value for the Month ended 31st Oct.			
China(exclusive of H. Kong).	£148,056	£206.354	£526,412
Ceylon	83,936	78,713	76,652
Cochin-China, Camboja, and Tonquin	—	—	—
Egypt	613,322	675,044	551,374
Hong Kong	83,718	183,310	238,091
Japan	54,531	99,325	174,340
Netherlands India (Java, &c.)	47,366	101,947	142,373
Philippine Islands	147,908	90,010	129,137
Singap. and Eastern Straits	29,067	89,729	73,580
Siam	—	14,577	—
Value for the Ten Months ended 31st Oct.			
China(exclusive of H. Kong)	£2,456,578	£2,778,556	£4,240,441
Ceylon	711,222	528,180	850,761
Cochin-China, Camboja, and Tonquin	—	—	940
Egypt	5,091,405	4,621,202	6,278,248
Hong Kong	1,431,491	1,351,949	2,054,887
Japan	486,352	1,085,432	1,275,431
Netherlands India (Java, &c)	687,421	741,166	1,351,268
Philippine Islands	764,647	831,165	797,188
Singp. and Eastern Straits	999,823	1,193,626	1,567,142
Siam	15,129	36,942	4,088

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom during the month and eleven months ended 30th November, and its value for the periods of one month and ten months ended 31st October, 1866, as compared with the corresponding periods of the two preceding years are thus given :—

From	1864.	1865.	1866.
Quantity for the Month ended 30th Nov.			
British India	428,815	296,925	425,743 cwts.
China	82,458	6,805	10,017 ,,
Egypt	19,808	71,199	29,249 ,,
Total from all parts	621,100	630,588	645,227 ,,
Quantity for the Eleven Months ended 31st Oct.			
British India	3,784,562	3,422,830	5,229,977 cwts.
China	691,494	315,836	44,784 ,,
Egypt	912,227	1,328,092	814,885 ,,
Total from all parts	6,767,896	6,946,153	11,255,498 ,,
Value for the Month ended 31st Oct.			
British India	£4,321,797	£4,374,436	£3,017,110
China	229,344	59,548	6,641
Egypt	83,853	1,599,104	113,713
Total from all parts	5,764,649	7,712,209	4,337,848
Value for the Ten Months ended 31st Oct.			
British India	£29,183,930	£18,555,442	£22,030,060
China	5,174,553	1,509,235	151,281
Egypt	11,438,506	10,546,019	7,065.017
Total from all parts	62,098,915	43,899,564	67,175,970

Of Raw Coffee imported from British Possessions the quantity and vluea is given thus :—

From	1864.	1865.	1866.
Quantity for the Month ended 30th Nov.			
Ceylon	4,742.694	9,991,036	8,227,908 lbs.
Other British Possessions	1,228,678	1,847,037	1,260,086 ,,
Quantity for the Eleven Months ended 30th Nov.			
Ceylon	64,254,355	77,947,653	71,701,302 lbs.
Other British Possessions	18,622,347	20,260,919	16,879,205 ,,
Value for the Month ended 31st Oct.			
Ceylon	£121,835	£175,963	£352,214
Other British Possessions	116,228	77,702	48,016
Value for the Ten Months ended 31st Oct.			
Ceylon	£2,041,456	£2,334,907	£2,100,511
Other British Possessions	535,473	619,852	525,531

Returns are given of the quantity and value of the Unrefined Sugar imported into the United Kingdom from Java and the Philippine Islands :

	1864.	1865.	1866.
Quantity for the Eleven Months ended 30th Nov.			
Of 2nd quality	438	2,117	3,830 cwts.
Of 3rd do.	268,498	153,804	62,299 ,,
Of 4th do.	109,850	398,444	848,818 ,,
Value for the Ten Months ended 31st Oct.			
Of 2nd quality	£632	£2,214	£4,692
Of 3rd do.	41,205	153,687	53,226
Of 4th do.	104,282	365,892	258,349
Total all qualities	146,119	521,793	316,267

Of Hemp imported from the Philippine Islands the quantity for the eleven months and value for the ten months are given as follows :—

	1864.	1865.	1866.
Quantity to 30th Nov. (cwts.)	160,246	194,846	48,297
Value to 31st Oct.	£235,085	£275,411	£94,048

The total quantity of the several Imports named received into this country from all parts during the eleven months ended 30th November, 1866, and their value during the ten months ended 31st October, 1866, are thus compared with the returns of the two previous years :—

	1864.	1865.	1866.
Quantity for Eleven Months ended 30th Nov.			
Coffee (lbs.)	100,576,559	121,302,966	112,196,202
Raw Silk (lbs.)	4,998,265	6,917,278	4,854,719
Tea (lbs.)	81,803,669	91,082,271	94,815,813
Value for the Ten Months ended 31st Oct.			
Coffee	£3,048,504	£3,566,098	£3,208,652
Raw Silk	4,833,500	8,525,487	5.365.368
Tea	6,618,449	6,372,339	8,178,954

The following quantities of the undermentioned articles were remaining in the bonded warehouses of the United Kingdom on the 30th November, 1866, and at the same date in the two preceding years :—

	1864.	1865.	1866.
Coffee (lbs.)	30,790,717	30,550,545	32,204,685
Tea (lbs.)	89,655,223	78,678,304	95,602,672
Unrefined Sugar (cwts.).	4,137,531	3,285,990	3,406,397

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RULES.

1. The Association shall be called "The East India Association," to be supported by Annual Subscriptions and Voluntary Donations.

2. The Association shall be for the independent and disinterested advocacy and promotion by all legitimate means of the interests and welfare of India generally. As an Institution, the Association will, so soon as the funds permit, provide a Library and Reading Room, and will always afford Members of Parliament, and the Public generally, information and assistance on all Indian subjects within its power. As a Body, it will receive communications, direct or through its Local Committees, on all those questions of local or public interest which there are at present no adequate means of bringing to the notice of the Public or Legislature.

3. The Association shall not take any notice of complaints of individuals against the Governments in India or their Civil and Military Servants; unless a question of public importance be involved therein; nor will it undertake to act in any matters that can be decided by Law Courts, or by Appeal to the Judicial Committee of the Privy Council.

4. The Association shall consist of Resident and Non-Resident Members. Those residing in the United Kingdom shall be called Resident, and all others Non-Resident Members.

5. There shall be an Annual Meeting of the Association, to be held during the Session of Parliament, Ten Members to form a Quorum at all Meetings of the Association.

6. The President and Six Vice-Presidents of the Association shall be elected at the Annual General Meeting.

7. Special Sub-Committees of Members, selected on account of their knowledge of the subjects under reference, of whom Three shall form a quorum, shall be appointed at the Annual Meeting, to take into consideration all matters referred to the Association by the Local Committees and individuals.

8. At the Annual Meeting a General Managing Committee shall be appointed, of whom Four shall form a quorum, composed of a Chairman, Six Members, and the Chairman of each of the Special Committees, by whom a Secretary and Treasurer shall be appointed, and the entire affairs of the Association managed.

9. Local Committees shall be appointed in India by the General Managing Committee; and the co-operation of independent Local Associations in India is invited by the "East India Association."

10. After the 1st January, 1867, any person desirous of becoming a Member of the Association shall be proposed and seconded, and after Election by the Managing Committee shall be required to pay an Annual Subscription, in advance, on the 1st of January in each year, of One Sovereign or Ten Rupees. The payment of Ten Sovereigns or One hundred Rupees in lieu of Annual Subscription, shall constitute Life-Membership.

11. The Election of every Member shall be notified to him in writing by the Secretary, who shall transmit to him, at the same time, a copy of the Rules of the Association.

12. Subscriptions unpaid on the 1st May in each year involve cessation of Membership, subject to appeal to the General Managing Committee.

13. At the desire of Five Members of the General Managing Committee, or on the written requisition of Ten Members of the Association, the Secretary shall convene a Special Meeting of the Association.

14. The General Managing Committee shall have power to make and alter any bye-laws for the management of the Association.

15. No addition to or alteration in these Rules shall be made, except at the Annual Meeting of the Association.

Subscriptions and Donations can be paid at the LONDON AND WESTMINSTER BANK, St. James's-square, London; Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; Messrs. SMITH, ELDER, and Co., 45, Pall-mall, S.W.; and their Agents in India.

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Hong Kong & Whampoa ..	Pak Wan...	A1 14 yr.	E.I.D.	With des.
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Batavia and Sourabaya ...	Susan Eliza-beth ...	739	A 1 —	Imm.
Hong Kong & Whampoa ...	Everest ...	571	A1 13 yrs.	„
Calcutta ...	James Cross-field ...	—	—	„
Capetown ...	Logan ...	533	—	„

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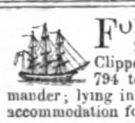

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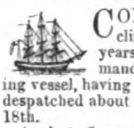

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THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 3s. per annum, including Postage, and to the Export Supplemen 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 233.] LONDON, FRIDAY, JAN. 11, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

REMOVAL OF OFFICE.

Our Offices have been removed to No. 2, Cowper's Court, Cornhill (over the JERUSALEM).

SUBSCRIPTIONS FOR 1867.

Subscriptions for the present year are now payable. Post-office orders, &c., to be made in favour of the publisher, JOHN ELLISON.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Sept. 17	Nov. 13	Nov. 17
Nagasaki			Nov. 17
Hakodadi			
CHINA—Peking			Nov. 19
Tien-tsin			Nov. 23
Chefoo			Nov. 17
New-chwang			Nov. 18
Hankow			Nov. 18
Kin-kiang			Nov. 19
Chin-kiang			
Shanghai	Sept. 26	Nov. 13	Nov. 27
Ningpo			Nov. 23
Foo-Chow			Nov. 23
Formosa—Tamsuy			
Amoy			Nov. 28
Swatow			
Hong Kong	Oct. 10	Nov. 23	Dec. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Sept. 26	Nov. 13	Nov.
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			Nov. 27
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Dec. 2
MALACCA STRAITS—			
Singapore	Oct. 26	Dec. 2	Dec. 8
Penang	Oct. 26	Nov. 30	Dec. 10

Telegrams have been received from Shanghai (via Kiachta) to Dec. 1st, quoting exchange a shade higher; also tea. Telegrams via Galle of Dec. 8th and Hong Kong Dec. 15th are now overdue. A telegram turned up, dated Galle Dec. 17th, quoting Exchange at 5s. 10¼d., but was not credited. One telegram from Shanghai of 30th Nov. (via Kiachta) states that the news in reference to Messrs. Dent and Co. had been received from London, and a panic ensued.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Nyanza, arrived Jan. 9.—From Galle: M. de Pevry, Mr. McBane, Mr. and Mrs. Daniell, child and two servants, Mr. Watson. From Singapore: Mr. Wilkinson, Mr. and Mrs. Davidson and child, Mr. C. H. Harrison. From Penang: Mr. Van der Meidan.

To Malta.—From Hong Kong: Mr. L. Fogo.

Per P. and O. steamer Delta, to Southampton, expected to arrive Jan. 17.—From Galle: Mr. McDowell, Mr. Jolley. From Singapore: Mr. Shaw, Mrs. Williams and two children, Capt. Luxton. From Penang: Capt. Macbeth. From Yokohama: Mr. West. From Shanghai: 9 Japanese Officers. From Hong Kong: Mr. White, Commander Doughty, Mr. Hogg, Mr. Cook, Mr. Easther, Capt. Cates, Mr. Boucher.

By last Bombay mail to Marseilles, per P. and O. steamer Tanjore, arrived Jan. 3.—From Hong Kong: Lieut. Foster. From Galle: Mr. Cairns.

From Hong Kong (via Bombay): Lieut. Foster.

Per French mail steamer Peluse, arrived at Marseilles, Jan. 5.—From Yokohama: Kiroe-Ymato-no-Kami, Japanese ambassador and suite, Messrs. Dell'Oro, Verneroni Brerva, Varcetisch, Begnotti, Danioli, La Perouse, Clinet, Dumarcet, De Rotrie, Pim. From Hong Kong: Messrs. D'Orbeta, Ojeda, Pela, Barbier, Nicolas, Pujolas, Bourgeois-Lertronniere, Martin, Bellomo, Zocolo, Hidalgo, Romano, Mr. and Mrs. Eme and child. From Saigon: Messrs. Dubois, Larrier, and Michael.

PASSENGERS OUTWARD.

Per P. and O. steamer China, from Southampton, Jan. 4.—To Yokohama: Mr. and Mrs. Jaquenot, Mrs. Dissez, and servant. To Ceylon: Mr. and Mrs. G. Vetch, Mr. and Miss Allen, Mr. L. P. Thomas, Miss Williaford, Mrs. Allen and child, Mr. L. Holland. To Hong Kong: Mr. Ridgway, Mr. Mahon, Mr. W. J. Hooper, R.N., Mr. and Mrs. J. Gibson and servant, Capt. J. C. Peters, and one second-class passenger. To Singapore: Miss Gale, Mr. G. T. and Mrs. Ricketts, and servant. To Calcutta: Mr. W. N. Campbell, Mrs. A. Stewart, Capt. and Mrs. May, Mr. E. Southwell, Mr. M. Chapman, Miss McGregor, Mrs. Close and child, Mr. W. Schlich, Mr. B. Ribbentrop, Rev. J. W. Adams, Miss Adams, Mr. Fleming, Rev. R. and Mrs. Winter and ayah, Mr. McNeil Miss Crofts, Capt. P. E. Hill, Mrs. Greme, Mr. Boulger, and one second-class passenger. To Madras: Major and Mrs. H. A. Hare, Mr. H. Adam, Major N. F. Hutton, Mrs. Fleming, child, and ayah, Mrs Hannan, Mr. Malthy.

From Marseilles, Jan. 12.—To Ceylon: Mr. & Mrs. Boustead, Mr. E. Byrde. To Hong Kong: Mr. Still, Mr. S. L. Prior, Mr. T. J. Gardner, Mr. J. B. Taylor, Mr. H. C. Low. To Calcutta: Sir. E. and Lady Leeds, Mr. P. Hordem, Mr. C. A. Kelly, Mr. Ridge, Mr. Adland, Mr. M'Gregor, Mr. and Mrs. J. Stalkhard, Mr. and Mrs. A. K. Reed, Mr. and Mrs. C. J. Cooke, Rev. and Mrs. J. Mathews, Lieutenant and Mr. Hopkinson, Colonel McMahon, Capt. Gardyne, Rev. D. F. Mazanchelli, Lieut. Blake, Major Dawson, Mr. Brancker, Mr. G. W. Martin. To Madras: Capt. Lidderdale, Major Rutherford, Capt. J. C. W. Bruce, Lieut.-Colonel and Mrs. C. P. Taylor, two children, and two servants, Lieut. F. W. Buller, Miss Harris, Mr. Gepp, Capt. J. P. and Mrs. Warlow, Mr. H. Trylor, Mr. H. Gale, Mr. T. Miller.

Per P. and O. steamer, from Marseilles, Jan. 20.—To Hong Kong, via Bombay: Mr. Hitchcock.

Per P. and O. steamer, from Southampton, Jan. 20.—To Ceylon: Lieutenant and Mrs. A. Hansard, Miss Adams, Mrs. Wormald, Ensign Perkins. To Singapore: Mr. W. H. Newman.

From Marseilles, Jan. 28.—To Shanghai: Dr. and Mrs. C. Powles. To Singapore: Sergeant-Major J. Rose. To Penang: Mr. de Munnick. To Ceylon: Mr. W. G. Inglis.

Per P. and O. steamer, from Southampton, Feb. 4.—To Singapore: Colonel Ord.

Per Lauderdale, to Shanghai, Mr. Robert Willis.

Summary of News from the Far East.

KOREA.

Were any further confirmation needed of our announcement of the repulse sustained by the French forces, its accuracy is now amply verified by the report of the Messageries Imperiales steamer *Dupleix*. This vessel spoke the steam corvette *Primauguet* and three other French war steamers off Woosung and they reported that "the expedition had sustained a severe repulse at the hands of the Koreans on its attacking Saoul, forty men having been killed and wounded on the side of the French. One gunboat got ashore in the river owing to the tremendous fall of the tide, which is stated at about forty-two feet; she was for some time left thirty feet out of water on a flat rock. Fortunately she was eventually got off. The French Admiral in the *Laplace*, and the remainder of the squadron consisting of the *Guerriere*, *Kinshan*, and others had gone to Yokohama." Here we have a distinct statement of the disastrous nature of the reverse, from the best possible authority—that of French officers engaged in the operations. The despatches received by the French Government from Admiral Roze do not, however, quite coincide with this account. The following is a summary of them—or of such portion of them as it has been deemed advisable to make public:—

"After the occupation of Kanghoa by the disembarking companies of the ships of the division, the Vice-admiral established himself in a strongly fortified position, taking care to have the environs of the city searched by detachments and exploring the opposite banks of the Corean peninsula, destroying all the junks that were found in the channel.

"In one of these explorations the shallop of *La Guerriers* at the moment of touching the coast was received almost at point-blank distance by a discharge of musketry, that killed three sailors. Our marines leapt ashore and dislodged the Coreans who had fired from the brushwood, and led on by First-class Naval Cadet Chatel, put them to flight after having killed some of their number.

"Vice-Admiral Roze wishing to ascertain the state of the country, a detachment, under the naval Captain Ollivier left Kanghoa, and encountered, some kilometres from the town, Coreans in large force entrenched in a fortified pagoda. The enemy made a sortie, but was repulsed, and hastened to return to his entrenchments, leaving his dead behind. After a very lively fire, in which we had no killed, but unfortunately some wounded, the column returned the same night to Kanghoa.

"Some days afterwards Vice-Admiral Roze, finding that the Corean Government did not follow up the overtures he had expected upon receiving a letter from the King, determined to leave Kanghoa. The approach of winter was already beginning to be felt, and fears were entertained that all navigation on the river Salée might soon be interrupted. He therefore ordered the destruction of all the Government establishments, with the King's palace, and our sailors returned on board the ships moored in front of the island of Boisee. The coffers, containing silver bars representing

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the amount of 197,000 francs, with manuscripts and books that may be interesting to science, were sent to Shanghai, whence they will be forwarded to France.

"Vice-Admiral Roze also announces that he has been joined by the two missionaries who had remained in Korea, they having succeeded in getting on shore at Tche-fou.

"The destruction of Kanghoa, an important war position, and of the powder magazines and public establishments that town contained must have shown the Korean Government that the murder of the French missionaries was not to remain unpunished."

Such is the *Moniteur's* version, on which the *Liberte* has the following comments:—"To destroy Kanghoa, and carry away on leaving it 197,000 francs in silver ingots, with manuscripts and books, by way of punishing the murder of missionaries who knew when they went to Korea to what fate they exposed themselves, that is what we call making the French name respected! A few more distant expeditions like this, and we shall have taught the Chinese how to fight. What shall we do then? what could we do, a handful of men at that distance against three hundred and sixty millions of Chinese? Already their pirates dare to show themselves, and to attack European vessels. Let us leave the Chinese at peace in their own country, and let our missionaries be contented with preaching in ours."

The following is from the *Shanghai Recorder*. We cannot yet endorse the opinion deduced by the writer from the fact of the *Pelorus* having been intercepted to convey despatches: "The advices which have been received from Chefoo to the effect that H.B.M. Minister had issued instructions that the *Pelorus* should be intercepted on her way to this port would seem to point to the fact that Great Britain is likely to join with the United States in demanding satisfaction for the murder of the crew and passengers on board the *General Sherman*. As yet no definite information as to the course likely to be pursued has been revealed; but upon the arrival of the United States' flag ship *Hartford*, now daily expected from Japan, we presume some measures of a definite description will be decided upon. That a severe and summary reparation for the barbarous act which has been committed will have to be obtained, there can be very little doubt; and the circumstance that France is also engaged in demanding a similar recompense on account of the outrage upon the missionaries, points to the possibility of the warlike steps which will be taken resulting in the opening up of the country. Thus there seems no little likelihood that European Governments will be called upon to establish some relations with the Korea of a similar description to those which exist in China. As it is scarcely to be imagined that they will be content to remain without some guarantee for future security from outrage, the more especially as the immediate cause of the murder of the French missionaries appears to have been the enmity to foreigners which has been excited by Russian encroachments. The jealousy with which one European nation naturally regards any extension of power and territorial jurisdiction in the East on the part of another, must naturally tend to cause them all to demand admittance by fair means into countries where there seems a chance of any Power obtaining undue influence by underhanded encroachment; and should it prove true that Russia is pursuing a policy of annexation in the direction of the Korea, it can scarcely be imagined that other European Powers will stand by quietly and permit her by degrees to obtain possession of so powerful a position in those parts. Thus we may find ourselves in the present instance as in so many similar cases, compelled to force relations upon an unwilling people, and in the course of time Korea will in all probability stand in the same position as regards foreigners as China does at the present day. Whether as a place of trade, the same inducements to extend foreign intercourse with the country as is the case in China may be found, is a question upon which in our present state of knowledge of the place it is impossible to decide; but the importance of its position in regard to the North of China and also to Japan is such that the relations of all foreign Governments with Korea, must become a matter for serious consideration so soon as one European nation has gained a footing in the kingdom.

The following is the text of Admiral Roze's official notification of the blockade of the Seoul:—

Shanghai, October 31st, 1866.—I, the undersigned, Rear-Admiral Commander-in-Chief of the Naval Forces of H.M. the Emperor of the French in the Seas of China and Japan, being desirous of obtaining redress for the murder by the order of the Korean Government of a great number of French missionaries, and in virtue of the power vested in me as Commander-in-Chief,

Declare:—That on and after the 15th inst. the river Seoul and all its mouths shall be held in a state of effective blockade by the naval forces under my command.

All vessels attempting to break the blockade will be proceeded against in accordance with the provisions of International Law and of the Treaties in force with the neutral Powers.—On board the *Guerriere*, Cheefoo Harbour, Oct. 5, 1866.—(Signed) G. ROZE.

CHINA.

HANKOW.

On the 14th November (says the *Hankow Times*) Mons. Giquel paraded the men of the Chinese Contingent in front of their camp on the Woochang side, for the purpose of taking leave of the corps previous to his embarkation for Shanghai *en route* for Europe. The entire force, comprising some six hundred men, were present, and we were much interested by the very creditable manner in which they performed the few manœuvres through which they were put by their colonel, Mons. de Marbin, in honour of the occasion. Considering the short time under which the men have been in training, and the fact that every one of them commenced as a raw recruit, it was wonderful to see how readily and accurately they obeyed the words of command—always given in French—and how well they moved in unison, both in manœuvring and the handling of their arms. In one point alone they failed sadly, and that was in the keeping of step. Do what they would their officers seemed utterly powerless to bring their "left" "right," "left" "right" to fall together, and the consequence was confusion, which materially interfered at times with the proper working of the corps. They look upon "step" at present as an objectless piece of absurdity, peculiar to the foreigner, and not worthy of Chinese imitation as compared to the expenditure of powder and the prod with the bayonet. Skirmishing the men appeared to enter into with great glee, scampering into their allotted places, firing their pieces, and retiring, as if they really enjoyed the fun. After the parade was over, just about sunset, Mons. Giquel called the officers together and made them a farewell speech, complimenting them on the cordial co-operation which he had always received from them in the prosecution of his difficult task, and encouraging them to further exertions in the future pending his own return from Europe. The Chinese officers were then invited to come forward, and were addressed in Chinese, much to their satisfaction, if we might be allowed to judge by the hearty chin-chins which the oration elicited from their uplifted hands, still, we observe, deep in the sleeves of their jackets. At this juncture the Mandarin suggested a volley. The commandant begged to be excused. "You must," returned No. 1; and forthwith some one was despatched to fetch the ammunition. It was amusing to see the entire contingent brightened up at the prospect of a little noise, and it spoke volumes for their readiness to go into powder with ball on the right side of it if necessary. Mons. Giquel, we are informed, has left the Customs to be commander of a naval brigade he has been commissioned to organise under the orders of the Viceroy at Foo-chow-Foo. He is a gentleman gifted with a most liberal mind, and an intimate acquaintance with the Chinese and their language; and in whatever capacity he may serve the Imperial Government we feel assured that, whilst paying due regard to the obligations he may owe to the Government which he is serving, he will at the same time take care to promote the interests not only of his own beloved France, but of Western nations in general.

When the settlement of Hankow was threatened by the Nienfei at the beginning of last year, application was made to the Commander-in-Chief for the use of two field pieces wherewith to protect the settlement, and much indignation is expressed at the long delay in replying to this request. The *Hankow Times* says:—"It will be remembered by most of our readers that on the morning of Sunday, the 21st January last, it became known that Hankow was threatened by a large body of revolted Chinese soldiers; and that the Nienfei, taking advantage of the confusion which would inevitably ensue when this was discovered, were advancing on the city in considerable force. This startling intelligence received further confirmation on the following day. There was no British gunboat in port at the time, and but one small French war steamer. The foreign residents, therefore, being left in a great measure to their own resources, considered it necessary to adopt some means to protect themselves. Accordingly, on Tuesday, the 23rd, a large and influential public meeting was held, to take into consideration the best means of defending the settlement. Among other measures adopted on that occasion, a resolution was passed that, with a view to the better and more systematic protection of the settlement in case

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of danger, application should be made to the Commander-in-Chief for the use of two light field pieces. It had been previously ascertained that there were men in the community who were able and willing to work the guns if they could be procured. The advantages of such a measure were obvious. The Chinese have a most wholesome dread of artillery, and the class of gun asked for was particularly well adapted for the work it would be required to perform. A six-pound gun could be easily and rapidly transported by four or even two Hankow ponies, and these are always obtainable on the shortest notice. The ground on the concession and its neighbourhood offers few obstacles to artillery manœuvres, and there is probably no port in China where field-pieces could be used with better effect. Considering that the residents here undertook to provid men and horses and to pay for such ammunition as might be expended, the request for a couple of guns does not appear unreasonable. At all events there is nothing positively absurd or unusual in the idea of a number of British merchants trying to defend their lives and property, and nothing savouring of presumption in their appealing to the only source from which their wants could be legitimately supplied. In the simplicity of their hearts people imagined that an answer to their application might come by the return steamer. Merchants have a vulgar habit of being prompt and business-like; and had the request gone to a merchant instead of to one of those wonderful jossess who preside over and control the destinies of Britons abroad, an affirmative or negative reply would have arrived immediately, and the matter would have been at an end. But some of our governing officials manage these things differently. There is no indecent haste in making their intentions known, and it must not excite surprise that it has taken nine and-a-half months to convey the intelligence contained in the notification that the application for guns 'has been met by a decided refusal.' Our suspense is at an end. We have been 'put out of pain.' But, knowing the worst, our spirits rise with the occasion, and we trust they will shortly regain their wonted elasticity. Nearly a year has been lost by this delay. In the interval which has elapsed between the forwarding of the application and receiving a final answer to it, guns might have been procured from England *via* the Cape."

SHANGHAI.

The P. and O. mail of Sept. 26 arrived out on the 13th Nov. Telegraphic news to 23rd Oct. had been received. The latest dates are to the 27th Oct. per extra French steamer *Labourdonnais*.

The *North China Herald* has the following remarks on the extent to which smoking is carried on in Shanghai:—"If the Royal author of 'The Counterblast to Tobacco' could by some magic revisit the glimpses of the moon and wake up in Shanghai, he would in all probability hurry back as soon as possible to the 'World of Spirits.' For, everywhere, he would see the sparkling gleam and sniff the detested scent of the weed that he so abominated in the days of his flesh. It is doubtful whether any community (except that of Hamburg) smokes more than the Model Settlement. Cheroots are here necessaries of life. They are in everybody's mouth. The whole population are, in this respect, worthy followers of the late Rev. Robert Hall, of whom it was asserted that he was always, during his waking hours, 'smoking or preparing to smoke.' We are not, like Bobadil, content with 'a pipe of tobacco to close the orifice of the stomach;' but we smoke after every meal, frequently early in the morning, and generally far into the night. There are of course amongst us some non-smokers, but these are a conspicuous minority; and if we allow the moderate number of four cheroots *per diem* to each man in the settlement, we shall come to the conclusion that, on the average, eight thousand cigars a day or two millions nine hundred and twenty thousand cigars a year are smoked in Shanghai. This enormous consumption of tobacco cannot fail to affect the character and health of the community, and smoking assumes the dignified position of an institution, the importance of which only escapes our attention because we are so accustomed to it."

The sale of property noticed in our last, belonging to the estate of Messrs. Jarvie, Thurburn, and Co., was, we understand, partly resold at a profit of five thousand taels, and that the present holders, Messrs. Bower, Hanbury, and Co., had overtures made for it at somewhat its old value. There is a fine opportunity now for investing here, for the recovery in the value of property, ultimately, can scarcely be doubted. The position of Shanghai must always secure for it the chief seat of the China trade.

The ports of Newchwang and Chefoo, in the extreme north of China, appear to be gaining in importance. At Newchwang during one month the arrivals have been fourteen vessels, while fifty vessels have sailed. At Cheefoo the arrivals and departures have numbered forty-five vessels.

A rumour of a strange description has been current among the Chinese with respect to the case brought by the owners of the steamer *Williamette* against the *Plymouth Rock*, the decision in which we published in our last. It is asserted that the Taoutai intended or intends to squeeze the Chinese shareholders in the Shanghai Steam Navigation Company out of an amount to cover the loss sustained by the steamer *Williamette*. We are disposed to place little credence upon the rumour, as it is scarcely probable that were such an intention really entertained, the fact would have been allowed to leak out; while on the other hand, there is every likelihood of the idea having originated among the native shareholders themselves, who knowing the practice of their authorities under ordinary circumstances, may have expressed their fears that such would be resorted to in the present instance. For a long time rumours of a similar description have been current. One was to the effect that, should a decision be given adverse to the Chinese Government as owners of the *Williamette*, natives would be employed to burn the whole of the steamers on the river. It has been seriously believed in some quarters that such a plan might be resorted to; but we have heard so many idle rumours of the same kind that we can only regard them as the emanations of an excited imagination. It is quite possible that the Chinese authorities might be desirous to instigate such an action, but highly improbable that they would have the temerity to put their wishes into execution.

A case between C. Thorne and Hogg Bros. with regard to the right of way down Maiden-lane was brought forward at the Supreme Court before Mr. Goodwin; but in consequence of the absence of Mr. James Hogg, who Mr. Myburgh, the counsel for the defence, stated was an important witness in the case, it was postponed. Mr. Lawrance, the counsel for the plaintiff, urged the damage which delay did to his client's interests, and complained that it was anomalous that Mr. Edward Hogg should be able to knock down the walls built by the plaintiff by virtue of instructions received from his brother; but that at the same time the case could not be settled on account of his brother's absence. He begged to inquire of the Court whether there would be any objection against his client's rebuilding the wall, and was informed, in reply, that pending the postponement of the case, the Court could not prevent his building the wall, but could also not interfere with Messrs. Hogg's right of way, provided that in preserving it no breach of the peace were committed. Mr. Myburgh guaranteed the orderly conduct of his client; and either the scheme of building the wall will have to be abandoned by Mr. Thorne's representatives pending the return of Mr. Hogg, or the portion built one day will continued to be kicked down the next, as heretofore.

The *Simoda*, a British vessel, 650 tons register, and ready for sea, was sold at auction and fetched only 2,450 taels, while the *Euxine*, 398 tons register, only realised 1,300 taels on being similarly disposed of.

An unfortunate catastrophe occurred on board the *Peter Denny*, on the 11th of November, while on her passage from London to this port. It appears that the Rev. David Mason being on the forecastle of the ship with some other passengers, in the heavy weather which she experienced during the latter part of her passage, was washed overboard, and sank immediately. From the high sea running at the time, and from there being no signs of the unfortunate gentleman after he was seen to sink, the lifeboat was not lowered.

HONG KONG.

The P. and O. mail of the 10th Oct. arrived out on the 22nd Nov. The French mail of 17th Oct., which arrived and left Singapore on 22nd Nov., had not arrived when the present mail left on the 1st Dec. The telegraphic advices from London reached up to the 27th Oct.

On the rumoured establishment of a Chinese arsenal at Foochow, the *Overland Trade Report* has the following:—"The most interesting intelligence which has come down from the north by the mail, points to the establishment of a Chinese dockyard at Foochow. Nothing very definite is stated, but there are rumours to that effect, which add that M. Giquel and

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another French gentleman were to be engaged by the Government to render their assistance in carrying out the undertaking. The Chinese General Tseng-kwo-fan and Governor Li of the Two Kiang, were supposed to have concocted this plan between them. There would probably be little reason for European residents in China to feel jealous of the undertaking were it really to be set on foot. An improved capacity to deal with pirates would naturally ensue from the possession by the Chinese of a dockyard and gunboats built on a European model, and there would be little reason to distrust any increase in their strength as possible antagonists in the future, which might arise simultaneously."

On the scheme of the American telegraph is the following:—"A gentleman is now in the colony of Hong Kong who has come here as the agent and pioneer of an American company formed for the purpose of introducing electric telegraphs to China. It is not a little surprising that a company should have been formed anywhere but amongst the European residents of China themselves for this purpose. Certain considerations might lead to the conclusion that one or two lines entirely devoted to serving the European and American trade at Hong Kong and the various open ports might pay, but it seems in the wildest degree improbable that the Chinese themselves would prove to any profitable extent supporters of so startling an innovation as an electric telegraph in the heart of China. The company was formed, it seems, some two years ago, without any more definite plan of operations before it than that of extending the advantages of electric telegraphy to China generally, in any way which might be found feasible. Strange to say the company not only floated, but shares were *bona fide* taken up, deposits paid, and the directors placed in command of money. What to do next under these circumstances seems to have been a hopelessly puzzling question, and for two years the company slumbered, but at last, only a few months ago, the manager fell in with a medical gentleman, Dr. Macgowan, then arranging to come out to China, and suited from his great familiarity with the language and the interior to ventilate the underdertaking. He was at once entrusted with powers, apparently of a somewhat vague and unlimited extent, and has now arrived in Hong Kong, expecting a consignment of assistants, wire, and needful instruments by an early ship but rather in the dark as to where to send them when they arrive. He is said to be meditating an application through the American Minister at Peking to the Chinese Government for permission to construct an experimental line from Hong Kong to Canton, and he is described as nourishing a project for the ultimate union by an electric telegraph of Canton and Peking. While it is not unreasonable to suppose that a sub-marine telegraph cable between Hong Kong, Foochow and Shanghai, which should be out of the control of the Chinese Government, and subservient to the wants of a large civilised commerce would pay its constructors, it is difficult to see how any business whatever, for a purely Chinese line, can possibly arise.

Some changes are about to be made in the arrangements at the Hong Kong magistracy. Mr. Whyte has resigned, to take up private practice at the bar, and merely remains on the bench till a substitute can be found. Mr. Cecil Smith, in view of the inauguration of the new Registration Ordinance, returns to his legitimate functions as Registrar-General. Mr. Mitchell, the Postmaster-General, is to act at the Police Court for the present, and until Mr. May returns it is intended to appoint some other gentleman in the Government service to act as his colleague, so as to leave Mr. Whyte at liberty to retire at the end of the year.

From Nagasaki we have some news of Admiral King's movements. He arrived at that port in the *Adventure* on the 3rd November, and he was to leave again in the same vessel on the 7th for Yokohama, via Simonoseki. The *Argus*, it is stated, will convey him from the last named place, there being no longer any need of a vessel there in consequence of the convention concluded between Choshu and the Shiogoon. The gunboat *Bustard* had arrived at Nagasaki, *via* the Inland Sea; she had to coal at Hiogo, but found some difficulty in doing so in consequence of the obstructiveness of Japanese officials. H.B.M. gunboat *Serpent*, was surveying the Inland Sea at the time the *Bustard* passed, and will be so engaged for some time. The *Bustard* will proceed to Shanghai, it is said, for the purpose of going on to relieve the *Hardy* at Ningpo.

In our issue of the 27th of December we noticed the decision of the Supreme Court in the case of the Hong Kong Hotel Company *versus* Douglas Lapraik. It appears that during Mr Lapraik's absence in England his nephew, who held his power of attorney, subscribed to a certain number of shares in the proposed company. On the arrival of Mr. Lapraik at Hong Kong he refused to pay the amount so subscribed, and allowed himself to be sued for the amount. This course was pursued not for the purpose of disputing his nephew's act or power, but it was done *pro bono publico* in consequence of information Mr. Lapraik obtained as to the manner in which the company was "got up." Had the buildings alleged to be bought of Messrs. Dent and Co. been really a *bona fide* purchase by the promoter of the company, there would have been no dispute, but it appears that they were bought at one price and sold to the company at an enormous advance; in fact it was an attempt to introduce the system so disastrously practised in London of late, of establishing companies for the benefit of one or two persons styled solicitors, promoters, &c. Anything worse than the introduction of this system in a small community like Hong Kong could not be, and it was simply to counteract this that Mr. Lapraik allowed the case to go to court. The decision of Mr. Smale, the Chief Justice, would we think not hold good if appealed against in a Court of Equity.

In our issue of the 27th December we commented on the Chinese petition presented to Governor MacDonnell. We now give a memo issued by Sir Richard, which certainly looks like meeting any reasonable grievance the Chinese can bring, but it is equally clear that he is to be Governor and not the inhabitants.

I have inquired according to my promise into the statement of certain Chinese residents in their memorial of the 2nd instant, as to the inconvenience and possible extortion in Chinese ports so which the carriage of large painted numbers on licensed vessels might give rise. The whole subject has at my desire been carefully considered by the Chinese authorities who are anxious to aid the legislation undertaken by this colony for suppressing piracy—an object which the British and Imperial Governments have equally at heart.

I have much pleasure therefore in now stating that I have just received information officially that the highest Chinese authorities in the neighbouring provinces do not consider the objections of memorialists to be well founded, but that, nevertheless, as a proof of goodwill and of their anxiety to promote the views of this Government, circular orders have been issued to all authorities at the Chinese coast harbours to prevent attempts at extortion, or molestation of vessels having Hong Kong licences.

If any Chinese Regulation requires a vessel to carry Nos. denoting Registry in a Chinese port according to an old law, the renewal of which is contemplated with a view to assimilating the laws of Hong Kong and China in all that regards the coasting trade, there nevertheless need be no apprehension of embarrassment arising from the two sets of figures. On the contrary, a vessel carrying both will enjoy a double security.

I take this opportunity of making an explanation to those memorialists who have quite recently expressed their hope that I would not enforce all restrictions of the ordinance on the passenger and provision boats that make frequent visits to Hong Kong, and which restrictions they state "have been regarded even by the local journals as likely to cause disproportionate expense and inconvenience."

I am not responsible for explanations or views by others of the intended action of this Government. Yet though those strictures may be either erroneous or incomplete, Chinese residents must have been gratified by observing the tendency of such remarks to uphold, as far as possible, the freedom of their coasting trade from all but the most necessary restrictions, and so far they anticipate the wishes of this Government.

It will suffice, however, to state that there never was an intention to subject ordinary passenger and provision junks to the inconvenience and expense of procuring the numerous passes, notices, and clearances required of other vessels.

The "Special Permit" mentioned in clause 16 of the Ordinance is intended to meet such cases,—and a licence of the first or second class—at a lower rate—according to tonnage—will be granted to every boat of that description which finds moderate security for good conduct and observance of the law. At the foot of such licence it is intended to add a special permit dispensing until further notice with the observance of some or all those restrictions, as the case may be, which are only meant to apply when the vessels are less known. All such licences and special permits will of course be liable to forfeiture for misconduct, and violation of the law—but, otherwise, it will probably be found by experience that such vessels will practically suffer no greater inconvenience than at present.

Whatever may be necessary to effect the leading object of the Ordinance, in tracing the conduct and pursuits of every vessel that visits the port, *will be inflexibly carried out.* It is however not intended and would be most unwise to harass with needless restrictions vessels already well-known and not suspected.

We extract the following from the report of the China Traders' Insurance Company (Limited) which will be found more at length in our advertising columns:—

"The company was registered under the Company's Ordinance of 1865, on the 12th Oct., 1865, its shares being all taken, and the first call of $1,000 per share fully paid up. The amount of premiums collected in Hong Kong and China, from the 1st of November, 1865, to the 21st of October, 1866, and the amount collected at the foreign agencies within that period, of which

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the general agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest, amounts to $271,282.13. This result must be gratifying to the shareholders as it proves that the expectations upon which the company was founded were well grounded. The losses which have been paid by the company amount to $81,488.02, and there are further claims not yet settled to the amount of $41,712.98 (the latter may however be considerably reduced). The committee have been fortunate in securing the services of Mr. W. Kaye and Mr. A. Sassoon, as auditors for the year, who have examined the accounts which the committee have now the pleasure to submit for the consideration of the shareholders.

"The committee, upon the assumption that the shareholders will adopt this as the rule of appropriation of risks in the company, recommend that the sum of $118,000 be declared available for distribution as profits of the company for the year. The apportionment of this sum, if appropriated as being so distributable, will, under the 132nd clause of the articles of association be as follows:—the sum of $29,500, to be carried to the reserve fund and invested by the committee:—the sum of $29,000, to be divided *pro rata* among contributing shareholders, and the sum of $59,000, or $295 per share to be paid to shareholders as general dividend."

The following are the returns of average amounts of notes in circulation, and specie in reserve at the undermentioned banks respectively, for the month ending October 31:—

	Notes.	Specie.
Oriental	$224,000	$200,000
Chartered Mercantile	253,715	150,000
Chartered of India	29,100	29,100
Hong Kong and Shanghai	650,334	350,000

The barque *Avon*, a British vessel bought and placed under the Russian flag for the conveyance of coolies to Havana, was seized, and the captain brought before the magistrate on the charge of kidnapping coolies, or rather, we suppose, conveying them against their will. The case was referred to the authorities at Macao where the vessel loaded. As a guarantee that justice will be done the Russian Consul has proceeded to Macao, and the new action will probably take the form of a prosecution on the part of the owners and captain of the vessel, against the charterers who have thus violated the charter party under which the ship was engaged for her voyage.

On the return passage of the *Avon* to Macao, under circumstances noticed in our last, eight of the unfortunate coolies jumped overboard and were drowned. Three or four of the bodies were drawn under the wheels of the steamer accompanying the *Avon*, and were fearfully smashed. The coolie trade has been rather fruitful this year in sensational incidents, but this last would have been spared, perhaps, had the coolies known that an opportunity for release, without death, was before them.

The action for libel brought by the Rev. Mr. Lobscheid against the *Evening Mail* has been heard before the magistrate, but judgment was deferred until 3rd December.

COCHIN CHINA.

We regret to record that a sad accident has happened in Saigon roads, Cape St. James. Captain Bowman, of the British ship *Union*, with the captain of the *Stirlingshire*, and eight of the crew of the *Union* were returning to their ship, when the boat was suddenly struck by a squall, and instantly upset. Fortunately the boat of the *Oleander* was close by, and her captain having seen the accident ordered his men to pull to the spot to render assistance. They succeeded in saving Captain Bowman and six of the crew, but sad to say the captain of the *Stirlingshire* and the rest of the crew were drowned.

SIAM.

BANGKOK.

We have news from this port to the 27th November. The *Bangkok Recorder* gives the following items:—

A birthday dinner party had been given by the King of Siam to the Consuls, and Roman Catholic Bishop, but had well nigh become an utter failure, not for the want of attendance on the part of the guests, but from want of what was thought due attention on the part of the King; and but for extraordinary efforts which his Majesty afterwards made to recall the dispersing Consuls he would scarcely have had any but the French to represent the Western Powers. We hear also that the second day dinner party of Europeans and Americans was sadly slim both in going and returning, and that only one American attended it. The truth is his Majesty's peculiar ideas of *Absolutism* and *Imperialism* are not at all popular with the large majority of his Western friends residing at his capital.

His Majesty left Bangkok on the 25th October for a trip up the river to the ancient city and province of Pitsanuloke, and was expected to return on the 2nd November. This city was one of the early capitals of Siam, and there are many historical reminiscences connected with it. The river at this season of the year is full to overflowing, and the tour was made in steamers. No King of Siam has visited this city, so far as we can learn, for a hundred years or so, and it must be quite an event for the people to see their Sovereign in those regions. For this royal visit they are indebted to the introduction of steam, which has already wrought wonders in Siam as well as in other countries. The first steamer built in Siam was launched on the 25th September, 1855, and was built by his Excellency the Prime Minister, with the assistance of J. H. Chandler, Esq., who has the honour of introducing steamboats and steam machinery into the country.

One of his Siamese Majesty's gunboats sailed on the 31st Oct. for Cochin-China to take home two Cochin-Chinese subjects, who had several months since been taken from a wreck of a Cochin-Chinese vessel near P'ooteinat. This vessel was bringing homeward several Siamese subjects who had escaped from a wreck at Hainan last year. P'ooteinat is a Siamese port, if we mistake not, on the eastern coast of the gulf not far from Campoot. It is gratifying to see Siam and Cochin-China, so long the bitterest enemies, now seeking to please each other.

We are very glad to learn that the Siamese Government have at length employed a gentleman of Dutch nationality born in Java, but educated in Europe, to serve them as civil engineer. He arrived from Singapore on the 27th Oct. with two assistants as passengers on board the Siamese barque *Hera*, Captain Buckhold. It appears that the Government has especially in view by his services a survey of the River Mekong, independent of course of the survey which the French have undertaken, but no further, probably, than where the river is in Siamese territory. We wish the Government every success in this noble enterprise.

We learn that the Siamese Government are introducing a quantity of improved rifles for their army.

The following advertisement lately appeared in the *Recorder*. There is something peculiarly Chinese in an injured husband consoling himself for his dishonour by proclaiming it in a public advertisement:—

"NOTICE.—This is to inform the public that during my absence in China on business, about seven months, in the fore part of the present year, my wife, Nang In, called by me Jennie, was enticed, through the influence of Me Lai, wife of Arnal Duclos, to leave my house, taking with her jewels, necklaces, finger rings, &c., valued at 900 dollars, all belonging to me, and went to live as the wife of Mr. Fisher, an Englishman, employed as foreman in the printing-office of the King of Siam. I am myself a British subject, born and educated at Penang.—CHONG LEONG, Chinese Baker."

This curious accusation was speedily followed by the appended disclaimer on the part of the rival baker:—

"NOTICE.—This is to inform the public that the notice which appeared in the *Bangkok Recorder*, of the 10th and 18th October, stating that "Nang In" called by Chong Leong,—"Jennie, was by the influence of my wife Me Lai enticed from his house;"—was nothing less than calumny, and for which false statement I sued Chong Leong, the author of the said notice, for $200 (dollars) damages. On the 29th October the case came on for trial before Her Britannic Majesty's Consul, and after the case had been clearly proved the Consul gave judgment for $100 (dollars) damages, together with permission to insert a notice contradicting the one inserted by Chong Leong, the Chinese baker, established on the New-street, Charon Kroong.—ARNAL DUCLOS, French baker."

MALACCA STRAITS.

SINGAPORE.

From this port dates are to the 8th December. The English mail of 26th October reached Singapore on the 2nd December. The following summary is from the *Straits Times*:—

Little of public interest has occurred since our last, except the publishing in the *Government Gazette* of an Act of the Supreme Government which has been talked about since 1861, extending the jurisdiction of the Court of Requests from $32 to $50, nominally to take effect from the passing of the Act, but we have not heard when the alteration will really be made. The fate of the Kassang Territory is, as far as we have heard, still unsettled. The late typhoons in the China Sea have sent about twenty vessels into our port, more or less disabled, which has caused an unwonted degree of activity amongst those whose business enables them to profit by these misfortunes. The Agri-Horticultural Society have published their report, which

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shows a favourable result. The Amateurs, (Corps Dramatique) gave their promised performance at the Town Hall on the 4th instant. which was well attended, and taken all in all, may be considered a success.

The following items are from the *Singapore Free Press* :—

At eight o'clock on the night of the 22nd Nov. a fire broke out in the Arsenal of Pearl's-hill. It began in one of the smith's shops from some live coals that had by some extraordinary means got into the bellows, which thus took fire. It soon spread to the roof; but fortunately was quickly extinguished by the prompt measures taken by the officers belonging to the arsenal, who live close at hand. Inspector Cox and Deputy Inspector Moore, on receiving news of the fire came to the spot, but on arriving they found that the fire had been entirely extinguished.

We believe that the steamer *Chedtuba*, brought news from the Governor-General of India in Council to the Straits Government. that the Settlements would pass from under the Indian rule to that of the Colonial on the 1st January, 1867. We may therefore expect shortly to see a Legislative Council formed, for the purpose of making laws for the new-made colony, and we hope that things of minor importance will not be overlooked by the Council when assembled for business. Although we hear that the Indian penal code is to come into force in the Settlements at the beginning of the New Year, yet there are a great many additions required to be made to it, which will be applicable to this place. No doubt this code will be a basis for our legislators to be guided by, but still we trust that they will examine it with great discrimination, and those laws which are not requisite, nor fit for Singapore, reject and at once discard. We would suggest that the Indian Code should be taken more as a guide to the framing of the laws for the new colony, and that the Council should abstract from it those which they think essential for the government of the place. If there is anything wanting they will be able according to the authority invested in them to supply the deficiency. It would be better also to change the title from that of Indian Code, to any other appellation which they may seem fit to call it.

The *Straits Times* has the following on the late shipping disasters in the China Sea and their effect on the various dock companies of Singapore :—"The late typhoons in the China Sea have caused more than the usual amount of destruction to property. No less than seventeen or eighteen vessels have put into Singapore alone, more or less seriously injured. One of these. an American vessel, is to be sold for the benefit of the concerned, but all the others are repairing, causing an unusual amount of activity at the docks and among the ship carpenters. Had the time been selected, none better could have been chosen for opening the Bon Accord Dock at Pulo Brani; for not only has the Patent Slip and Dock Company full employment for some time to come, but the new dock has also as much work as can be attended to. Even the shareholders of the long constructing Tanjong Paggar Dock are beginning to get some of the good things, for, although the dock will not be ready till the next year at soonest, they have their fair share of such repairs as can be effected afloat, and their wharves are sufficiently advanced to accommodate several vessels alongside. The second dock of the Patent Slip and Dock Company is progressing fast, and will doubtless be finished before that of Tanjong Paggar. When the latter is completed, there will be four docks in Singapore, whereas until last month there was but one, but we expect there will be work for all. Increase of accommodation, and the reduced prices attendant on competition, will bring more business to the port and benefit everybody connected with the place. Two years ago, for instance, we had no tug steamer, while now we have two and a steam water boat also employed in towing, all finding a fair amount of employment, as well as another tug boat building, so that in fact while everyone is complaining of bad times, the prosperity of Singapore is steadily increasing."

Mr. Pollard, the Hong Kong barrister, was expected in Singapore, he having taken a heavy retainer from the prosecutors in the alleged barratry case of the *Erin*, to be re-tried at the next sessions.

The British steamer *Achilles*, Captain Russell—the third of the ocean line of steamers—arrived at Tanjong Paggar on the afternoon of the 7th Dec. Her dates of sailing are as follow: —Liverpool, 29th Sept.; Mauritius, 7th Nov.; Penang, 23rd Nov. She brings about 600 tons of cargo for this port, and was to leave for China at daylight on the 13th. She has proved herself to be a good sea boat, for although she encountered a heavy cyclone two days after leaving Mauritius, she sustained no damage.

PENANG.

Dates from this port are to the 10th December. The English mail of 26th October was received on the 30th November. The following items are from the *Penang Gazette* :—

This season's crop of betelnut will be a heavy one. The quantity of nuts on some of the trees is almost incredible, amounting to nearly 2,000 in some instances. Five or six hundred upon a tree is not an uncommon return. We learn that the renters of some estates will make a large profit upon their leases. When a cent is paid for ten or twelve nuts, this is nothing improbable.

A very serious fraud had been discovered this week in connection with opium, when a chest on being opened was found to be full of balls of mud instead of opium. The history of this affair appears to be as follows :—Two Chinese merchants promised to sell to the Chitties 25 chests of opium on arrival of the Calcutta steamer, delivery to be taken five days after; of these 25 chests, 10 were bought by a Chitty of the name of Verapa and the remaining 15 by various other parties. In the meantime the above Chinese merchants had received from another Chitty 5 chests of opium, which Chitty, not having them at the time in his possession, borrowed from another Chitty (a thing often done in dealing with opium). The Chinese merchants in delivering the 10 chests, as according to agreement five days after arrival of the steamer, to Verapa, offered, as part of the 10, those above mentioned five chests. Verapa refused to receive the 10 chests without seeing them opened. The Chinese merchants of course did not refuse to do so, but at the same time expressed their surprise at the request. The chests were opened, and one, the fourth, was found to contain balls of mud. This chest was one of the five bought by the Chinese from the Chitty, and had the mark of one Raman Chitty. In Singapore cocoa nuts and Dutch cheeses are said to have been substituted for opium; in Hong Kong mud has taken the place of the drug, and that not very long ago. We are told also that in the latter place coal was found in the opium chests. In the present case, from the appearance of the mud (and this is backed by the opinion of people who have had considerable experience in the matter), it is pretty certain that the mud is not Penang mud. There is another circumstance which might be noticed here, that is, the very careless way in which chests are packed. Formerly, within two years, the chests were secured with screw nails, now they are only fastened with short iron nails, the result being that the lids can often be raised by the hand with the slightest possible exertion; in fact, the wood is almost rotten where the fastenings are placed. We trust the Bengal Government will see the necessity of returning to the former method of securing the chests. Opium is too valuable an article to be neglected for the paltry economy of a few screw nails.

The coroner held an inquest lately touching the death of one Chin Ah Choon, who died shortly after being wounded by some Malays in the Kidah territory. Four Chinamen from this place were sent to the Kidah territory to cut timber, and while fastening the logs together, previous to rafting them to Penang, a boat with six or seven Malays came down the river from the interior, but not being able to pass, in consequence of the raft's blocking up the way, they began to cut the lashings, when a quarrel ensued, and Chin Ah Choon received a stab in the left leg, and died at noon the same day. Another Chinaman was wounded in the back at the same time. A coroner's jury brought in a verdict of "Manslaughter against some persons unknown." From the nature of the wound, which, according to medical evidence, was not likely *per se* to have alone caused death, it is supposed that the weapon was poisoned.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BARCLAY—On the 2nd Jan., at Church-hill-house, Hundsworth, the wife of Hanbury Barclay, Esq., of a son.

CASTILLA—On the 22nd Dec., at Glasgow, the wife of Captain H. Castilla, of a son.

CRAWFORD—On the 9th Jan., at 2, Ladbroke-gardens, Notting-hill, the wife of Ninian Crawford, Esq., of a son.

DODS—On the 19th Nov., at Bay-, Hong Kong, the wife of G. Dods, M.D., of a son.

GOTTLIEB—On the 6th Dec., at Cambo-house, Singapore, the wife of F. H. Gottlieb, Esq., of daughter.

ROSS—On the 3rd Nov., at Scetapore, Oude, the wife of Hercules G. Ross, Esq., B.C.S., of a daughter.

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MARRIAGES.

BARRETT—KEPPEL.—On the 3rd Jan., at Eaton Church, near Norwich, by the Hon. and Rev. Edward Southwell Keppel, uncle to the bride, assisted by the Rev. F. Weston, Alfred E. Barrett, Esq., of Grimston, Norfolk, second son of Charles P. Barrett, Esq., of Eton, Bucks, to Henrietta, third daughter of the late Hon. and Rev. Thomas Robert Keppel, rector of North Creake, Norfolk, and niece to the Earl of Albemarle.

FLOWERS—EVANS.—On the 17th Nov., at St. John Cathedral, Hong Kong, by the Rev. C. F. Warren, C.M.S., Marcus Octavius Flowers, H.M. Acting-Consul, Nagasaki, to Frances Eliza Sophia, only daughter of the late Rev. Edwin Evans, Consular Chaplain, China.

HEARSEY—HEARSEY.—On the 27th Dec., at Florence, Italy, in the house of Her Majesty's British Legation, by the Rev. Robert Loftus Tottenham, chaplain, Lionel Douglas Hearsey, eldest son of Captain William Moorcroft Hearsey, Oude, India, to Amelia Charlotte Hearsey, third daughter of the late Gen. Sir J. B. Hearsey, K C B. No cards.

SOMERVILLE—DICKSON.—On the 28th Dec., at Drumcoore, Argyleshire, by the Rev. D. Campbell, of Glassary, John R. Somerville, M.D., of Foochow, China, to Margaret, eldest daughter of the late W. D. Dickson, Esq., of Glentewing, Dumfriesshire. No cards.

DEATHS.

FERGUSSON—On the 28th Sept., at sea, on his voyage homeward for his health, Robert Fergusson, Esq., formerly of the Bengal Army, and latterly of Singapore, aged 39.

HODGSON—On the 24th Nov., 1866, at Shanghai, China, Robert Page Hodgson, elder son of Mr. William Hodgson, 99, Richmond-road, Dalston, aged 20.

HASELAND—On the 26th Nov., at the Albany, Hong Kong, Margaretta Anna, the youngest child of Mr. Haseland, aged 19 months.

KAMEUR—On the 28th Nov., at the Seaman's Hospital, Hong Kong, K. S. Kameur, Chinese seaman, aged 28 years.

LANG—On the 16th Nov., at Hong Kong, James Lang, seaman, aged 61 years.

LAWSON—On the 16th Nov., at the Civil Hospital, Hong Kong, Charles Lawson, seaman.

NEILSON—On the 22nd Nov., at Hong Kong, Neil Neilson, seaman, aged 22 years.

SMITH—On the 27th Nov., at Hong Kong, suddenly, Mr. T. W. Smith, overseer of Water Works, aged 39 years.

WILSON—On the 16th Nov., at the Garrison Hospital, Hong Kong, Henry Wilson, Private 20th Regiment, aged 27 years.

WHITE—On the 17th Nov., at the General Hospital, Hong Kong, Charles White, gunner, 8th Regiment, 2nd Brigade, Royal Artillery, aged 30 years.

YANDELL—On the 28th Nov., at Hong Kong, Henry Yandell, seaman, unemployed aged 42 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Oct. 31, 1866	215167	41081136	33072224		9169823	83537855	22616
Corresponding period last season	722936	34358515	33940800	747284	7769973	77539508	44458

SHIPMENTS SINCE.

	Ship.	From.		
Nov. 10	Gauntlet	Foochow	919,200	
— 14	Chetah	Canton	665,500	
— 14	Cora Linn	Do.	490,646	
— 17	John C. Munro	Foochow	582,000	
— 19	City of Quebec	Shanghai	933,938	
— 22	Elizabeth Nicholsen	Do.	1,212,050	
— 23	Camilla	Do.	633,594	
— 29	Dupleix and Labourdonnais	Do., &c.	—	3,700
— 30	Behar(str.)	Do.		1,473
— —	John Bunyan	Nagasaki	488,629	

The total export to 1st Dec. is 89,947,851 lbs., against 90,917,046 lbs. in 1865.

TO UNITED STATES.

							Pcls.
From June 1 to Oct. 31, 1866	...	...	...	...	...	10032346	191
Corresponding period last season	...	...	...	...	...	8401386	...

SHIPMENTS SINCE.

	Ship.	From		
Nov. 15	Renown	Shanghai	28,713	
— 16	Sea Witch	Do.	364,932	
— 16	Edith Banfield	Do.	472,017	
— 18	Albert Victor	Canton	70,000	33½
— 24	Florence Nightingale	Amoy	534,024	
— 30	Powhattan	Canton	7,770	
— —	Margaret Campbell	Nagasaki	421,885	

TO THE CONTINENT.

							Bales.
From June 1 to Oct. 31, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	1986640	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes.
From June 1 to Oct. 31, 1866	...	...	...	...	...	33733	25
Corresponding period last season	...	...	...	...	...	17595	405

SHIPMENTS SINCE.

Nov. 20	Alice Ball	...	...	...	...	...	1,071

TO AUSTRALIA.

From June 1, 1865, to Oct. 31, 1866	7,169,338
Corresponding period last year	4,650,935

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,480
„ 1857 to 1858	76,990,255	68,311
„ 1858 to 1859	65,789,792	83,13
„ 1859 to 1860	85,560,452	64,16
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,884
„ 1863 to 1864	117,463,586	46,605
„ 1864 to 1865	121,236,870	32,317
1865 to 1866	115,333,042	62,899

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs
From June 1 to Oct. 31, 1866	2776	—	80	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Oct. 31, 1866	500	...	...	965	...	417

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Oct. 31, 1866	106136	24326	2383	7079	2635	...

SHIPMENTS SINCE.

Nov. 18, Albert Victor	9000	...	7120	...	1285	...	—	...	—	... —
— 30 Powhattan	4000	...	3950	...	749	...	—	...	—	... —

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Oct. 31, 1866	605		24674	5879	390	155600

SHIPMENTS SINCE.

Nov. 20, Alice Ball	64	..	—	...	7044	...	—	...	150	... 53500

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Oct. 31, 1866	170	...	1217	2718		...

SHIPMENTS SINCE.—None.

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXPORTS FROM MANILA.

Per BELVEDERE to BOSTON.—Hemp 16,592 piculs, sapanwood 400 piculs, cigars, 10 mils.

Per VICKSBURG to CORK or FALMOUTH.—Sugar 22,400 piculs.

Per SAN JULIAN for SINGAPORE and BATAVIA.—Cordage 254 piculs, cigars 3,417 mils.

Per NUEVO CONSTANTE to AMOY.—Sugar 80 piculs.

Per CONGRESS to LONDON.—Sugar 16,000 piculs, hemp 4,436 piculs, sapanwood 500 piculs, mother-o'-pearl shells 358 piculs, gum mastic 349 piculs, cigars 2,870 mil., tortoiseshell 191 catties.

Per PANTHER to NEW YORK.—Sugar 4,800 piculs, hemp 13,820 piculs, sapanwood 888 piculs, hide cuttings 195 piculs.

Per CORRIENTES to SAN FRANCISCO.—Sugar 12,868 piculs, hemp 1,200 piculs.

Per SHANGHAI to HONG KONG.—Sugar 340 piculs, cordage 475 piculs, sapanwood 100 piculs, buffalo hides 10 piculs, hide cuttings 14 piculs, cigars 2,160 mils, paddy 1260 piculs.

Per HONG KONG to SINGAPORE.—Cordage 241 piculs, cigars 1,200 mils.

The total exports from 1st January to 23rd November were as follows:—sugar, 63,201 piculs; hemp, 349,212 piculs; coffee, 30,806 piculs; cordage; 13,358 piculs; sapanwood, 54,122 piculs; buffalo hides, 3,500 piculs; hide cuttings, 4,706 piculs; mother-o'pearl shells, 1,126 piculs; gum mastic, 2,630 piculs; tobacco, 97,281 piculs; cigars, 91,885 mil.; tortoiseshell, 652 catties; rice, 40,845 catties.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—Nowhere but in Japan has any active business been carried on in tea during the past fortnight. In Shanghai there have been some purchases at rates above the London value of the tea, but this deliberate sacrifice seems to have grown wearisome at last at some of the ports.

CANTON.—Country Congous: The stock of 33 chops continues as last advised, but holders of some of the chops are evincing rather more anxiety to quit their teas, intending buyers however are firm, and refrain from making any offers at present that are at all likely (with teamen's ideas) to lead to business. At the same period last year out of 37 chops that arrived at market only two remained in stock, while this year of the forty-seven chops that arrived thirty-three chops or 21,819 packages remain unsold. Country Greens: The musters of the five chops or 2,800 packages have been put on the market, and quality appears to rule superior to that of last season. There are no further arrivals to report.

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Canton-made Teas: For the English market these kinds have been exceedingly quiet during the fortnight; some 2,000 boxes Scented Orange Pekoe have been taken at from 20 to 34 taels, showing a decline of about a tael on previous settlements advised. In Capers nothing whatever has transpired; about 200 half-chests packed Congou have been settled at 17 taels, and 1,500 boxes Gunpowder, ranging in price from 21 to 30 taels, partly for the Continent, have been taken. A settlement of 2,500 boxes Gunpowder, also for the Continent, is reported, costing 18½ to 17 taels per picul. Sales, &c., are reported as follows:—Country Congous, none; Scented Orange Pekoe, 2,000 boxes at tls. 20 to 24; Scented Caper, none; Canton Packed Congou, 200 half-chests at 17; Gunpowder, 1,500 boxes at 21 to 30; Imperial, 2,500 at 18½ to 17.

AMOY.—Oolong: Supplies from the country have come down freely, and consist mainly of common Ankoi kinds with a small proportion of Fine Teas. There are not more however than about 7,000 packages still to arrive, and the total crop is now estimated as being about 1,000,000 lbs. in excess of that of last year. Settlements for the fortnight comprise 11,262 packages at rates which show no material change from last quotation, and may be called, for common Ankoi kinds, $13½ to 15, common to good common $18 to 23, fair to good $24 to 27, fine $30 to 32. Congou arrivals for the season are now completed, and with the exception of about 250 packages there is none in the market.

SHANGHAI.—Black Teas: The cessation of business last reported continued until shortly after the departure of the mail, when purchases were resumed at a reduction equivalent to last home rates. Taels 16¼ to 22 being paid for common Oonam to fair Ningchow teas. The subsequent entry of several buyers into the market rendered holders firmer, and later settlements were made at an advance of 1 to 2 taels, or nearly 1d. above their London value. Settlements for the fortnight have been as follows:—12,900 chests common to fair Hohow, at taels 16¼ to 22 per picul; common to good Oopack, at taels 23 to 27 per picul. Green Teas: There has been a large increase in business in Fychows and Moyunes, again confined to the American market. Prices have been somewhat irregular, finest teas showing an advance of nearly two taels, while medium Teas have recovered the declines established in the previous fortnight. Four chops Pingsuey comprise the settlements for the English market. The yield of this class of tea will be much under that of last year, but that of Fychows and Moyunes, on the other hand, will be greatly in excess. Owing however to much of the leaf having been packed out of season, the bulk of the crop is of an inferior description, the supply of fine teas being considerably within that of last year. Settlements have been as follows:—33,600 half-chests common Fychow to finest Teenkai and Moyune, at taels 28½ to 47. 2,700 half-chests fair to good Pingsuey, at taels 33 to 36.

NINGPO.—Twenty chops of Fychow have gone forward. Teamen are offering to lay down good chops of Pingsuey at the equivalent of 29 taels re-exported in Shanghai.

HANKOW.—Business in tea has almost entirely ceased, 1,100 chests only having been settled during the fortnight; common Oonams at tls. 13.6 to 14. Holders remain firm, notwithstanding the decline established in Shanghai, and were storing their teas under advance. The stock comprised 12,750, chests consisting of low Oonams and a few third crop Oopacks.

KIUKIANG.—Advices are to the 19th instant. Black Teas: The nominal quotations, taels 16 to 23 for common to medium Ningchows, and taels 14 to 18 for common to medium Hohows, remain unchanged, the stock consisting exclusively of common Teas, which are being gradually shipped off to Shanghai on native account. Green Teas: About 15,000 packages had arrived, and at first teamen were more ready to sell, about 8,000 packages finding buyers; latterly holders had grown firmer, and had shipped on to this market. Quotations were—Moyunes, fine to finest, taels 35 to 39; common medium, taels 30 to 35. Arrivals, 1866: Black, 114,200; Green, 91,400. Do. 1865: Black, 87,200; Green, 50,300. Settlements, 1866: Black, 112,400; Green, 68,800. Do. 1865: Black, 87,200; Green, 49,000. Stock, 1866: Black, 1,800; Green 22,600. Do. 1865: Black, nil.; Green, 1,300.

YOKOHAMA.—The Tea market continues active under the influence of a good demand, which in most places has been met freely, the stocks being very heavy, and the teamen, although willing to part with their produce, resist any attempt at a decline; at the same time there are only two or three buyers in the market; when these purchasers are satisfied a reduction is to be expected, orders being in most instances under present ruling rates. The quality of the purchases has been fine, and the greater part for the American market. The quotations and stocks are as follows:—Good Common, $18 to 26, 800 piculs; Medium, $28 to 32, 4,000 piculs; Good Medium, 33 to 36, 7,000 piculs; Fine to Finest, 37 to 46, 4,000 piculs.

RAW SILK.—CANTON.—At the earlier part of the fortnight the heavy stocks that had accumulated caused a general depression on the market, and holders were becoming more inclined to lower their ideas for the better classes especially, but a few native brokers speculating on renewed fuller limits from foreigners bought up a considerable quantity of the staple, and when operations again commenced, after receipt of mail news, rates were forced up at once $25 on account of eager settlements; the present outgoing mail again takes precisely the same class and quality of Silk, at a difference of 25 to 30 dollars in price per picul. Settlements have been on a large scale, as will be seen in quotations herewith. Settlements: Tsatlee No. 1, 300 bales, $580 to 610; Loong-kong, No. 1, 100 bales, $580 to 595; Kowkong, 100 piculs, $515 to 535; Lacklow and Cumchuck, no sales, $580; Seulam, 100 piculs, 470; Re-reeled Cumchuck, 500 boxes, $630 to 645; Pierced Cocoons, 50 piculs, $90; Waste Silk, 100 piculs, $80 to 90; stocks include 100 bales of No. 1 Tsatlee, 200 of Loongkong, and 1,300 of other kinds.

SHANGHAI.—The extreme tightness of money amongst the native merchants, rendering it almost impossible for them to hold high costing silk with any probability of a favourable result, has induced the Chinese to become anxious sellers, and a considerable decline has taken place in prices, especially for the lower descriptions. The fall would have been much greater, were it not that about 1,200 bales, included in the settlements for the past fortnight, are said to go forward on native account. There is still no reason to think that the supply of China silk for this season has been under estimated. Tsatlees, chops, No. 1, tls. 620 to 635 per picul; do., No. 2, 610 to 615; do., No. 3, 590 to 595; do., market, No. 3, 550 to 560; do., No. 4, 520 to 540; do., No. 5 and com., 460 to 500. Tayasams, chops, No. 1, 510 to 525; do., No. 2, 490 to 500; do., No. 3, 440 to 470; do., No. 4, 5, and com., 380 to 420. Yuenfas, No. 1, 540 to 550; do., No. 2,510 to 520; No. 3, 470 to 500; do., No. 4 and com., 450 to 460. Hainins, 450 to 540; Hangchow Tsatlees, 490 to 495; Sewhings, 380 to 430; Laeyongs, 380 to 385.

YOKOHAMA.—Under the influence of the news brought here by the mail of 10th of September transactions became more active; prices, which had slightly receded after the departure of the Ganges, advanced, and now close at from $10 to 20 higher than last quotations. There has been some improvement in the quality of supplies, and the settlements of the fortnight, which amount to 900 piculs, including a larger percentage than usual of such Hank silk, Oshio and Echizen, as fairly come up to the mark of best. Total settlements since the beginning of the season amount to 5,400 bales, against 5,500 in 1865, and 6,100 in 1864 at the same date. Not without venturing an opinion on the probable figure of the total export for this season, it may be reported that some Japanese dealers, confident in a further advance of prices, as a consequence of the scarcity of the staple, have made deposits of their silk against loans wherewith to renew their purchases in the interior. Ever since the end of June pierced Cocoons have been brought in daily increasing quantities to this market, and about 2,000 piculs have been settled since then, at prices ranging from $80.120 the quality has been found much superior to that of last year, and this confirms the formerly expressed opinion that Silkworm's eggs have been this year the produce of the Spring crop and therefore are likely to give in 1867 a far more satisfactory result than was the case with the enormous export of 1865. Mybash and Sinchu, best, $910 to 960 per picul; do. medium, $840 to 900 do.; do. inferior, $760 to 820 do.; Hatchojee Mybash, $750 to 820 do.; do. Shimada, $650 to 680 do.; Ida, best, none: do. medium, none; do. inferior, $730 to 780 do.; Ooshio, best, $840 to 880 do.; do. medium, $770 to 820 do.; do. inferior, $670 to 710 do.; Koshio, best, none; do. medium, $710 to 760 do.; do. inferior, $650 to 700 do.; Sodai, best, $775 do.; do. medium, $745 to 760 do.; do. inferior, $700 to 730 do.; Echizen, best, $720 to 750 do.; do. medium $680 to 710 do.; do. inferior, $650 to 670 do.

DRUGS, &c.—CANTON.—Cassia Lignea remains firm at $19.25 per picul, purchases amount to 1,000 piculs and the stock is reduced to 1,000 piculs, forming, with about 1,500 to 2,000 piculs in the interior, the balance of the season's supplies. Cassia Buds: $42 quoted with a stock of 80 piculs, no sales. Galangal: $1.80 and 400 piculs continue offering. China Galls $13.35 with 100 piculs on the market which are firmly held. China Root $3.50 neglected, supplies amounting to 400 piculs. Rhubarb of superior or even middling qualities not procurable, and inferior kinds are kept at prices far beyond the idea of exporters. Essential Oils and Staraniseed out of stock.

CAMPHOR.—HONG KONG.—A parcel of 800 piculs has arrived from Formosa and about 2,000 piculs are to follow shortly. Notwithstanding the holders here are asking 30 dols. per picul, unpacked, which purchasers are not willing to pay, and consequently no sale has been effected since the issue of last report.

CHINA GRASS.—SHANGHAI.—The transactions in this article have again been confined to the supply of native demand, prices in Europe being too low to induce shipments at present quotations. Best quality remains scarce, at taels 14 to 14.5.0 per picul; No. 2 at taels 12 per picul; Green at taels 9 to 10 per picul. No change has been reported from Hankow, where stocks are very small, and holders firm.

COTTON.

AMOY.—No further arrivals of new crop Shanghai have come to hand. Old Cotton has experienced a further decline in value, but sales of 600 bales Tientsin have been made at $23¼. Latest quotations are, Shanghai, $22½ to 23½; Tientsin, $22½ to 23; Chefoo, $22½ to 24½; Ningpo, 23¼ to $24½. Stocks in foreign and native hands, 1,923 bales.

NINGPO.—The shipments of the fortnight have been on a very fair scale of magnitude, and amount to 4,800 bales, principally to Hong Kong direct, besides about 1,500 bales, shipped by native craft. The market has been closed owing to absence of unsold stock, nominal quotations still being $27 per bale, which lays down in Hong Kong at about $25.20 per picul, showing a fair margin on last quotations from that market.

SHANGHAI.—Has been in demand for shipment both to Japan and Handow, and at one time best Shanghai staple could not be bought under taels 16.5.0 per picul; the demand for Hankow however falling off, the price receded to taels 15.7.5 to 16 per picul, but better accounts having been received two days since from Japan, the rate has rallied again to taels 16.2.0 per picul. Of Tientsin there is little or no stock.

HANKOW.—The heavy stocks at departure of last mail caused a further decline; but as the quantity taken off has been on an extensive scale, and imports have been less heavy, prices have again advanced. Quotations are for old Tientsin tls. 15 to 15.70, best new Shanghai tls. 18.50 to 18.60, and Tung-chow tls. 19 to 19.20 per picul.

CHINA AND JAPAN IMPORTS.

COTTON.—HONG KONG.—A considerable business which was transacted shortly after the last mail left was checked by the increased demands of holders, and during the latter portion of the fortnight settlements have been made on a very much reduced scale. The concluding quotations are as follows, somewhat in advance of those last noticed:—Tientsin, $21 to 22.50 per picul; Shanghai, $22.50 to 23.50; Ningpo, $26 to 26.50; Bengal, $22 to 24. The transactions of the fortnight have amounted to between 7,500 and 8,000 bales.

CANTON.—The past fortnight has been characterised by favourable transactions, quotations having advanced about one tael. The sales and rates have been as follows:—Shanghai, 200 bags at tls. 18 to 19; Ningpo, 200 at 19 to 20; Shantung and Tientsin, 1,200 at 16 to 18; Bengal, 2,500 bales at 15 to 19. The stocks include only 1,400 bags of Shantung and Tientsin and 2,000 bales of Bengal.

HONG KONG.—A small business at rates which have had rather a tendency to improve, has been transacted during the fortnight. In Cotton Yarn, though the transactions have fallen off, the stocks of 16-24, which counts are most in demand, are low, so that former rates have been maintained. In Grey Shirtings the make shortest in supply is 7 lbs., which

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has, consequently, commanded better prices than the others. Moderate sales of 8⅓ lbs. have taken place at $3.60 to 3.67½. There has been but a feeble demand for White Shirtings, directed chiefly to the lower qualities. 6 lbs. Grey T-Cloths have been in fair inquiry at former rates, but 7 lbs. have declined a few cents. There has been a tolerable demand for Spanish Stripes, which have been placed to the extent of about 450 pieces, and Lastings have improved. Bar Iron has been inquired for, and about 1,000 tubs of steel have been placed at $3.80 per tub. Other metals are neglected.

CANTON.—Yarn has advanced five dollars, and Metals remain as last quoted, 24 pieces superfine Black Cloth have been placed at $3.28, 200 piculs of Common Lead at $6.60 to 6.70 leaving 7,000 piculs on stock, 100 piculs W.B. mark at $7 to 7.10 leaving 400, and 60 flasks of Quicksilver at $72 to 73 with 800 flasks still on the market.

AMOY.—Cotton Yarn has been in fair inquiry, and sales of 50 bales good 16 to 24's have been made at $72. Latest quotations are rather lower, say $70 to 72; stocks 29 bales. Grey Shirtings dull. Sales of 1,000 pieces have been made at $3.78 to 3.80. Quotations 7¼ lbs., $3.60; 8¼ lbs., $3.80; 9 lbs., $4.10; stock, 6,400 pieces. T-Cloths no sale, 6 lbs. may be quoted at $2.90. White Shirtings no sales, 60 reed, $3.40; 64's, $4.10; 66's, $4.40; stock 3,250 pieces. White Brocades $5; stock 250 pieces. Dyed Brocades $5.70; stock 250 pieces. T. R. Cambrics $3.40 to 3.90; no stock. Camlets, Scarlet $23.50, Assorted $22.50; no stock. Long Ells, Scarlet $9 to 12; Assorted $8 to 11; no stock. Spanish Stripes $1 to 1.10 per yard; no stock. Metals, Tin, $24; stock 3,142 slabs. Lead, 7 dols.; stock 200 pigs. Quicksilver $72.50.

SHANGHAI.—The market has been fairly active during the fortnight the demand being principally for shipments to Tientsin prior to the closing of that port during the winter months. Grey Shirtings have maintained their late level. White Shirtings have attracted some attention at their low values. T-Cloths are slow of sale, but prices are steady. Turkey Reds are in good demand at quotations. Spanish Stripes still continue very dull of sale. Scarlet Long Ells have further declined in price. Camlets are quoted lower, and difficult to move at the reduction. Lastings are most difficult of sale. Nail Rod Iron has been in good request at higher prices, but other kinds met with no inquiry. Lead has been dull of sale, at last quotations. Quicksilver has not been asked for, but quotations remain nominally the same as last given. G. E. Grey Shirtings, sales 50,000 to 60,000 pieces; steady trade demand. G. E. White Shirtings, sales 15,900 pieces; fair inquiry at the reduced rates. American Drills, quotations nominal; American Sheetings, no sale; English Drills, auction sales of damaged goods; T-Cloths, sales 4,000 pieces, prices steady; Handkerchiefs, sales 1,000 dozen; Spottep Shirtings and Brocades, sales 3,000 pieces Spots, and 2,500 pieces Brocades; Dyed Goods in fair demand; Damasks, sale 400 pieces; Chintz, good inquiry, sales 2,500 pieces; Turkey Reds, sales 2,400 pieces; Velvets, sales 300 pieces at extreme quotations; Muslins, no sales; Dimities, wanted, sales 200 pieces; Union Spanish Stripes, no stocks; Spanish Stripes, sales 360 pieces; Medium, Broad, and Habit Cloths, sales 300 pieces at quotations; Camlets, sales 1,000 pieces at rather low rates; Long Ells, sales 1,500 pieces, market very dull; Lastings, 200 pieces sold at quotations; Crape Lastings, sales 350 pieces; Orleans, Figured and Plain, sales 3,000 pieces Figured and 1,000 pieces Plain. Iron: Flat and Round, no demand; Nail Rod, wanted; Pig, no transactions lately; Lead and Tin Plates, dull; Quicksilver, stocks small, no business doing; Flints, stock small, little demand; Window Glass, not inquired for.

HANKOW.—Grey Shirtings: The demand continues good for the better makes of 8lbs. 4.6oz., and an advance of 5 to 10 candareens per piece has been established. Stocks are light, and prices close firm at tls. 280 to 2.90 for 8lbs. 4.6oz., and tls. 2.65 to 2.75 per piece for 7lbs. White Shirtings are in no demand, and quotations are 1 to 3 mace per piece lower for all kinds. T-Cloths have also given way in value. Ordinary makes are 1 mace, and inferior about 2 mace per piece lower. Drills are very difficult to move at a further decline of 2 to 3 mace per piece. American are quoted tls. 5.30 to 5.40, and English tls. 4.50 to 5 per piece. Dyed Spots, Brocades, and Damasks have fully sustained the quotations in last report, and there is a very fair demand. Chintzes, good designs are still in request at full prices. Camlets and Lastings continue dull of sale, and prices have ruled easier. Long Ells, a fair business has been done in these goods, but rates have given way somewhat, HH Scarlet being worth only tls. 7.70 to 7.80 per piece. Good assortments have suffered the least decline. For Dark Blue there is no demand at tls. 7.00 to 7.20 per piece. Spanish Stripes and other Woollens have been little sought after, but as yet no decline has been accepted. Figured Orleans of approved assortment and design are in good demand, and the stock is very small. Plain are not in so much favour, but suitable assortments meet with ready sale. Lead continues dull of sale, and the value is nominally unaltered. Quicksilver: The only transaction has been 100 flasks at tls. 55 per picul, which seems to have supplied the immediate wants of buyers, and the present quotation is tls. 53 to 54 per picul. In Tin and Nail Rod Iron there is no change to report.

YOKOHAMA.—The improved demand for imports noticed in the last report has continued during the past fortnight, and Grey Shirtings are 10 to 15 cents higher. Cotton Yarn, 16 to 24 and 38 to 42, is saleable at quotations, but 28 to 42 is not in so much demand. Black Velvets and Turkey Reds are scarce and wanted. Dyed Spots and Brocades are rather difficult of sale at the moment. Chintzes and Camlets keep depressed; for the latter there is little more demand, but without any improvement in price. Metals remain dull. Lead is saleable at quotations.

COALS.—HONG KONG.—There has been again no accession to the stocks of English or Welsh Coals, arrivals during the fortnight (about 2,000 tons) consisting entirely of Australian. Prices remain unchanged, but firm at 13½ dols. for English and Welsh and 8½ dols. for Australian.

SHANGHAI.—The market is firm, but transactions have been limited, chiefly owing to the small supplies arrived since the 7th instant. There is but one cargo afloat of English steam coal offering for sale, and sales from godowns have been effected only to a small extent. American coals are in less demand at tls. 13.0.0 per ton from godown. Sydney coals have been sold to arrive by the cargo at tls. 7.7.5 and tls. 8.0.0 per ton. Arrivals since the 7th instant have been: from Great Britain, 600 tons; from Australia, 769 tons; from Japan, 538 tons,—in all, 1,907 tons. The quotations are:—English, tls. 10.0.0 per ton; Cardiff, tls. 11.0.0 per ton; American Anthracite, tls. 12.0.0 per ton; Sydney, tls. 8.0.0 to 8.2.5 per ton; Japan, tls. 6.0.0 per ton; Formosa, tls. 5.0.0 per ton.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6½d.	4s. 7½d. to 4s. 7¼d.
At Shanghai (per Tael.)	6 ditto	6s. 3d. to 6s. 4d.	6s. 4½d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6¼d.	4s. 7d.
At Singapore	ditto	4s. 6½d. to 4s. 6¾d.	4s. 6¾d. to 4s. 7d.
At Manila	ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 299 to 301 per 100 taels. At Hong Kong, Rs. 220 per $100. Bar Silver at Shanghai, tls. 111·5; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 73·4 per 100; and exchange on Hong Kong, 26⅛ discount. Hong Kong and Shanghai Bank shares, old, par, new, 1 per cent. dis.; Gas Company, 10 per cent. prem.; Hong Kong and Whampoa Dock, 13 to 20 per cent. prem.; Steam Shares, 8 per cent. dis.; Union Dock Company, 18 per cent. dis.; China Traders Insurance, 6 per cent. prem.

The following is from Messrs. Sharp and Co.'s Circular.

GOLD.—The amount of gold passing through the colony has been larger than usual. The arrivals amount to $748,000, and the total exported, including last mail, and excluding this, is, $618,000.

SILVER.—The total received, principally from Shanghai en route to India, is 844,000 dols., and that sent away inclusive and exclusive as above is 850,000 dols.

DOLLAR CURRENCY.—It is to be hoped that the trifling advance in the rupee rate on India may tend to attract attention again to the old method of remittance, which has been for so long time discouraged by advices thence. There have come to hand from the coast and Callao $410,000. Of these about a lac are in Peruvian sols. And there have been sent away, almost entirely to India, $660,000. These remittances of Peruvian coin are for the purchase of Chinese coolies, and now frequently take the place of the credits which were more generally used.

EXCHANGE.—There has been a very slight advance in rates, chiefly owing to the business done in the North. Local transactions have been upon a smaller scale.

DISCOUNT AND MORTGAGES.—Discount is easier, money having been placed at 8 per cent. Money is wanted on mortage at extreme rates, say 12 per cent. The value of property however is not proportionably affected, a worthless house in the Chinese quarter having nothing at all to recommend it, but locality, having only fourteen feet frontage, realised yesterday by public auction $6,700.

SHARES.—Bank are rather better, and China Traders' also. In others but very little has been done.

SHIPPING INTELLIGEN E.

ARRIVALS.

At YOKOHAMA.—None.

At NAGASAKI.—From Cardiff: Oct. 4, Carnarvonshire.

At SHANGHAI.—None.

At HONG KONG and CANTON.—From Newcastle: Nov. 18, Hindu; 28, Ocean; from Hamburg, Alsen.

At MANILA.—From Glasgow: Nov. 19, Jesus; from Cadiz, 22, Tetuan

At SINGAPORE.—From Glasgow: Dec. 2, Roslin Castle; from Shields Nov. 29, Louis Meyer; from Newport, Salamander.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From NAGASAKI.—For London, John Bunyan; for Havre, Nov. 18, Jeanne and Joseph; for New York, Margaret Campbell.

From SHANGHAI.—For New York, Nov. 16, Renown.

From FOOCHOW.—For London, Nov. 10, Gauntlet; 17, John C. Munro.

From AMOY.—For New York, Nov. 24, Florence Nightingale.

From HONG KONG and CANTON.—For England, via Singapore, Nov. 27, Queen of England; for Havana, 22, Dos Hermanos; for New York, 18, Albert Victor; 30, Powhattan.

From MANILA.—For London, Nov. 19, Congress; for Cork or Falmouth, 14, Vicksburg; for New York, 20, Panther; for Boston, 10, Belvedere.

From SINGAPORE.—None.

From PENANG.—For New York, via Singapore, Dec. 6, Elizabeth.

VESSELS LOADING.

At YOKOHAMA.—For London, Corea, Birch Grove; for New York, Lorton, Banda, Hugh Fortescue, Chaasze.

At NAGASAKI.—For London, Carnarvonshire; for New York, Christian Rankin.

At SHANGHAI.—For London, Cissy (full), Southern Cross, Dundonald, Harlaw, Tamerlane; for New York, Andreas, Antelope, Lady Louisa, Assyrian.

At FOOCHOW.—For London, John Temperley (full), Banian (full), Weymouth, John Lidgett.

At AMOY.—For New York, The Brothers, Freya.

At HONG KONG and CANTON.—For London, Bankside; for New York, Charger.

At MANILA.—None.

At SINGAPORE.—For London, John Rennie, Sree Singapura, Edmund Graham; for Liverpool, Bothwell Castle; for New York, Chili.

At PENANG.—For London, Amersham.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—George, Wm. Mitchell, John Bunyan.

From HANKOW.—Mary Nicholson.

From SHANGHAI.—Nelly, Illimani, Lansdowne, John Paul, Knight

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of Snowdon, Marquis of Argyle, Trebolgan, Queen of the East, Antipodes, Ann Adamson, Dartmouth, Polmaise, John Bull, Agamemnon, General Caulfield, Sir W. F. Williams, Juanpore, Red Deer, Onsuri, Janet Mitchell, Scindia, City of Quebec, Camilla, Elizabeth Nicholson.

From FOOCHOW.—Monarchy, Naomi, Veronica, Louisa, Northfleet, Invincible, Gauntlet, J. C. Munro, Beautiful Star, Scawfell, Dunmail, Ellenborough, Fontenaye.

From CANTON.—Island Queen, Victoria, Kelso, Solent, Samuel, Passing Cloud, Cora Linn, Chetah.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea £2 10s. to £3 per ton; Silk £4 to £4 10s.

At SHANGHAI.—To London, the rate has advanced to £2; and to New York to load at Foochow, £2 10s. per ton; little inquiry exists for tonnage for the coast.

At FOOCHOW.—To London, £2 per ton.

At HONG KONG.—No improvement has taken place in the freight market for Europe or coasting, to New York a fair business has been done at £2 and £1 15s. per ton of 40 cubic feet. We quote the following settlements, &c., from the circular of George Holmes:—Orion, 360 tons, Whampoa and Macao to United Kingdom at £2 2s. 6d. per ton, if to Continent £1 17s. 6d.; per ton; Peter Godefroy, 350 tons, Rice Ports to United Kingdom or the Continent £3 per ton; Tavistock, 534 tons, on the berth at Foochow for London at £2 per ton; Tynedale, 583 tons, Foochow to New York at £2 per ton, of 40 feet; Galatea, 424 tons, Whampoa to New York at £1 15s. per ton, of 40 feet; Amaranth, 375 tons, Whampoa to New York at £1 15s. per ton, of 40 feet; Ernst and Maria, 320 tons, Whampoa to New York, Disengaged tonnage in harbour (exclusive of Siamese) 21,535 tons.

At MANILA.—In the absence of transactions rates to the United Kingdom are quoted nominally £2 for sugar, and £2. 10s. for hemp, at which a moderate quantity of cargo could be secured.

At SINGAPORE.—Vessels on the berth for England are filling up slowly at £1. 15s. for dead weight. and £2 for light cargo.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	For
Nov. 10	Chusan	London	Hong Kong
— 12	Lion	Hong Kong	Callao
— —	Sterling	Manila	Liverpool
— 14	Xulla	Point de Galle	Batavia
— 15	Oriental	Saigon	Bourbon
— —	Blandina Dudley	Singapore	Liverpool
— —	Louisa	Foo-chow-Foo.	London
— 16	Peter Rohland	Batavia	Falmouth
— 17	Vriendschap	Do.	Rotterdam
— 18	Celebes	Do.	Amsterdam
— 19	Nora Greame	Do.	Havana
— —	Ellenborough	Foochow	London
— —	Bernhard Carl	Whampoa	Falmouth
— —	Queen of the Seas	Foochow	New York
— 22	Royal Diadem	Shanghai	Do.
— 23	Joven Thomas	Macao	Havana
— —	Nina	Do.	Do.
— 24	Loyalo	Do.	Do.
— 25	Annam	Hong Kong	Bordeaux
— —	Samuel	Do.	London

CASUALTIES.

HONG KONG.

The Hanoverian brig J.G. Fichte reports having bad weather throughout the passage.—November 24th, at 8 P.M., off Pedro Blanco, with a light breeze about seven miles off the shore a junk approached and asked if we wanted a pilot, we answered no. Then they lowered their mainsail, and got alongside, we made all sail and run away from her. She chased us till morning and had about 100 men on board.

The Hamburg barque Picciola reports having experienced a heavy gale after leaving Newchwang, which lasted twenty-four hours, then experienced calms for two days. November 9th, 10th, and 11th experienced a severe gale from the northward and eastward, the barometer at the time indicating fair weather, from thence strong N.E. winds till within 40 miles of Hong Kong, the rest of the passage light N.E. till arrival.

The British barque Burlington reports having left Hong Kong on the 1st of November, wind from the eastward. In seven days she got to the South Cape of Formosa; on the 8th strong north-east breeze, under double reef topsails, split jib, and fore-topmast stysail; wind increasing to a gale, close-reefed the topsail. On the 9th wind hauled from north-east to north, barometer 29.90, gale increasing, with a high sea; split the main-topsail; kept the ship hove to under the fore-topsail and mizen stay-sail; noon, barometer 29.70, with increasing gale and sea, split the fore-topsail, barometer still falling. Bore up to get to leeward of the South Cape; after getting there it came on a north-west gale; bent fresh topsail. Wind hauled to the northward, beat up for Hong Kong; strong double-reef breeze all the way to the land; latter part wind E.N.E., moderate and clear.

The Josefita, Almira, which sailed from Macao with 537 emigrants on the 26th of January, reports having landed 528 on the 15th of May at Havana after a good voyage. Sailed for Hong Kong on the 1st July, crossed the line on the 17th of August. Passed meridian of the Cape on Sept. 9th. Spoke the Denmore, from Barbadoes to London, the Napier, the Newcastle, the Maasilius, the Guy Mannering, and the Windsor Castle.

The schooner Hindu reports having experienced strong south-westerly winds after leaving port, which lasted to the line, crossed it October 24th in long. 62 37 E. from thence light winds with a very heavy rain, which lasted for 3 days, sighted Caroline Islands. October 28th got a strong S.E. wind till lat. 21 00 N. long. 152E.—from thence strong N.E. breezes till the arrival.

FOOCHOW.

The British steamer Undine reports having towed the British ship John Temperly to sea from Foochow.

NEWCHWANG.

The Prussian schooner China struck on the West Bank, when going out, and had to discharge part of her cargo to get off again.

SINGAPORE.

The Dutch barque Patriarch Samhiri, from Cardiff for Singapore (coal), grounded in Banka Straits, Dec. 7, but by heaving overboard about 30 tons of cargo she got off without damage. The ship Agamemon, George, from Shanghai for London (tea) struck on a reef in Carramata Straits, and hove off at high water, making about six inches per hour. She put in to Singapore Nov. 30, and is discharging cargo preparatory to docking.

COMMERCIAL POSTSCRIPT.

TEA.—The market to-day continues with an upward tendency, and importers are offering very sparingly.

SILK.—Tsatlees, Nos. 1 and 2, at 32s. to 34s.; Nos 3, at 31s. 6d. to 32s. Canton, 18s. to 24s. Taysaams, 26s. 6d. to 29s. 6d. Maibash, 33s. 6d. to 36s. The demand both for export and home consumption is very limited, and buyers are no doubt waiting to see the effect of the large arrivals. The quality of the Silk now unloading is most unsatisfactory, and unless there be a larger proportion of good and fine Silk in the next arrivals, available parcels of both Tsatlee and Taysaam will be scarce indeed. Some of our leading throwsters complain much of the careless reeling and deterioration in quality of even Chop Silk, and suggest that steps should be taken in China to obviate this evil for the coming season. Japan Silk is now almost completely neglected, and the stock is accumulating; still importers, looking at the high cost on the other side, and having confidence in a short supply, do not press sales. Deliveries from 1st to 8th inclusive: China, 544 bales; Japan, 122; total, 666 bales. The Japan brought by the last French mail stands to lose about 4s., the China about 1s. About 7,000 bales are expected in this month.

ARRIVALS NOT IN THE TABLES.—Jan. 4, at Alicante, from Manila, Concepcion; 10, in the Downs, from Penang, Victor; Jan. 8, at Waterford, from Maulmain, Viscount Canning; at Cuxhaven, from Singapore, Henriette; Jan. 11, in the downs from China, Wm. Melhuish.

LAID ON.—At Liverpool for Manila, Adair y Eva.

SPOKEN.—Holland (Dutch barque), Batavia to Holland, Nov. 3, off Cape Agulhas; Packet (Dutch brig), from Batavia, Nov. 26, 3 N. 23 W.; Devonshire, London (?) to Batavia, Nov. 18, 15 S., 28 W.; Ocean Rover, Batavia to Boston, Dec. 23, lat. 34, lon. 73.

CASUALTIES.—The Taymouth Castle, Dobbie, which sailed from Glasgow Jan. 5, for Singapore, with a general cargo, was driven ashore Jan. 6, at Torhead, near Ballycastle, and became a total wreck: crew supposed to have been lost.—The Rangoon (ship), from Java to New York, went ashore at Chincotreague, Dec. 26.

THE TEA TRADE.

(*Produce Markets' Review.*)

The course of events in the tea market during the past year has been very remarkable. The decline in prices, to the present extremely low point, has been almost uninterrupted, and yet without stimulating consumption to the extent that might naturally have been expected to be the case. At the same time shipments from China have been larger than ever; and, although rates here are lower than they have been for many years, much better prices have been realised by the Chinese. It is impossible that so unequal an exchange can be carried on for any length of time; and, although the attempt has now been made for two consecutive years to fix the price in China, it becomes yearly more and more evident that it will in future be London, and not China, that is ultimately to determine value. The price of each kind of tea is evidently to be regulated by the tastes and wants of the public here, and in order to ascertain the qualities for which the best return may be expected, the Chinese should themselves take the initiative, and consign their produce direct to this country, without the intervention of middlemen or agents. There would then be a better chance of reaching the lowest possible cost compatible with a fair profit for the merchant. The old system of holding large quantities for a market has in more instances than one been weighed in the balance and found wanting. In the course of a few years a new system of commerce will be inaugurated, and the consumers brought more closely into relation with the original growers of the produce. Thus the cost of the article will be smaller, many intermediate expenses being swept away. No previous period within our recollection could have better exemplified the futility of any speculation in produce than the year 1866. It commenced with an apparently favourable condition of the market for purchases in advance; for in reality the state of the tea market at the close of the year 1865 was such as might fairly have encouraged a hope of an improvement in prices for the ensuing year, and a sure, though perhaps only gradual revival of what was looked upon as a somewhat drooping trade.

It was hardly to be expected that any great animation would have resulted from the adverse settlement of the question; but it is by no means improbable that holders would have shown a much less eager disposition to realise, and that a much greater briskness would have ensued, had it not been for the terrified condition of people at this period, and the almost total suspension of business short of actual requirements in consequence of the money panic. It is true that no very considerable fall was at first admitted to have occurred in first-hand teas, these being for the most part withdrawn from the market, but the decline on the second-hand parcels, which were pressed for sale in considerable quantities, was very severe. It must be borne in mind that the effect of extreme prices, high or low, is twofold; they exercise an immediate influence, of course, on the present condition of the market, but they also have an influence to a greater degree than would at first sight be imagined on the speculative changes to which all articles of produce, and tea as much or more than any, are invariably liable. Any unusual rise or lowering of prices extends the limits within which speculation operates; and the fact that rates have on some occasions fallen to a very low point, or the reverse, may be the actuating cause of a certain reluctance in buyers to purchase on the one hand, or of sellers to realise on the other. It is argued by the sanguine that that which has occurred may occur again; but exceptional valuations, in times of unusual panic or speculation, can never be considered as proper bases of comparison, and any views founded on such imperfect groundwork are liable to be entirely upset almost as soon as they are formed, because they are destitute of that *viel-seitigkeit*, or many-sidedness, which can alone give the conditions of stability. The partial restoration of confidence in commercial circles, subsequent to the panic, was

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not reflected in the tea market, as the first-hand parcels which had been kept off the market during the height of the panic were now offered *en masse*, and forced sales, almost unprecedented in size, were held, succeeded, as might have been expected, by extreme quietude during the months of May and June, and a fall of 6d. per lb., as compared with the prices paid at the corresponding period of the previous year. This fall resulted in one good effect, in that it successfully operated as a check upon the system of buying forward, the risks attendant upon which have been so frequently pointed out by all those who have at heart the real interests of the trade. At this time, too, the long-expected falling off in the amount of our stocks appeared, although to a far less extent than had been anticipated. On the 31st of January the stocks were estimated at eighty-eight millions; on the 28th of February they were nearly ninety-one millions. On the last days of March, April, May, and June, they were ninety-six millions, ninety-eight-millions, ninety-nine millions, and one hundred and seven millions respectively. The following month witnessed a fall from one hundred and seven millions to ninety-seven millions, whilst the imports, which, during the months of April, May, and June, stood at twelve millions, fifteen millions, and nineteen millions respectively, fell off during July to one and a-half millions.

On the commencement of the shipments of new tea, with the view of anticipating the regular tea season, and of obtaining a priority in the market for the sales of China produce, the costly experiment was again tried of sending tea overland; the results, however, were far different to those anticipated, and as the prices obtained for these teas were only slightly, if at all, in advance of the rates paid for old teas of similar qualtity, there is less likelihood of this speculative movement being repeated. By the middle of August the shipments from China had amounted to the unprecedented size of thirty-two million lbs., and on the knowledge of this fact reaching England the large public sales contributed to keep down the low level of prices. Thus, in remarkable contrast to the dullness of the tea trade in England, the market in China opened, or was reported to have been opened, at an advance of from 6d. to 9d. over the extreme rates of the year previous. The anomaly is worth recording, though, as might have been expected, it was utterly without effect on prices in the English market. It is indeed difficult to see how, under any circumstances, a permanent advance of the London market could have been expected through reports of high prices paid abroad, unless from an utter ignorance on the part of the speculating merchants in China of the fact that excessive shipments might be looked for from Chinese ports; as circumstances turned out, these mad speculations, happening concurrently with the severe monetary pressure in England, and unusual imports, appear absurd enough.

The effect on the market of the reduction of the Bank rate from 10 to 8 per cent. was shown more in the feeling of general confidence established than in any actual improvement in prices, or any increased activity in trade. Again, a revival was, no doubt, anticipated by many on the arrival of the new cargoes; but it seems pretty clearly proved by the experience derived from the past year, that comparatively little excitement will be felt on the arrivals of the new season's teas for the future. In fact, it is probable that all distinction between old and new teas will be gradually obliterated, as the communication between London and the Chinese ports seems likely to be continuous throughout the year. Occasionally, during the months of September and October last, there was an apparent approach to a larger amount of business, but this must be considered due, not so much to any increased competition on the part of buyers, as to the abatement from the original high valuations made by importers, who now found it impossible to maintain extreme rates in the face of a falling market and overwhelming stocks. The general tendency to a decline was never more strongly marked than during the month of November and this month. When a perfect race to realise has been exhibited by many classes of the holders of tea, extraordinary variations in prices have occurred, some stoutly maintaining that fine teas preserve their value, others that all kinds had suffered most severely, and numerous sales had occurred at prices that could only argue a determination to realise at almost any sacrifice. Indeed, the whole course of events during the past year—so far, at least, as the tea market is concerned—has been such as to prove how erroneous any anticipations are likely to be when based only on narrow inferences drawn from the experience of one or two years immediately preceding, or from reports from a far distant country, from interested sources. The occurrences of the past year have brought into greater prominence the wisdom of holding the lightest possible stocks, and of buying for immediate requirements only. The increasing estimation in which public sales are held as the real criterion of value is also remarkable. The Chinese have done well this year, and there is no fear, therefore, of any want of supply, even if there were not nearly twelve months' stock in London. We cannot expect better prices under these circumstances.

THE HONG KONG GARRISON.

(ARMY AND NAVY GAZETTE.)

What have the Horse Guards to do with Hong Kong? Why are there any British regiments at Hong Kong at all? The answer to the first question is simple. The answer to the second is very simple too, but it involves most serious considerations. What the Horse Guards have to do with Hong Kong is to furnish indirectly a regiment, or regiments, as may be required for the station, at the request or order of departments over which they have no control, and to see that the roster of service is properly carried on. It was so unjust on the part of the leading journal to attack, the Horse Guards in this matter that we must suppose the name of that particular department was used generally for the words "the authorities," which have the merit of vagueness, as a peg on which to hang any weight of censure. In the first place we believe the leading journal has been misinformed as to the sanitary condition of the 2nd battalion of the 20th Regiment to which it refers; in the second place, we are quite certain that the leading journal is altogether wrong in supposing the *Goldes Fleece* (now taking out the 73rd Regiment) to be a sailing ship. She ih on the contrary, a fast and spacious screw steamer. Now as to what Britise regiments do in Hong Kong full information can no doubt be given by the tea, opium, and silk houses in the City and elsewhere. We have no more natural right to have English regiments in Hong Kong than the Emperor of China has to have his battalions of braves in the Isle of Wight. It was not to serve any purpose of the Army or Navy or Horse Guards that wars were carried on against the Chinese, and concessions of land won from them in order to make settlements which have to be garrisoned by British soldiers. Horse Guards and War Office would alike be glad to escape from Hong Kong and its cognate stations, but what would the Chinese merchant say? The subject is part of a very much larger question. How is Great Britain, with a population of 30,000,000, without a conscription to find volunteers for the service of her Army in every part of the world, healthy or unhealthy? How are we to stand the drain of India alone? *The Times* suggests, nay, orders the employment of Sikh soldiery or Indian mercenaries in unhealthy places such as Hong Kong. Now, the present drain on Great Britain from India is caused by the great military mutiny, which showed it would not be safe to trust India to a native army. But that lesson in itself was but a page out of the great book of history, which has in every chapter wherein it deals of the decay of empires the one stereotyped passage to show the fatal results of trusting remote dependencies or conquered provinces to foreign mercenaries. It would be a most hazardous experiment to confide the honour of our flag and the safety of our possessions to Sikh mercenaries. The Punjaubee, with all his fine qualities, is not a model of virtue, honesty, or self-denial, and abroad, and from his own people, he looks on all mankind as enemies, against whom his normal state is war. The British merchant would protest very loudly, after a year or so of Sikh protection, that it was impossible to live with him; and the contact of the Sikhs and Chinese would give rise to endless squabbles, and thence to serious complications. As a smaller evil, why not employ Chinese? A body drilled as police, in European hands, and with such officers as Gordon, who is not the only Gordon in the Army, might do all that was required to protect our commerce, and to preserve peace, and maintain the status of the British merchant. It would not be half so expensive a force as the Sikhs; and, indeed, it remains to be seen if the Sikhs would engage at all for lengthened service across the sea; although they will go anywhere for a brief campaign, in the hope of "glory," which in Punjaubee is "loot." It is quite impossible to fix the depots of trade, and the great emporiums of commerce, with regard to sanitary laws. Just as great ports are often found at the head of intricate navigations, great markets are oftentimes situated in the very midst of pestilence and maladies. New Orleans is the head-quarters of the cotton trade and yellow jack; Hong Kong is what the 11th and 20th know it to be, and what many a millionaire knows it to be too. Shall we, when a station is found to be dreadfully destructive to life, abandon it, saying to our merchants, "If you like to live there you must not expect us to peril the lives of our soldiers with you;" or shall we try, on a gigantic scale, the system of native mercenaries?" We believe the former would be almost the safer course of the two, but if it be not approved of there is a simple application which can be tried with effect. Money will do anything, and special corps for service in unhealty stations can be raised, the expenses over and above the usual cost being defrayed out of the revenue to be derived from local taxation on profits of trade. For the poor women and children we feel the deepest commiseration. It is cruel to husbands and fathers to separate them from their families, and it is crueller still to send the latter to hotbeds of disease. The British Army is too domestic and cultivates family affections too much for its own happiness; but with care healthy sites might be found for the women and children at all events. It is possible to diminish mortality in unhealthy stations, but a murderous outbreak of disease may occur in an instant, despite every human care or precaution. Even Sikhs die of cholera, dysentery, and fever; even Sikhs have feelings and families; and although they are raw material, and may be used up in a great colonial and imperial engine as so much waste, they may at last demand compensation or insurance, and they are very like to do it when we are least in the condition to refuse their demands or resist their excesses.

THE SCUTTLING OF THE SHIP "SEVERN." — The prisoners Holdsworth, Berwick, Dean, and Webb have undergone a final examination at the Mansion House, before Mr. Alderman Finnis, on the charge of casting away the ship *Severn*, with intent to defraud the underwriters of £18,000, insurance effected on the ship and cargo. Four additional witnesses were examined. Two adduced evidence showing that Holdsworth and Berwick were at Newport together before the sailing of the *Severn*, evidently superintending business together, up to the vessel sailing; Messrs. Douglas and Lupton, insurance brokers, proving effecting insurances at Lloyd's on the *Severn*, as well as the London and Caledonian Marine offices, and in the Friend-in-Need office. Mr. Lupton received his instructions from Holdsworth at Messrs. Smith and Simpson's office in George-yard, Lombard-street. This closed the case for the prosecution. The prisoners were then committed to Newgate there to await their trial at the February sessions of the Central Criminal Court.

THE LOSS OF THE SHIP "WESTMINSTER."—It is to be hoped that when the new China and Japan mail route *via* San Francisco is opened, our transatlantic friends will be enabled to give us something better, in the way of telegraphic news than a *rechauffe* of intelligence published in London six weeks back. The loss of the ship *Westminster*, bound from Shanghai to London, on the Pratas shoal, the capture of the wreck by Chinese pirates, and the rescue of a portion of her crew by the ship *China* and gunboat *Osprey*, were all duly recorded in the *London and China Telegraph* of the 28th November. By way of a bit of startling news, however, the Atlantic cable now brings us the following telegram:—"The ship *Westminster*, from Calcutta for London, was captured in the Pacific Ocean in September by Chinese pirates. A portion of the crew were murdered, and the remainder were set adrift, but were subsequently rescued." And this piece of absurdity is reproduced by most of the daily papers in a paragraph headed "Chinese Pirates." It is hardly necessary to point out that if the *Westminster* had been going from Calcutta to London, instead of from Shanghai, the Pratas shoal must have entirely changed its position, and the ship must have got several thousand miles out of her course, to give even a shadow of probability to these statements. Fortunately the news is so very stale that this entirely erroneous version can do no mischief.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, FRIDAY, JANUARY 11, 1867.

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THE EAST INDIA TELEGRAPH COMPANY.

WE have already had occasion to notice the arrival in China of Dr. MACGOWAN as commissioner of a company which proposes to construct lines of telegraph to connect the treaty ports on the coast. We have now received from New York the prospectus of the "East India Telegraph Company," incorporated by Act of Congress, which announces the immediate commencement of operations. The authorised capital of the company (which, being American, is *not* "limited"), is $5,000,000, in $100 shares; and we understand that the scheme will shortly be formally introduced in London, as a considerable quantity of the stock is said to be held here, and it is proposed to place a further portion in this market. The names of some English merchants will shortly be added to the board of directors, and the board of local management in China will also be revised in order to secure the moral support of all the treaty Powers.

The prospectus sets forth that owing to the rapid progress made with the Russo-American Telegraph, only some 850 miles of wire are now needed to complete the direct communication between Peking, New York, and San Francisco; and that a line connecting Peking with the treaty ports will thus at no distant date place them all in direct communication with the whole of the Western World. It then proceeds to show that when the English line of telegraph to India is extended to Canton, the company will have under their control two distinct lines of communication with Europe and America. And until these missing links are supplied, it is assumed that there will be ample local employment for the system of lines which are to be commenced immediately, starting from Canton, and touching successively at Macao, Hong Kong, Amoy, Foochow, Ningpo, Shanghai, Nanking, and Peking. The entire distance to be thus traversed is estimated at 1,435 miles, and the subsequent extension to Kiachta at 850 miles. There will also be branch lines to Newchwang and Kiukiang. The prospectus states that no difficulty is apprehended in carrying out the proposed works, as an exclusive right has been granted to this company by the Chinese Government, and men and materials are already on the way to commence operations. It will be observed, however, that beyond this we have no record of any active progress being made, and whether the undertaking will ever be successfully achieved still remains a matter of uncertainty. The *New York Herald* has the following remarks on this project:—

A company has been formed—"The East India Telegraph Company"—in this city, under the energetic action of Mr. Perry McD. Collins, the original projector of the Russian-American Telegraph and the well-known Amoor River explorer, to extend branches of this line to China and India. The privilege of establishing a telegraph along the coast of China has already been obtained from the Chinese Government, and efforts are now being made to obtain the further privilege of carrying it into the heart of the Celestial empire. The parties engaged in the enterprise have reason to believe that they will soon be able to extend the telegraph among the hundreds of millions of Chinese, and to Peking itself. The Chinese merchants of San Francisco have taken the deepest interest in the matter, and have memorialised the Government in China to favour it. When this network of telegraphs shall penetrate, as it doubtless will soon, the four hundred millions of people in the "Flowery Kingdom" and the other vast populations of Asia, what a revolution will be produced! The annual external commerce of Eastern Asia is estimated at sixteen hundred millions of dollars. This enormous amount will be vastly increased under the influence of the telegraph, and Americans may reap the greatest advantage from it. The old barriers of exclusiveness and separation among the races and nations of mankind will be broken down, the highest civilisation will spread over the whole earth, and the prophetic era of universal brotherhood may be realised. At all events this is a wonderful age of progress, in which the telegraph is a mighty power, and it would hardly be safe to conjecture as to how far we may go or what may yet be performed by the genius of man and modern science.

THE FRENCH KOREAN EXPEDITION.

(FROM OUR PARIS CORRESPONDENT.)

The *Moniteur* left us all in the dark concerning the expedition of Admiral Roze until you published the unpleasant news which reached you by way of Kiatcha, then only, on the 28th December, the official journal gave the October and November accounts of the affair with considerable details. It appears that the squadron consisted of one frigate, two screw corvettes, two despatch boats, and two gunboats, and that the Admiral took up his position on the 13th of October before the island of Boisee, eighteen miles from Kanghoa, and, on the following day, the gunboats towed the boats containing the marines belonging to the squadron and a detachment of marine fusiliers from Yokohama, but no numbers are given, entered the Salt River, and encamped without meeting any resistance at about three miles from Kanghoa. On the 15th a reconnoitring party headed by Captain d'Osery reached a fort which commanded the town, and was there received by a well-sustained fire of musketry and of two small guns; in a few minutes however, the Koreans fled and the fort and one standard remained in the hands of the French. On the 16th the Admiral arrived with all his forces in front of the town, which is surrounded by a crenulated wall more than twelve feet high. When about a hundred yards from the chief gate they were received with a smart fire, but the wall was quickly mounted and the place taken. The magazines are described as immense, and containing ten thousand muskets and ammunition of all kinds; when an inventory was made it appeared that there were eighteen chests containing silver in ingots and official documents. The Admiral then issued a proclamation stating that he came to seek redress from the Government but that the people would not be molested. The blockade of the river of Seoul, says the *Moniteur*, and the capture of Kanghoa, must produce a deep impression on the Korean Government, for the town, situated at the embouchure of the river commands the chief road by which the capital receives its provision of rice and other articles. On the 19th the Admiral received a letter from the King, who inquired what satisfaction the former demanded in the name of the Emperor his master. On the 22nd October Admiral Roze was still in Kanghoa waiting for interpreters from Shanghai.

Later despatches, dated 6th November, state that a few days after the negotiations had taken a favourable turn, and the news of the results, "up to this time favourable," had produced the best impression in the various European settlements in China. The first negotiations, we are told, were retarded by the fact that the interpreters with Admiral Roze only understood current Chinese and not the Mandarin tongue used in Korea for official purposes. A corvette was therefore despatched to Shanghai as stated above. Nothing is said about the unfavourable news received in England, though it is difficult to conceive that the Imperial Government should have been kept in the dark. Some of the Paris journals insinuate that the London papers seem much delighted with the rumours of defeat, but we do not know where they found any evidence of such a feeling, especially as the despatch by way of Kiachta expresses the unfortunate effect of the news as regards European prestige. The *Moniteur*, and after it the other Paris journals, have reproduced the account which appeared in the *London and China Telegraph* of the 13th of December, and in so doing bear evidence against the insinuations mentioned above, for the concluding paragraph runs as follows:—"This act of piracy of the Koreans has led the English journals of the Far East to desire that France may punish severely the natives of the peninsula for the massacre of our missionaries."

THE TEA TRADE.*

THE writer of an article in the *Produce Markets Review*, in reviewing the course of the market for the past year, recommends that the Chinese should themselves consign to London direct. This would of course have the effect of abolishing the

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China firms now engaged in the trade, it would be an unprecedented thing in almost any trade, and certainly not one suited to the interests of English merchants generally. If the native owners and growers of the produce of India and China adopt such steps, it is certainly bringing trade to a curious pass. No doubt great blame is to be attached to the representatives of houses in China who allowed such prices to be given, and it is of the last importance that such mistakes should not be repeated; it must however be remembered, that these high prices have been mainly produced by the prices given by the London dealers last year. This has caused immense ruin to the trade, and has of course increased the difficulty with the Chinese holders for the next year, as they will come with the same story when the season opens, about high prices, short crops, &c. We quite agree with the statement that all the information gained by our merchants in China as to the real condition of things "up country" is unreliable and to a great extent a pack of lies; they are not blind to all these dodges and certainly do not put the faith in them which the writer assumes. We can quite appreciate the intentions of the writer, which are simply to put an end to the late high prices and consequent losses; and we can assure him that he will be able to buy on pretty well his own terms if the competition between the foreign houses in China ceases, seeing that no man more appreciates the nimble dollar than a Chinaman. They are very averse to "consigning," and will only do so under peculiar circumstances, involving other advantages from the firm through whom they ship. Independent of the high rates given in England last season, the buyers in China for the present one had before them the expected increase of consumption, the total estimated at twelve million pounds a month; and the consumption with the export has actually averaged this year about eleven and a-half million pounds, while the export from all China in last season was only about 115 millions, and for this season, according to the latest accounts, it will not exceed 120. This combined with the fact that orders had been sent out to buy on Russian and other account at extreme limits, caused the high prices we have had so seriously to lament. A great deal of the mischief is caused by the keen competition for the first chops which come to market, and the houses who are acting on commission, in many cases outbid the merchants operating on their own account, and once the price is conceded it is most difficult to obtain any reduction. It is quite evident that there is plenty of tea for every operator in China if they would only wait, but of course they cannot be all supplied at once; and the Chinese seeing the great avidity which exists to get off the first clipper ships, would be very soft indeed if they did not hold out for extreme rates. This haste to get off the ships is at the root of the evil. Instead of sweeping away the China merchants, we say sweep off the commission orders, and the credits granted by brokers and others to Tea tasters and people of no means. Leave the trade to those who properly represent it, and they will manage it to their own profit and to the advantage of the trade and consumer at home. The prices lately ruling are not low except by comparison, they are much higher than those ruling ten and fifteen years since, and with the large increase in production in China it is only fair to assume that the cost is less and not more now than then. An opinion, we know, obtains in Mincing-lane that prices will rise at the end of the present month. The importers are holding off, and rates are already 1d. higher. We shall be curious to watch the result, for in the present condition of the market there is opportunity for speculating on the deliveries and arrivals for the next few months. There is certainly room for doubt on the subject whether the trade will not be disposed to increase their stocks, while importers will increase their demands as a natural response to such a movement, and then comes the point,—will the dealers give in? Another change in the tea trade is also talked of, which is a reduction in the prompt from three months to one. This is partly owing to the proposed alteration in the usance of bills drawn in China against shipments, which it will be remembered the banks notified would be from the 1st instant, only purchased at four instead of six months' sight. To attempt this alteration would be simply transferring the financial difficulty to the buyers, which would restrict business, and soon tell against the importer.

THE TANJONG PAGAR DOCK COMPANY AT SINGAPORE.

By the last mail we learn that this company's premises are in a forward state, and the dock will be ready for opening in September next together with an extensive machine shop. During the past few months the wharves have accommodated shipping to a very considerable extent, and the net income as a return for the outlay is already equal to about £10,000 per annum. The wharves are connected with the town by a good road and a line of telegraph. Railway communication is also contemplated.

There are two distinct schemes involved, 1st, Wharfage and storage accommodation for coals and general merchandise; 2nd, A graving dock capable of receiving the largest merchantmen, and machine shops for effecting the repairs required by steam vessels. More than 750 feet of wharfage is now completed, and forms the frontage to coal sheds for upwards of 10,000 tons of coal, and warehouses for the storage of produce and manufactured goods.

The charges to vessels for the use of the wharves, which are to be fitted with every appliance for the rapid loading and discharge of vessels, are about 1s. per ton on merchandise, and 6d. per ton on coal, and the cost of transit to the town is no more than the boat hire incurred from the open roadstead. Considering that vessels are sometimes detained in the roads two months in unloading and receiving their homeward cargo, a considerable saving to both shipowners and merchants is effected by this company. The works are all under the management of Mr. W. J. Duport, late resident engineer of the Birkenhead Docks, and are being pushed forward rapidly.

AN embassy from Japan, consisting of 19 persons, of whom two are ambassadors, ten officers, secretaries, and interpreters, and seven servants, has arrived at Paris, *en route* to Berlin and St. Petersburg, and thence to the United States. These commissioners will not remain in France more than a short time at present, but are expected to be in Paris for the opening of the coming Exhibition.

WE have reason to believe that the Stamp Act introduced by the Governor of Hong Kong, which has formed such a fruitful theme for discussion and dissatisfaction, will receive the sanction of H.M.'s Government, as also the Junk and Harbour Ordinance. Sir Richard MacDonnell will of course be gratified at this result; no doubt the opposition will vanish when the measures get into working order, and any vexatious clause removed by the Governor.

THE Colonial Statistics of 1864 have been published, and *The Times* of the 9th inst. gives some interesting extracts from the report of Sir Hercules Robinson, the Governor of Ceylon. The detention in the publication is owing to the non-arrival of the Australian reports. We trust that the Colonial-office will in future publish these returns as they are received.

WHEN noticing the "Hong Kong Garrison" in our last issue, we omitted to state that permission had been granted to the local authorities to raise a Special Chinese Corps. If these Chinese are used for keeping guard over stores, &c., it will be on the principle of setting one thief to catch another.

MR. G. T. RICKETTS, the newly appointed Consul for Manila, proceeded to his destination by the last mail.

COLONEL ORD, C.B., the Governor of the Straits Settlements, proceeds to Singapore by the mail of 4-10th Feb.

CAPTAIN THOMAS BLACK has been appointed Superintendent of the P. and O. Company at Southampton, *vice* Mr. Davidson, who resigns the service through ill-health.

Literature

Japanese Odes, with Translations; being Stanzas by a Century of Poets translated into English. By F. V. DICKINS, M.B. London: Smith, Elder and Co.—This little volume embodies a praiseworthy attempt to bring to the knowledge of the English public a collection of lyrical stanzas so popular among the Japanese that they are in truth "familiar in their mouths as household words," and are committed to memory even by young children, just as are our own time-honoured but invariably idiotic nursery rhymes. These poems appear to have an antiquity of from 600 to 1,000 years. They do not claim to represent the highest class of Japanese poetry, but are simple metrical renderings of pleasing sentiments, generally of a descriptive or amatory nature; and viewed in this light are well worthy of perusal, especially by those who take an

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interest in the poetry of the East. Translations of verse in which neither the beauty nor the vigour of the original is sacrificed to the pedantry of the translator are very rare, and in this respect the work before us deserves high commendation; for without any attempt to preserve a uniform metre a truthful, pleasing, and rythmical version has been produced of each ode. An appendix contains the text in Japanese, a literal rendering of each ode in English, and an index so copious that it might have been more appropriately termed a glossary. In his preface the translator pays a graceful compliment to Professor Summers, to whose aid he avows himself greatly indebted. The volume is got up in very characteristic style.

In general Literature there are few additions to note. In History and Biography, Mr. Espinasse (the successor, we believe, of Mr. Hannay, editor of the *Edinburgh Courant*) publishes the first volume of a new *Life of Voltaire*, to be completed in 3 vols.; Mr. Fox Bourne gives us two volumes devoted to *Memoirs of Great English Merchants*, from early to recent times; and Mr. John Bond, a *Handy Book of Rules and Tables*, for Verifying Dates of Historical Events. In Geography and Travel, Lady Herbert narrates, in one volume containing 15 illustrations, her *Impressions of Spain in* 1866; Mr. Thomas Hodgkin publishes a *A Narrative of a Journey to Morocco in* 1863 *and* 1864, with geological annotations; Mr. J. MacGregor follows up his Rob Roy adventures with a new volume entitled *The Rob Roy on the Baltic*, which is a narrative of a canoe cruise through Denmark, Schleswig-Holstein, the North Sea, and the Baltic, with numerous illustrations, maps, and music; Mr. C. R. Weld, who is an annual contributor to this section of our summary publishes a volume descriptive of *Florence, the New Capital of Italy*, the result of a recent sojourn there; under the title of *Yesterday and To-day in India*, Mr. Sidney Laman Blanchard republishes from "All the Year Round" and other publications a number of sketches, chiefly of Anglo-Indian life; and we find a new volume of Oriental travel, entitled *My Pilgrimage to Eastern Shrines*, by Eliza C. Bush. In Fiction we have a new novel by Mr. George Meredith, entitled *Vittoria*, in 3 vols.; also, *The Clives of Burcot*, by Hesba Stretton, 3 vols.; *The Fortunes of Fairstone*, by R. W. Baddeley, 3 vols.; *A Woman's Confession*, by Lady Campbell, 3 vols.; *My Sister Dagmar*, a tale, by C. A. M. W.; and *Great Hartefield*, a story in 1 vol.

Messrs. Longmans and Co. will publish in a few days, *The Wild Elephant, its Structure and Habits*, with the Method of Taking and Training it in Ceylon, by Sir J. Emerson Tennent, with woodcuts.

Messrs. Smith, Elder, and Co. have re-issued a large portion of their "Cornhill Gallery" of last year in three separate sections, each comprising the works of Mr. Millais, twenty-nine designs; Mr. Leighton, twenty-five designs; and Mr. F. Walker, twenty-seven designs, as drawn on wood for the "Cornhill Magazine," to illustrate "Framley Parsonage," "The Small House at Allington," "Romola," "The Adventures of Philip," &c. By inserting fragments of the texts to which the designs are applicable their interest is greatly increased.

Naval and Military.

The Rodney, 78, 500-horse power, Mr. W. H. Harris, master-in-charge, will be ready for commission next month, when she will proceed to China, as the flagship of Vice-Admiral the Hon. Sir Henry Keppel, K.C.B., relieving the Princess Royal, which returns to England.

The Royal gun factories at Woolwich are engaged night and day with orders now on hand for the present financial year 1866-7. The sum required for the department in the estimates of the ensuing year will be about £600,000.

The following vessels have been ordered home from the stations named:—Sutlej, 35, 3,066 tons, 500-horse power, Capt. T. P. Coode, flag-ship of Vice-Admiral the Hon. J. Denman, Commander-in-Chief of the Pacific squadron; the Barossa, 21, 1,700 tons, 400-horse power, Capt. H. Boys, China: the Curaçoa, 23, 1,571 tons, 350-horse power, flag-ship of Commodore Sir W. S. Wiseman, C.B., Australia; the Scylla, 21, 1,467 tons, 400-horse power, Captain R. W. Courtenay, China; the Cossack, 20, 1,296 tons, 250-horse power, Captain R. D. White, Mediterranean; the Eclipse, 4, 700 tons, 200-horse power, Commander E. R. Fremantle, Australia; Osprey, 4, 682 tons, 200-horse power, Commander W. Menzies, China; Coquette, 4, 677 tons, 200-horse power, Commander A. G. R. Roe, China; Rapid, 11, 672 tons, 150-horse power, Acting-Commander W. B. Stubbs, Cape of Good Hope; Royalist, 11, 669 tons, 150-horse power, Commander H. E. G. Earle, North America; Shearwater, 4, 669 tons, 150-horse power, Commander T. E. Smith, Pacific; Pantaloon, 11, 574 tons, 150-horse power, Commander G. L. Sullivan, East Indies; Snipe, 5, 431 tons, 80-horse power, Commander H. A. Trollope, West Coast of Africa; Pandora, 5, 426 tons, 80-horse power, Commander E. Stubbs, West Coast of Africa.

Her Majesty's iron-clad ship Northumberland, 26 guns, 6,621 tons, 1,350-horse power (nominal), which arrived in the Medway from the Victoria Docks, had been inspected by Vice-Admiral Sir Baldwin W. Walker, K.C.B., Commander-in-Chief at the Nore, at her moorings in the harbour, where she will remain until the officials at Devonport-yard are ready to receive her. There is comparatively little to be done in the way of completing her for the pennant, and an expenditure of about £5,000 will render her complete to proceed to sea. During the run round from the Thames her engines, which were in charge of Mr. Anderson, representing Messrs. Penn and Sons, the makers, worked with remarkable regularity and smoothness. The new machinery for mounting and dismounting heavy guns is to be tested on board the Northumberland.

The following promotions in the corps of Royal Marines Light Infantry have been announced at headquarters, Chatham:—First-Lieut. and Quartermaster W. G. Hale, of the Chatham Division, to be Captain, and appointed to the Woolwich Division, vice Capt. J. C. Travers, who retires on half-pay, that officer having been appointed paymaster of the Woolwich Division; Second Lieut. H. A. Peake, of the Portsmouth Division, to be First-Lieut., and appointed to a division to be hereafter named.

An order received at Chatham garrison directing *Lieut. H. P. Lee*, Royal Engineers, to be held in readiness to embark for *China*, and Assist.-Surgeon J. V. Sedhall, M.D., to proceed to the Bermudas with the detachment of Royal Engineers under orders to embark for that station, Ensign A. W. Mansey, 2nd West India Regiment, has received orders to embark for the Bahamas.

A circular memorandum has just been issued from the Horse Guards, by order of his Royal Highness the Field Marshal Commanding-in-Chief, by which the provisions of circular No. 106, dated the 15th of February, 1861, and circular No. 186, of the 28th of February, 1862, for the recalling from the half-pay all officers able to serve on full pay, and for those on the half-pay who were not fit for service to retire from the service, if they so wished, by the sale of their commissions, are, with the concurrence of the Secretary of State for War, suspended until further notice.

"We understand," says the *Army and Navy Gazette*, "that the Lords of the Admiralty have informed Mr. E. J. Reed, the chief constructor of the navy, that it is their lordships' intention to increase his salary, and to provide for his being placed on the highest grade established in the public service with reference to his superannuation whenever his health or length of service may induce him to retire. It will be gratifying to Mr. Reed and his friends to know that their lordships accompanied the announcement of these marks of their favour with a very handsome acknowledgment of the manner in which the chief constructor has hitherto discharged the important and onerous duties attached to his office."

The Rapid, 11, screw sloop, 672 tons, 150-horse power, Commander W. B. Stubbs, arrived at Spithead from the Cape of Good Hope station, and afterwards went into Portsmouth Harbour to coal and land a seaman who had broken his leg, having received orders to proceed round to the eastward to dismantle and pay out of commission. The Rapid sailed from Simon's Bay on the 21st of October, arrived at St. Helena on the 4th of November, and sailed thence on the 6th; arrived at Ascension on the 12th, sailed again on the 15th; arrived at Sierra Leone on the 25th, and sailed thence again on the 28th. As unarmoured sloops weakly built of wood and of small engine power, both the Rapid and Coquette will most probably be broken up after being placed in the reserves.

The Coquette, 4, screw gun vessel, Commander Arthur G. R. Roe, 677 tons, 200-horse power, arrived at Spithead on the 8th inst., from China, and is ordered into Portsmouth Harbour to dismantle and pay out of commission. She sailed from Singapore on the 4th of September, passed Anjer on the 13th, and arrived at the Cape of Good Hope on the 21st of October. The Cape was left again on the 31st of October, St. Helena reached on the 15th of November, and left again on the following day, arriving at Fayal on the 22nd December, and sailing thence on the 24th.

The old line-of-battle ship, *Belleisle*, lent for some time past, and moored in the Thames, off Greenwich, as a cholera hospital ship, is ordered to be removed to Sheerness, being no longer required for that purpose. A short time ago she was run into and severely damaged on her starboard quarter by a passing steam-vessel.

Orders have been issued by the Admiralty for the immediate commencement at Portsmouth of two new vessels of the same dimensions and design as the *Danae*, of two more gun vessels from the drawings of the *Ringdove*, and of three gunboats to be driven, like the *Ringdove*, with twin screws. The last are to be on the plan which has been so successfully followed for some time on the Thames by the Messrs. J. and D. Dudgeon, the constructors of the machinery of the hydraulic gun vessel *Waterwitch*. The two vessels to be built on the lines of the *Danae* will be named the *Sirius* and the *Dido*. Their tonnage will be each 1,268, and the nominal power of their engines 350-horse. The two vessels to be built on the *Ringdove's* design will be named the *Magpie* and *Swallow*, and will be or 663 tons each, propelled by twin screw engines of 160 nominal and collective horse-power. The three gunboats, the *Cracker*, *Elk*, and *Avon*, will have each a tonnage of 463 tons and engine power of 160-horse power nominal, driving twin screws. They will be fitted with the engines of the old 60-horse power gunboats of Crimean date, which have been laid up at Haslar since the breaking up of the rotten hulls of the vessels. The smallest of these vessels will carry, at the least, one of the new 6½-ton rifled muzzle-loading guns.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JAN. 7

The gloomy, eventful, and ominous year has passed away, and indeed there is but little to which we, glancing back over that year, can recut with unmixed satisfaction. We began it under a Liberal Government, we ended it under the rule of a Conservative Ministry; and a great many measures that were proposed by the Liberals for the welfare of the colonies were frustrated in consequence of the selfish and sinister influences of the Conservatives. As well at home as abroad, the curtain of the year falls upon great events—the period is one of conflict and transition in both hemispheres. But it is not for me to trouble your readers with a review of 1866, that perhaps would be long enough to be tedious and that scarcely could be sufficiently detailed to be instructive. My duty is to relate the facts that have occurred since my last letter, that I wrote whilst Parliament was discussing some bills of mere local interest. The last discussions in the Second Chamber were only remarkable for the attempt of Mr. Fransen van de Putte to furnish the Government with a political *echec*, when the Bill upon the construction of the railway net was brought into discussion. Notwithstanding the endeavour of that member to induce the Chamber to decide that only a previous credit should be granted to the Government, failed, it was of high importance to see that Mr. Thorbecke and his friends supported the proposal. This was the first act, by which was shown that agreement prevailed once more between these two statesmen. You will remember that the dispute between them caused the miserable position in which we now are. I need not say that the Conservatives, seeing the approaching union of the two factions of the Liberal party, were in the highest degree incensed, and they vented their indignation

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when the Cattle Plague Bill was brought forward. They attacked Mr. Thorbecke, who in their rage was accused of being the only sole cause of the epidemic that still prevails in our country, but not so severely as some weeks ago. When this stupid debate was at last closed, the Second Chamber took the Christmas recess, and will not meet again before the 15th of February. The sittings of the Upper House were still less important; the members seemed only to have met to approve of all the Bills that had passed in the Second Chamber. There was but one question of importance, viz., when the Ministry was interpellated upon the question of the Scheldt. You will remember that the dispute about the damming up of that river arose from the wish of Holland to close up a useless mouth of that stream to unite the Province of Zealand to the continent by a railway, the construction of which is already considerably advanced. The Belgians pretend that this measure is injurious to the navigation of the river, notwithstanding that the report of the mixed commission of Dutch and Belgian engineers proved the contrary. Their objections are due to the fear that Flushing, once in direct communication with Germany, will injure Antwerp, to which town the Belgian Government will make some concessions to restore the peace between the inhabitants of that town and the Government. The Dutch Government replied that it was free to carry out on their own territory such works of embankment or weirage as their interests might counsel, and that it only was obliged to preserve the existing waterway, or to replace it by another as good or better. This stipulation is fulfilled by the opening of the new South Beveland Channel, which can be passed by ships of the largest tonnage. The Belgian Minister maintained his opinion even after the above-mentioned report was published, and he proposed that foreign Powers should send their engineers to the spot, thus providing on impartial and disinterested arbitration. Against this demand our Government protested, whereupon the Belgian Minister Rogier, when questioned in both the Belgian Chambers upon the matter, condemned the attitude of our Government, which, however, was supported by the greater part of our M. P.'s. In one of the last sittings of our Upper Chamber, the Minister stated that our Government had fully maintained the rights of the Netherlands, which could not accede to the unjust requirements of Belgium. He protested against the opinion of the latter State, that it alone could demand arbitration in this question, the less now that the subsequent investigations of Dutch and Belgian engineers proved the full rights of the Netherlands, and that the proposed embankment would even prove advantageous for the Western Scheldt. It is undoubtedly very remarkable that nothing is published by the Belgian papers, so that in that country the greatest ignorance prevails about these facts. In the meanwhile England and France have acceded to the requirements of Belgium. The British Cabinet appointed Mr. John Hartley to be member of this international commission of engineers, and France appointed Mr. Gosselin. The Prussian Government, however, declined still to send an engineer and the *Kolnische Zeitung* told us that it will not appoint, before our Government will have given its consent, that this commission should make investigations. This, however, seems not to be the real cause of the hesitating attitude of Count von Bismarck; I rather believe that he will oblige our King in that way to make some concessions with regard to the Luxemburg question, that still is unsettled. It is not yet decided if this Grand-Duchy will form a substantial state or that it will be involved in the North-German Confederation. I fear, that at last, the plans of Prussia's premier will triumph, now that the political parties in that unhappy Luxemburg, the Grand-Duchy of our King, are so divided that the greatest disharmony prevails. To re-establish order the Prince-stadholder was even obliged to threaten that he should leave the country, the independency of which he could not any longer warrant, when the Liberal opposition did its utmost to trouble the public order. A well credited rumour says that it will not suffer an investigation. I need not add that the good harmony between our country and Belgium is very much threatened by the question.

The Queen has met with an accident. While walking from her own palace to that of her son, the Prince of Orange, she slipped upon the snow, and fell with such violence that she became insensible. A soldier who was on the spot raised the Queen, and one of the King's aides-de-camps having hastened from the palace, they carried her into the royal apartments. It is hoped that this fall will not lead to serious consequences

Our Parliament being closed till February the papers only occupy themselves with the section reports that are published now and then. They are, however, not of much importance, as the Liberals do not care to waste many words about old questions. But that the coming session will be one of great political excitement can scarcely be disputed. The air is too much surcharged with electricity, and the storm must be on the wing. The main question of course will be again the future of India, which will become the stumbling-block for the Cabinet. The section report upon this chapter of the Budget expresses only discontent about the instability and inconstancy of this Government, whilst the majority have the firm conviction that it is more than time that the just claims of the Indian population will be consented to. and that more should be done for the welfare of those colonies that made us a rich power.

Some time ago a parliamentary commission was named to investigate the international regulations about the drawbacks of sugar. According to the report now published the general opinion is that these regulations will prove to be disadvantageous both for the industry in Java and the exchequer. This judgment will be received undoubtedly with great satisfaction in India.

In one of the last sittings of the Belgian Parliament the treaty with Japan and that State was approved of, after the Minister of Foreign Affairs had stated that for the negotiations between Belgium and Japan, the use of the Dutch language should be preferred over the French.

In a former letter I made mention of the deplorable disturbances that prevailed at the Military Academy at Breda. Order is now restored; the ringleaders will be punished very severely; the organisation of the Academy will be altered totally; a military rule will be introduced, whilst the Commander will be replaced—as rumour says—by Lieutenant-Colonel A. C. A. Sckonstedt.

Negotiations are opened between our Government and that of Portugal to fix a commercial treaty between both these countries.

It is with much regret that I must make mention of the well credited, rumour that Sir Milbanke Huskisson, Ambassador of the Court of St. James at the Hague, will ask for his dismissal in consequence of his ill health, for the restoration of which he started some days ago for Nizza. His departure will be much lamented in the diplomatic circles of the Hague.

Last week a beautiful iron war steamer *Banka* was launched at the yard of Messrs. Paul van Vlissingen and Dudok van Heel at Amsterdam. This steamer, furnished with engines of 200-horse power, is destined for the naval service in India.

In a former letter I mentioned that the finances of the Crystal Palace at Amsterdam were *en decomfiture*. The most extraordinary rumours are in circulation about the future of that building, but the general opinion is that the managers will propose a plan by which the building will be saved for Amsterdam. It is a good sign that our capitalists are willing to make some monetary sacrifices for the erection of a monster hotel, next to the Crystal Palace.

A company has been established here under the name of the Zuid Afrikaansche Maatschappy, with a very large capital. The aim of this company is to extend the trade on the South African coasts. There is also a rumour that a company will be established for extending our commercial relations with China and Japan.

COMMERCIAL.

TEA.—Java is actually very low in price, but as the consumption is increasing and the production not very large an improvement of the quotation, may be foreseen China: The cargo, per Monarchy, from Foo-chow-Foo, is waited for; and before this ship will have arrived no transactions of any importance will occur. The rather nominal quotation for China tea now is as follows:—Boei, 70 to 75 c.; Congo, 85 to 160 c.; Souchon, 85 to 200 c.; Pecco, 130 to 250 c.; Hysantchin, 70 to 80 c.; Thunkay, 85 to 150 c.; Hysans, 95 to 160 c.; Uxim, 100 to 170 c.; Imperial, 110 to 200 c.

	1866		1866.	
	China.	Java.	China.	Java.
Stock Jan. 1, 1865 ..	3 937/4ch...	3.686 4ch...	5.292 4ch...	4.552 4ch.
Imports ..	..15,589/4 „ ..	8,246 4 „ ..	10,635 4 „ ..	9,708 4 „
Total ..	..19,526/4ch..	11,932 4ch..	15.927 4ch..	14,260 4ch.
Deliveries	..15,451/4 „ ..	8,271/4 „ ..	11,390 4 „ ..	10,574 4 „
Stock Jan. 1, 1866 ..	4,075/4ch...	3.661/4ch...	3.937 4ch...	3.686 4ch.

COFFEE.—Very firm, with a good demand. The lots, Bangel and Tenger that were sold in the November auction of the Trading Company, at the rate of 37 to 38 c., are now willingly paid with an advance from ½ to ¾ c., the other parcels of that auction that were sold under 41 c. met also with a good demand, but holders decline now to operate without an advance of 1 to 1¼ c. Total stock on the 1st of January 302,249 b., against 230,212 b. in 1865.

RAW SUGAR as well as refined, closes firmly, but there are no transactions of any importance to report. The unsold stock of the Trading Company was on the 29th ult. 32,139 kranj. and 1,527 bales, whilst the stock in the first hand amounted to 5,917 kranjangs, the total stock in the docks was 32,058,059 kils. against 28,913,551 kils. in 1865.

RICE.—4,600 bales 2nd quality Java Table, floating per Luneburg, were sold at prices that did not transpire.

SPICES.—The market is dull, and there is neither any inquiry for speculation nor for consumption, except for Mace, which article met with a good demand. Offers of 100 c. for D, and 97 c. for E were not accepted, and nothing can be bought now under 102 and 98 c.

Stock of Spices on the 1st of January :—

	Unsold.	On warrants.
Nutmegs	271 casks.	... ... 4 958 casks.
Mace	50 „	... ... 826 „
Cloves	— „	... ... 3,127 „
Java Cinnamon ...	164 fard.	... ... 1,022 fard.
Pepper	983 bales	... ... 183 bales

JAVA TOBACCO.—The market opened this year with a fair demand for first quality, and prices will rise more and more now that it has transpired that the last crop will not be sufficient to meet the consumption of this quality. Of course this sort will be paid with higher prices when the 13,702 bales Java will be offered in auction on the 23rd and 24th of January. Ordinary qualities, however, are much offered, and in consequence thereof prices are declining. Stock 25,416 b.

MANILA TOBACCO.—The total stock only amounts to 200 b. in the first hand, the holders of which decline to sell without a considerable advance on the still very high prices.

BANCA TIN.—There is a fair inquiry at advancing rates. 1,000 slabs at f. 50¼, 900 do. at f. 50½., but at the latter price there are no sellers. 1,400 slabs Billiton and 600 slabs do. ex Aeolus were sold at secret prices; 100 slabs do. were paid with f. 50. Unsold stock, 64,534 slabs; on warrants, 131,109 slabs.

HIDES.—The transactions include 624 p. Sourabaya Rinder ex Van Arteveldе, and 903 p. do. ex Van der Palm, at prices that did not transpire.

JAVA INDIGO.—The transactions were since our last report very moderate, but the tone of the market remains very firm.

ARRACK.—The market is inactive, the transactions only include 65 casks ex favourite, and 79 do. ex Matheran. The 1st hand stock was only 843 casks, whilst 257 casks are floating. The nominal quotation is for yellow Batavia 190f.; white 200f., old quality, 260f. and higher.

MOTHER-O'-PEARL SHELLS.—There are floating from Macassar 2,000 piculs, but these parcels are *tel quel* sold already at extraordinary high prices. 300 piculs disposable are offered now at 140 cents.

RATTANS.—The 1st hands stock amounts to 13,000 piculs. The nominal quotations are 10f. to 13f. for Banjermassing; 8f. to 10f. for Padang, 9f. to 11f. for Koetie. Only 65 piculs ex van Arteveldt, and 90 piculs ex Vyf Vriendeu, were sold.

SAPANWOOD.—100 piculs, imported by the Trading Company were sold at very firm prices.

DRUGS.—Camphor meets with a lively demand and many transactions were done at still advancing prices; China cannot be bought be bought now under 86 c.; Japan not under 88 c. The stock of China in the first hand amounts to 1,580 chests, and of Japan to 1,428 tubs, whilst the Trading Company's stock is 2,522 tubs Japan. Of Lon

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Pepper the stock is exhausted, the nominal quotation is 16c.; Cassia Lignea, 73 c.; Cassia Vera, 38c.; Japan Wax, there is want of stock and prices are consequently advancing, the same remarks can be made about Preserved Ginger.

COTTON MANUFACTURES.—The exports from the Netherlands to India duringthe eleven months ending November, 1866, were:—Undyed Cotton goods, 2,104,304 yards; Dyed goods, 256,950 yards: Printed goods, 634,966 yards, representing together a value of f.25,296,090. The exports of cotton manufactures from England to our colonies during the said eleven months, represented a value of f.14,896,272 against f.6,984,036 during the same period in 1865. The amount of the yarns and woollen and other manufactures, exported also from England to Java, during that period amounted to f.4,807,698.

MONEY.—The hope that the new year should bring any positive relief is not realised; there is no more activity now than before the old year had passed away. The transactions are, indeed, of very little importance. The tendency in foreign stocks, however, was rather more favourable, the low priced classes again being in greater demand. As well in the open market as at the Bank there was an abundant supply of capital, so that the Bank rate of discount was reduced ½ per cent. In the open market, however, the bankers are content with ½ to 1 per cent. under Bank discount. Dutch Two-and-a-Half per Cents., 56; Three per Cents., 67; Four per Cents., 87⅛; Trading Company, 137 to 137¼; Dutch Rhenish Railway, f.293½; Central Railway, 48; Spanish Two-and-a-Half per Cents., 32; Portuguese Three per Cents., 42½; Russian Five per Cents., 91½; ditto 1866, 85; Austrian Five per Cents., 43¾; Italian Five per Cents., 50¼; Netherlands Bank, 260: Netherlands Credit and Deposit Bank, 91; Netherlands India Trading Bank, 80.

'CHANGE.—London: 3 mo., f.11.67½; 2 mo., f.11.71; short, f.11.79. Paris: 3 mo., f.46.37½; 2 mo., f.46.50; short, f.46.80. Antwerp: 3 mo., 46.35; 2 mo., f—; short, f.46.70. Hambro': 3 mo., f.34.75; 2 mo., f.34.87½; short, f.35.10. Bremen: 3 mo., f.188.

Discount (Bank) bills, 4 per cent.; acceptances, 4½; open market, 3½ per cent.

The premiums for insurance of manufactures bound for India are altered as follows:—Manufactures in bales, 3½ per cent.; English: in tarpaulin or oil cloth, 3 per cent.; in chests, 3 per cent.; in tin plated chests, 2 per cent.

SHIPPING.—ARRIVALS.—Dec. 20, at Brouwershaven, from Batavia: Aeolus; at Zierikzee, from Batavia, Stad Delft; at Texel, from Batavia: Sourabaya Packet; Dec. 29, at Texel, from Batavia: Alcyone; from Batavia and Wynkoopersbay: Quatre Bras; from Batavia: Nagasaki; Dec. 31, at Texel, from Panaroekan: Willem and Carel.

DEPARTURES.—Dec. 25, from Hellevoet, for Singapore: Constance; Jan. 3, from Texel, for Sourabaya: Hendrika; for Java, via Cardiff: Vertrouwen and Tweelingen; Jan. 5, from Texel, for Batavia: Willemina and Clara, Ægidia and Pauline, Cornelia Adalfina, Gelderland, Jupiter, Kaap Hoorn; for Batavia, via Cardiff: Alblasserdam, Oceanus; for Singapore, via Liverpool: Almonde.

PASSENGERS OUTWARD.—For Java, per Jupiter: Messrs. Grolman and family, J. and P. Ahbema, M. Bock, A. T. Herman, P. H. Hagenaar, L. Blommestein, H. J. Flint. C. Dekker, P. H. Kok, Mrs. C. Dongen van der Meer. Per Willemina and Clara: the officer, J. C. Albrecht, W. Ouwel van der Sluis Veer and A. P. Varkerisser, and 124 soldiers. Per Ægidia and Pauline: the officer, Lieut. Eras, J. A. F. Cramer and J. F. D. Bruinsink, with 125 soldiers. Per Gelderland: Messrs. C. Caulbach and family, W. Trappen and family, Pistorius, H. Hoen, Huisman, and Bruinstede.

PASSENGERS INWARD.—From Java, per Alcyone: Mrs. van Struve and family, Messrs. Musquetier, van Loenen, Geinve, van Genderen and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 7.

In one of my last letters I mentioned the invention of a new gun by an armourer at Bremen, which was considered to be peculiarly adapted for arming vessels likely to be attacked by pirates. I am now enabled to give your readers some account of the trials that have been made, and which appear to be a great success. The new gun weighs about 4 cwt., the barrel being 3 feet 6 inches long, with a calibre of 2¾ inches; the charge is contained in a tin canister, with a wooden bottom, through which passes the fuse. The canister is filled with from 40 to 56 balls of a secret composition, which, on the explosion of the canister, scatter in all directions, and burn with an intense fire, emitting at the same time a suffocating gas. In the canister is also a small quantity—1-8th lb.—of explosive composition, which on ignition causes the cylinder to burst and scatter the balls. In the experiments that took place last week at Bremerhaven, the gun was loaded with a small charge (1-12th lb.) of powder at an elevation of 30 degrees, calculated for a distance of 300 yards, the culminating point of the parabola being 150 yards distant, the length of the fuse being calculated to cause the explosion when 50 feet from the target. In the trials made the average duration of the burning of the balls was 77 seconds, and they scattered over an area equal to a circle with a diameter of 21 feet. As experience shows that the Chinese pirates generally make their attack in calm weather, seldom approaching the vessel on the broadside, but usually from the bow, or rowing up in the ship's wake, such a gun, if mounted as a stern-chaser or in the bows, would do good service, and the advancing piratical junk must offer a fair mark to point at. The experiments were deemed highly satisfactory, and several Bremen shipowners resolved to arm their vessels with the new gun. Amongst others the ship *Lesmona*, fitting out at Bremerhaven for Hong Kong, has been supplied with the new gun and a good supply of the cartridges, in addition to her previous armament of six-pounder carronades throwing both full balls and grapeshot.

The Hamburg barque *Kali Maas*, Captain Kohn, hence to Hong Kong, obliged to put back with damage from stormy weather in the North Sea, has now completed her repairs and left this port on the 4th inst. for her destination.

The sharp frost of the last two nights, when the thermometer fell to 12 deg. Reaumur, or 5 deg. Fahrenheit, has created such quantities of floating ice in the Elbe that the navigation for sailing vessels is quite interrupted, and even steamers have great difficulty in working their way through. If the temperature continues as it is for two or three days more all navigation will cease.

Dispatches have been received at Berlin announcing the safe arrival of the Prussian steam corvette *Vineta* at Honolulu, where she was preparing to proceed without delay to China. The official *Staats-Anzeiger* states that the Prussian Envoy at Peking had received instructions to endeavour to persuade the Chinese Government to take energetic steps, and to obtain the immediate service of steamers for that purpose, even by chartering those disposable. There are, therefore, reasonable hopes of seeing the baneful institution of piracy in the Chinese waters within a short period effectually put down or at least reduced to a minimum.

The *Weser-Zeitung* publishes a letter from Yokohama of the 31st of October last, stating that the Prussian Consul at that port had succeeded in procuring permission for the Bremen ship *Johanne Marie* to load goods there, and it was hoped that in future it would not be so difficult to obtain this exceptional privilege.

Mr. Louis van der Spar, merchant at Point de Galle, to be Prussian Consul at that port, *vice* Sonnenkalb deceased.

COMMERCIAL.

COFFEE.—The market has been tolerably active, the demand extending more than usual to inferior qualities, the value of all descriptions being firm. Sales of the week 26,000 bags, about 6,000 of which were bought on speculation.

SUGAR.—On account of the holidays but very little business has been transacted, and there is no alteration to report in the quotations of either raw or refined.

RICE.—A good consumptive demand prevails for cleaned grain at former prices.

SPICES are quite neglected, twelfth cake and plum-pudding forming no part of the German Christmas holiday fare.

SPELTER.—The only sale this week was 3,000 centners for spring delivery at 14 marks 9 sch. Banco, but the market closes in a very firm condition, though inanimate.

DISCOUNT 3¼ to 3½ per cent., and money plentiful. The weekly statement of the Giro Bank shows the value of the silver bars in the cellars to be 18,009,326 marks Banco, against only 14,771,239 marks Banco in the beginning of December.

Monetary and Commercial.

All bills of Messrs. Dent and Co., which have come forward under special credits or against consignments by other parties have, we understand, been accepted. Opinion is about even as to their suspending or paying the dishonoured bills.

The anxiety relative to the position of East India and China firms has to a great extent subsided, and we have had no fresh difficulties since the opening of the year. With the extreme ease ruling in the money market (first class bills having been done at a fraction under 3 per cent.), we do not look for any further failures, whilst houses known to have made private arrangements in 1866 for carrying over their engagements will have the best chance afforded of recovering their position. Messrs. La Roche, Nainby, and Co., who were forced into the Bankruptcy Court, expect to arrange a compromise and go on again.

The sum of £720,000 will be paid out to the creditors of Agra and Masterman's Bank on the 15th, being the second dividend of 5s. The London and Westminster Bank will declare a dividend of 16 per cent. for the half-year, making, with the 14 per cent. paid six months ago, a total distribution of 30 per cent. for the year 1866. The reserve is to be increased from £450,000 to £480,000, and £45,939 will remain to be carried forward.

The first dividend of 6s. 8d. will be paid by the liquidators of the Commercial Bank Corporation, on all admitted claims, during next month. It is stated that the amount would have been 10s. but for the opposition of some creditors and shareholders at Bombay.

The dividend to be proposed at the half-yearly meeting of the Discount Corporation is 15s. per share, being at the rate of 7½ per cent. per annum on the paid up capital, leaving a balance to be carried over of £4,096 5s. 11d., from which it is proposed to appropriate 1,000 guineas to the directors as their remuneration for the past twelve months.

The Union Bank of London declared, at the half-yearly meeting on the 9th inst., a dividend at the rate of 15 per cent. per annum, and a bonus of 2½ per cent. for the half-year, being the usual rate of appropriation at this period.

At the forthcoming annual meeting of the Ocean Marin Insurance Company the following dividends will be recom-

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mended by the board: 5s. per share by way of interest and a bonus of 20s. per share, payable on the 5th of February, besides the usual payment of 5s. per share on account of interest to July. A further sum of £10,000 is also placed to the reserve fund, thereby increasing it to £50,000.

Messrs. Scott, Bell, and Co., who failed in 1865, have now declared the first dividend of 2s. 6d. It is expected that the whole liquidation will be shortly concluded, as the disputed accounts have been nearly all arranged, excepting that with Messrs. Dow and Co., of Shanghai, which is in progress. The liabilities have been reduced from nearly £1,500,000 to about £230,000.

The agency of the Labuan Coal Company at Singapore has been transferred to Messrs. A. L. Johnston and Co., one of the oldest firms in the place. The re-organisation of the company may now be considered as accomplished.

In reference to the notice which appeared in our last as to the opening of the Agra Bank, we have now to announce that the establishment opened at the old premises in Nicholas-lane on the 7th inst. Mr. J. W. H. Ilbery will officiate as manager during the absence of Mr. Balfour.

Creditors of the Bank of Hindustan, China and Japan (Limited) are required to send the particulars of their claims to the liquidators by the 4th of February.

The biddings for bills on India took place at the Bank of England. The proportions allotted were, to Calcutta £198,630, to Madras £1,370, and to Bombay £153,850. The minimum price was fixed at 1s. 10⅜d. on all the presidencies. Tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 65 per cent., those above in full; and on Bombay at 1s. 10⅜d. and upwards in full.

The Stock and Share Company for the sale of shares, &c., by auction is gradually affording the public a medium to buy or sell without recourse to the Stock Exchange and its arbitrary rules and prices. The following is a list of the sales on the 8th inst.:—

Grand Central Railway of Venezuela, £35 paid, sold at 5s. per share; London, Chatham, and Dover Railway, Metropolitan Extension C Stock, £500 paid, sold at £20 per cent.; Marseilles Extension Railway and Land Company (Limited), £20 paid, sold at £2 15s. to £3 per share; Ottoman Railway Company, £100 paid, sold at £24 to £26 10s. per bond; Royal Swedish Railway, £4 paid, sold at 12s. to 22s. per share; Varna Railway Company, £20 paid, sold at £4 2s. 6d. to £4 10s. per share; Alexandra Hotel Company (Limited), Hyde Park, £10 paid, sold at £4 10s. to £5 5s. per share; China Steamship and Labuan Coal Company (Limited), £20 paid, sold at £5 5s. per share; ditto, Debenture, redeemable 1st Jan., 1872, £50 paid, sold at £26 10s.; Confederate States Loan, 1864, $1,000 paid, sold at 23s. to 26s. per bond; Credit Foncier of Poland, Warsaw, 3,000 silver roubles paid, sold at £11 5s. to £11 10s. per bond; ditto, ditto, 150 silver roubles paid, sold at 24s. per bond; Dun Mountain Copper Mining Company (Limited), New Zealand, £1 paid, 1s. 4d. to 1s. 7d. per share; East India Coal Company, £10 paid, sold at 6s. per share; Gas Products Utilising Company (Limited), £8 paid, sold at £8 15s. per share; Liverpool and London Hotel Company (Limited), £8 paid, sold at 26s. per share; Martin's Patent Anchor Company (Limited), £4 paid, sold at 1d. per share; Palace and Burlington Hotel Company (Limited), £5 paid, sold at £2 per share; Star and Garter Hotel Company (Limited), £10 paid, sold at 24s. to 35s. per share; Tahiti Cotton and Coffee Plantation Company (Limited), £10 paid, sold at £5 to £5 5s. per share; Westminster Palace Hotel Company (Limited), £10 paid, sold at £5 10s. per share.

We have to report the following changes in commercial firms:

Mr. Sieveking has retired from the firm of Sieveking, Droop and Co., of Fenchurch-street.

Mr. J. Stevenson has retired from the firms of Stevenson, Peel and Co., of Manchester and Calcutta, and Peel, Stevenson, Jacob, and Co., of Liverpool.

The firms of Hyde and Jones, of Billiter-square; Cooper and Aves, of Leadenhall-street; and Dadabhai, Navroji and Co., of Great St. Helens, have dissolved partnership.

Messrs. Robinson, Fleming and Co. have announced that Mr. W. F. Malcoln, and Mr. H. Luke Robinson, son of their late partner, Mr. W. R. Robinson, have been admitted into their firm, which will continue under its old title.

Messrs. Jacomb, Hogg and Co. have announced that Mr. Frederick Waithman, who has for several years been associated with them, has been admitted partner in their firm.

A circular issued on the 1st inst., by Messrs. Baring Brothers and Co., announces that Mr. Thomas Charles Baring (nephew of Mr. Thomas Baring, M.P., and recently partner in the house of Ward, Campbell and Co., of New York), has been admitted a partner into their firm.

Messrs. Brown, Buckley and Co. have announced the termination of their partnership. Mr. Brown, the elder, died a few weeks ago. Mr. Buckley continues the business at 27, Fenchurch-street; Messrs. Seaton and Brown, jun., at 11, Great Tower-street.

Messrs Arles Dufour and Co., of Lyons, have announced the discontinuance of their London branch. Mr. Truninger, who has hitherto managed the business, will henceforth conduct it under his own name.

A circular from Messrs. Richard Gibbs and Co. notifies that Mr. Robert William Gibbs Weston, the son of their senior, has been admitted a member of their firm.

Mr. Rhys B. Griffiths, of the firm of Layton and Co., of Mincing-lane, announces his retirement from business. The house, with the introduction of Mr. Stansbury, the nephew of Mr. Griffiths, will continue operations.

Mr. Bremner who succeeded to the business of W. J. Alexander, for many years in the China trade, has formed a partnership with Mr. Henry Laycock, lately in the employ of Messrs. Dent and Co., China.

A new tea-brokering firm has been established at 14, Mincing-lane—Messrs. Percival and Co.—to carry on the business of Messrs. Mitchell and Aspinwall.

The amount of bullion by the P. and O. Co.'s steamer *China* from Southampton on the 4th inst., in gold, to Madras, £2,085 in silver, to Singapore, £1,970.

MANCHESTER MARKETS.

There is still a very slight demand for Yarns and Shirtings and prices are lower. Grey Shirtings 7 lb., 11s. to 11s. 6d.; 8¼ lbs., 13s. 6d. to 13s. 9d. Cotton Yarn: Nos. 16-24 at 1s. 6d. to 1s. 7d. Maddapollams, 4s. 10½d.; Long Cloths, 13s. 8d.; T-Cloths, 8s. 6d.; White Spot Shirtings, 14s. 6d.; Brocade do., 14s. 6d.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Jan 9.	Prices Dec. 8.
£50	Agra and Masterman's	£25	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	29 to 31	29 to 31
20	Chartered Bank Ind., Aust., & China	All	18 to 20	14½ to 15½
25	Chartered Merc. of India and China	All	33 to 35 x.d.	30 to 32
20	City Bank	10	14 to 15	14 to 16
20	Eastern Exchange	5	3 to 1 dis.	4 to 2 dis.
100	Hindustan, China, and Japan	28	27 to 25 dis	27 to 25 dis
20	Land Mortgage Bank of India	4	1⅜ to 1½ dis	1⅜ to 1½ is
50	London and County	20	67 to 69	63 to 65
50	London Joint Stock	15	43 to 45	40 to 42
100	London and Westminster	20	98 to 100	93 to 95
25	Oriental Bank Corporation	All	42 to 43	42 to 43
50	Union of London	15	44 to 45	43 to 45
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4¼	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	100 to 102
—	Do. Do. 1878	100	105 to 107	104 to 106
20	Ceylon Company	10	1¼ to ½ dis.	1½ to ½ dis.
20	Do. A shares	2	1½ to ¼ dis.	1¼ to ½ dis
10	Ceylon Coffee Estates Co.	10	—	—
20	China Steamship & Labuan Coal Co.	11	10½ to 9½ dis.	10½ to 9½ dis.
10	Credit Foncier & Mobilier of England	8	5¼ to 4¾ dis.	5¼ to 5¾ dis.
20	Egyptian Com. & Trading Company	9	4 to 3½ dis.	4½ to 4½ dis.
20	General Credit & Finance Company	6	2½ to 2 dis.	2½ to 2 dis.
10	Hong Kong Gas	All	7 to 9	8 to 10
20	International Finance Society	5	2½ to 2¼ dis.	2¼ to 2¼
5	Oriental Gas	All	5¼ to 5⅜	5¼ to 5⅜ x. d.
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	66 to 68	62 to 64
50	Do. New	40	13 to 15 pm.	10 to 12 pm.
5	Singapore Gas	5	par	—
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis
10	Upper Assam Tea	7½	- -	—
10	Do.	All	1 to 3	1 to 3
10	West India Steam Company	60	102 to 105	97 to 100

ARTICLES OF IMPORT.

TEA.—The year has opened with a fair demand; common to fair kinds of Congou show no change, but the prices for good teas rule in favour of importers to the extent of about 1d. to 1½d. This rise is chiefly owing to importers not offering their stocks; they have held back very much, and if the market is not supplied by weak holders who must realise a further improvement of 1d. or 2d. (on the best Congous) may be expected, but at these rates the imports will still show a heavy loss. Oolongs and Souchongs are in fair request, but Flowery Pekoes neglected. Scented teas are in moderate demand at about former prices. There is nothing new in Indian or Japan teas. Greens have met with a steady sale at about former prices. The statistics present a great increase in the imports, the total for the year being 139,308,000lbs. against 116,354,000 lbs. in 1865. The deliveries show a small increase; the total being 133,300,000 lbs. against 130,820,000 lbs.; the increase in home consumption being 4,200,000, but the decrease in export 1,600,000 lbs. Our stock being 89,605,000 lbs. against 80,599,000 lbs.

SILK.—Importers of the earlier arrivals of China Silk realised handsome returns, but a change soon came over the market in China when the news from home of a steady market and advancing prices reached them; and a rise, unparalleled even in Shanghai, ensued, until rates considerably in advance of London quotations were readily paid, and the Chinese, as in tea, came in for the lion's share of the profit. During the year the fluctuation in prices has not been great, say 15 per cent. at the utmost, and closing prices of the year are, in Chinas about 1s. to 1s. 6d. under the highest point, 31s. 6d. being now the value of best No. 3 Tsatlee, whilst the cost laid down here is 34s. The statistics for the past year are as follows: Imports: China, 26,141 bales in 1866, against 39,021 bales in 1865; Japan, 7,467 in do., against 11,730; Bengal, 8,450 in do., against 9,081. Total, 42,058 bales in 1866, against 59,832 bales in 1865. Deliveries: China, 30,573 bales in 1866, against 31,730 bales in 1865; Japan, 6,480 in do., against 12,222; Bengal, 5,519 in do., against 9,656. Total, 44,572 bales in 1866, against 53,608 bales in 1865. Stock, 31st Dec.: China, 14,594 bales in 1866, against 18,742 31st Dec. 1865; Japan 3,712 in do., against 2,777; Bengal, 5,491 in do., against 4,520. Total, 23,797 in 1866, against 26,048 in 1865. Japan Silk, owing to its short import, its generally mixed and inferior character, and the positive absence of suitable qualities from stock at certain periods, has commanded a less important position than usual; demand has steadily existed for the best and finest qualities only. Bengal Silk has been in even less general inquiry than usual; as customary with this Silk there have been moments when there were no buyers, and holders had nothing to do but wait; filatures have been—it is hard to understand why—neglected, or at the

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best in small inquiry, notwithstanding the general absence of fine Silks, and the want of such; and prices show a lower average comparatively han any other Silk. Cantons call for special remark on account of the unusually large imports and good deliveries; this Silk has come exceedingly *apropos* for certain manufacturers, who have been free buyers at satisfactory prices; the Tsatlee reel of this Silk, when good, is in considerable favour for the continental markets. The stock of China Silk at the end of year was 15,192 and ,8,605 unsold, against a total of 26,948 bales in 1865, being a deficit of 2,251 bales. These figures include about 5,000 bales of Bengal.

CHINA SILK PIECE GOODS.—There was an increased import of Pongee Handkerchiefs in 1866, the figures beings, as compared with the former year, 3,005 pieces Plain against 2,504, and 4,858 Figured against 1,839. There were willing buyers at all times for the best qualities, and high prices were occasionally paid for choice handkerchiefs. The deliveries have been satisfactory, and the year opens with but small stocks, chiefly in importers' hands, and which will be offered in public sale on 9th inst. There is a fair prospect for good medium and extra qualities, and it may be remarked that Crimson is returning to favour, so that assortments may again contain a due proportion of that colour both in plain and figured. Black Silk Handkerchiefs have commanded very extreme rates on the few occasions of their arrival during the year; but the article is not one admitting of large regular import. Pongee Silk, "nil," none have arrived; the article is constantly being asked for. Damasks: The want of this valuable Silk is much felt. Probably no article of Chinese Silk manufacture has been more missed than this; an arrival of the good old-fashioned Crimson Damasks would be most welcome. Crape Shawls find steady inquiry, and the arrivals go off fatisfactorily.

COTTON.—Since our last report prices have been fully maintained at the previous advance. The business done has been comparatively small, owing to the close of the market during the Christmas holidays. In the week ended 29th December the quantity sold was 2,900 bales, out of which 50 bales fair China realised 10¾d. per lb. No Dhollerah was offered. From that date to the 8th inst. the sales have been 6,560 bales on the spot, and about 3,500 bales for arrival. The quantity sold on the spot included 100 bales fair China at 10½d. to 10¾d., and 320 bales Rangoon, of fair to fully fair quality, which realised 9½d. to 9¾d. per lb. Dhollerah was again absent from the market. Out of the quantity sold "to arrive." 610 bales China, August sailing, guaranteed of fair quality, sold at 10½d. per lb. The sales at Liverpool up to the 4th inst. amounted to 64,350 bales. Fair Dhollerah is quoted 12½d., being ½d. advance upon our last quotation. Telegraphic advices from New York to the 7th inst. place middling upland 35½ cents. During the twelve months ended Dec. 29, 1866, the total quantity of China and Japan cotton imported into Great Britain was 18,844 bales weighing 6,143,144 lbs., of which the consumption was 10,463 bales or 3,410,938 lbs., and the export 9,387 bales or 3,060,132 lbs. The stock in Liverpool on the 31st Dec. was 2,840 bales, and in London on the 4th Jan. 1,332 bales.

COFFEE.—Colonial descriptions have been in good demand at the advanced prices given in our last, extending in some instances to a slight further advance. At auction the offers of Plantation Ceylon were 133 casks, 21 barrels, 45 bags, which realised as follows:—Triage, 34s. to 49s.; fine ordinary, 75s. 6d. to 76s.; low middling to middling coloury, 79s. 6d. to 82s. 6d.; good middling bold, 85s. to 87s. per cwt. No business has been done in native, the only other offer at auction being 1,363 bags Manila, out of which 950 bags fine ordinary pale and good bold sold at 68s. per cwt. Privately a fair amount of business has been done in plantation, at prices similar to those realised at auction. The stock of Ceylon in London on the 31st December was 8,190 tons, and of Java, Manila, &c., 2,070 tons.

DRUGS.—Anniseeds: Small business has been done in China Star at 90s. Camphor: Of China, 200 cases have been sold at £7 2s. 6d., and 80 cases in lead at same price. Of Japan, the sales have been 100 packages for arrival at £7 10s. Galls: An advance has been established of 2s. 6d., and 200 cases China realised 62s. 6d. per cwt.

EBONY WOOD.—Of Ceylon 81 logs (9 tons) were bought in at £7 per ton.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co.'s report for the past year states:—The import of East India Hides during the past year has been 2,656,524 Hides against 2,441,704 Hides in 1865, and 2,350,348 Hides in 1864. The sales during the same period have been 2,324,010 Hides, against 2,351,668 Hides in 1865, and 2,137,440 Hides in 1864. 150,417 Hides have been forwarded on owners' account, against 315,393 Hides in 1865, and 133,780 Hides in 1864. Leaving the present stock 420,823 Hides, against 283,148 Hides in 1865, and 580,781 Hides in 1864. Showing, as compared with 1865, an increase of import of 214,820 Hides, a decrease of of sales of 27,658 Hides, and an access of stock at this date of 137,675 Hides. Of Batavia and Singapore the import has been 45,726 Buffalo Hides, against 65,059 Hides in 1865, and 40,794 Hides in 1864. From Manila 8,998 Hides, against 725 Hides in 1865, and 675 Hides in 1864. Buffalo Hides met a dull trade during the first two months at a decline of ¼d. to ½d. per lb. on the closing rates of 1865, but this was recovered in March, and during April and May a brisk demand caused a further advance of ¼d. per lb. During June and July the trade was dull and the quotations again receded; but from that time there has been more inquiry, and the present prices are about on a par with those of December last. The sales of the month comprise 2,974 Penang and Singapore Buffalo Hides—Best 5½d. to 6d. per lb.; Seconds and Light 5d. to 5⅝d. per lb. 200 Manila Buffalo Hides at 4¼d. per lb. The stock consists of 5,267 Singapore and 4,331 Manila Buffalo Hides, against 10,874 Singapore, 3,974 Java and 625 Manila Buffalo Hides in 1865.

MANILA HEMP.—An improvement has taken place in this market, and the decline reported in our last has been recovered. The sales have amounted to 330 bales fair roping at £46 per ton with short prompt. Good roping is quoted £48 on same terms.

OILS.—Anniseed: 20 cases sold at 9s. 1d. Cocoa Nut: The market continues inactive, and the only sale reported, is of 30 tons Ceylon at £51 per ton cash.

PEPPER.—Black: The market remains steady; no reduction in prices has taken place, but the sales both at auction and privately have been in small quantities. In public sale 170 bags Singapore sold at 3⅛d., one lot 3¼d., and 387 bags Penang at 3d. to 3⅛d. per lb. By private contract, 900 bags Singapore and Penang were placed, the prices realised being, for Singapore, 3⅛d., and Penang (Trang sort), 3d. per lb. White: Market still quiet, and of 635 bags Singapore offered at auction, about 170 bags middling to good sold at 5⅛d., the remainder being bought in at same prices.

RICE.—Market extremely dull, and prices declined 3d. to 6d. per cwt. The only sale reported is of 6,000 bags Rangoon, at 12s. to 12s. 3d. per cwt., and 1,000 tons soft grain to be shipped from February to April, at 11s. for Rangoon and Bassein, and 10s. 9d. for Naemanzie.

RUM.—Of Penang, 21 puncheons sold at 1s. 5d., proof.

SUGAR.—The circular of Messrs. Carey and Browne states:—"The trade holding sufficient stock for their requirements mostly abstained from buying during the Christmas week, and consequent on the absence of speculative inquiry of any importance, the transactions reported were unusually limited. Since the holidays, a moderate disposition to buy has been observable, but business has been much interfered with by severe weather. No change in value has occurred, but the market appears to harden towards the close." At auction the following sales have taken place:—5,000 bags unclayed Manila at 25s. 6d.; 39,000 bags common to fair clayed Manila (duty 8s. 2d. to 9s. 4d.) at 29s. to 30s. 3d.; and 1,800 bags Penang at 30s. 9d. per cwt. Privately, 10,000 bags clayed Manila have been placed at 29s. 6d. per cwt. The stock of Sugar in London on the 31st. December, was, of Manila 32,230 tons, of Penang 1,360 tons, and of Java 20 tons.

SPICES.—No business has been done in any descriptions.

SAPAN WOOD.—Of Manila 25 tons were tons were offered and withdrawn. No sales or offers of Ceylon.

TERRA JAPONICA.—Of 1,412 bales common Gambier at auction, 812 bales were bought in at 20s. 6d., remainder in soft condition selling at 19s. 6d. to 19s. 9d. per cwt.; also 3½ tons loose at 18s. 6d. per cwt. Small transactions have taken place in cubes at 29s. per cwt. We are still without offers of Cutch.

TIN.—This market continues to exhibit great activity, and prices have further risen 20s. to 30s. per ton. About 300 tons fine Straits have been sold, the prices realised being £85 to £85 10s. for cash, £86 with one month's prompt, and £86 10s. for arrival. Banca is quoted at £87, being 40s. per ton advance on our last report.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £5 15s. to £6; nail rod, £7 15s. to £8 5s.; hoops, £9 2s. 6d. to £9 10s.; sheets, single. £10 to £10 15s.; Staffordshire bars, £8 to £8 10s.; rails, £6 to £6 10s.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £88 to £91 per ton; yellow metal, 7d. to 7¼d. per lb.

TIN.—£87 for block; £88 for common bars. Tin plates, best charcoal I.C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 10s. to £22 15s.; shot, patent, £23 10 to £24; sheet, £21 5s.; spelter, £22 5s. to £22 18s.; zinc, English sheet, £28; quicksilver, £6 17s. 6d. to £7.

The following is from the circular of Messrs. French and Smith:—Although at the commencement of the past year it was apparent we were to have a dear money market, yet no one could have anticipated the time of difficulty then before us, and the consequent heavy fall in price of metals generally during the year. Iron: The total collapse of the speculation in Scotch Pig warrants, and the ruin which it caused to all who were engaged in the combination, will be remembered for years. This speculation commencing at the end of 1865, when warrants were about 58s., reached its height at the end of April, 1866, when the price attained 82s., after which the fall to 52s. was very rapid, and at about this price it remained stationary for many months, the last few weeks it has advanced to 54s. 6d. which is the price to-day. Welsh has gone back during the year £1 per ton, Bars can now be bought at £5 15s. to £6. Staffordshire has receded about 10s. per ton during the same time. Copper: All the anticipations of a good trade in this metal for the year 1866 were disappointed, and the price went back to a point as low as can be remembered for 30 years. The smelters' quotations for Tough Cake have been as follows:—From 1st January to 15th January £106; from the 15th January to 22nd January £101; from 22nd January to 21st March £96; from 21st March to 30th April £91; from 30th April to 16th July £86; from 16th July to 27th August £81; from 27th August to 3rd December £86; from 3rd December to 24th December £81; 24th December £86. The market now looks well, prices are steady at quotations. A few second-hand parcels may be obtained at £83 to £84 for Tough Cake. Burra is quoted £87. Wallaroo, £86. Chili Bars £78. Tin: We began the past year with the following quotations: English, common, £103; Banca, £97; Straits, £94; but the price declined until in June Banca sold £78 to £79; Straits £74 to £75; the price remained with trifling improvement until the end of Aug., when Straits advanced to £85 with a little extension of prompt. This advance was, however, soon lost, and the price went back £4 or £5. As the time approached for the Banca sale, 28th September, some considerable quantity of Banca was sold at £82 10s., but at the actual sale the price realised was 46 guilders, about equal to £81 10s., laid down here, after which there was some flatness; but at the end of November the price took a start, and has steadily increased since. We quote the price to-day, Banca £87, Straits £85 10s. to £86. The English Smelters ask £2 above their last official quotations, making the price for common £86 to £87. The quantity of Straits Tin afloat for Europe is 733 tons, against 1,528 in 1865, and 1,056 tons in 1864. Price of Straits on 31st December, 1866, £85, against £95 in 1865, and £90 in 1864.

TIN PLATES.—Have been in great demand during the entire year, and prices have been well maintained. The exports during the year were the largest ever known.

LEAD.—Has suffered less in value from the general depression in affairs than any other metal. No doubt the German war stopped the production of German lead to some extent. The last two months the market has been dull, but with firm prices.

SPELTER.—At the commencement of the past year was at the same price as now quoted, £22 5s., but anticipations of a scarcity, in consequence

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of the continental difficulties, caused the price to advance in February to £24 10s., and this price continued throughout March, but gave way again, until the commencement of hostilities, when the price recovered, £25 was the quotation at the end of June, but the price receded again almost immediately, and in August the price was £19 only, the lowest point reached during the year. The stock on the 1st inst. was 4,266 tons against 6,419 tons in January, 1866.

QUICKSILVER has been reduced from £8 per bottle, at which it stood in January last year to £6 17s. 6d. the present price.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	—
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	£1,975
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	£393
To Batavia	3,276	—
To Hong Kong	—	—
To Shanghai	—	1,316
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 18 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 11¼

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 20	Sleipner	—	Rangoon	Off the Lizard.
— 20	Stadt Delft	Waal	Batavia	Zierikzee.
— 25	Blencathra	Deane	Shanghai	Deal.
— 24	Ravensbourne	Cooper	Zebu	London
— 25	Edward Oliver	—	Akyab	Liverpool.
— 20	Æolus	De Vries	Batavia	Brouwershaven.
— 26	Wild Deer	Cobb	Shanghai	Deal.
— 26	Marion	Laughton	Foo-chow-Foo	Do.
— 26	Cheribon	Schwartz	Bassein	Falmouth.
— 29	The Cedars	Stonehouse	Canton, &c.	London.
— 28	Edinburgh Castle	Erskine	Singapore	Liverpool.
— 26	Sourabaya Packet	Olivier	Batavia	Texel.
— 29	Alcyone	Kruisinga	Do.	Do.
— 16	May Queen	Gilfillan	Canton	New York.
— 17	Cloudesley	Westlake	Hong Kong	Do.
— 22	Willem and Karel	Steerweld	Batavia	Off Dungeness.
Nov. 5	Jacque Langlois	Noge	Hong Kong	Valparaiso.
Dec. 29	Nagasaki	Horner	Batavia	Texel.
— 30	Maria Wilhemine	Niemann	Singapore	Bremen.
Jan. 4	Fagal	Gobel	Batavia	Portsmouth.
— 7	Empress	Hodgson	Colombo	London.
— 6	Luneberg	Kopper	Batavia	Falmouth.
— 7	Terentia	—	Ceylon	Deal.
Dec. 23	Mercurio	Matulich	Zebu	New York.
Jan. 8	Chalgrove	—	Shanghai	Deal.
Dec. 24	Egeria	Emery	Singapore	Boston.
Jan. 8	Boldon Lewa	Hopper	Colombo	Deal.
—	Bella	—	Canton	New York.
—	Music	Gwen	Hong Kong	Do.
— 8	Elizabeth	—	Penang	Downs.
— 9	Helen Nicholson	Halliday	Shanghai	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 24	Spirit of the North	Matthew	Colombo	London.
— 21	Freeland	Rogers	Singapore	Cardiff.
— 28	Drusus	Hansford	Newcastle & S'pore.	London.
— 24	Swea	Brodin	Galle	Cardiff.
— 29	Lauderdale	Moodie	Shanghai	London.
— 29	Coulnakyle	Morison	Do.	Do.
— 8	Raphael	Winslade	Yokohama	Pernambuco.*
— 29	Ceylon	Gallichan	Penang	London.
Jan. 1	Ogono	Arocha	Manila	Do.
—	Plover	—	Colombo	Deal.
—	Raleigh	Dobson	Galle	Newcastle.
—	Oberon	Schmidt	Amoor River	Cronstadt.
—	Lesmona	—	Hong Kong	Bremen.
Dec. 31	Priam	Irvine	Batavia & Sourabaya	Glasgow.
—	Constance	—	Singapore	Rotterdam.
Jan. 1	Rout	Rotgans	Batavia	Portsmouth.
Dec. 29	Zambeze	Thomson	Penang	Glasgow.
Jan. 1	George & Henry	Peters	Singapore	Liverpool.
— 4	Gossamer	Thomson	Shanghai	London.
—	Kjobenhavn	—	Amoor River	Copenhagen.
—	Satara (s.s.)	—	Galle	Clyde.
— 2	Taymouth Castle	Dobbie	Singapore	Glasgow.
— 5	Cape City	Bawden	Ceylon	London.
— 4	Azia	Trappen	Batavia	Portsmouth.
Dec. 8	St. Vincent de Paul	Guerin	Saigon	Rio Janeiro.
Jan. 2	Filipino	Newlands	Batavia & S'gapore.	Glasgow.
— 4	Zuid Holland	Bruining	Hong Kong	Cardiff.
— 5	Alma	—	Do.	Shields.
— 5	Bosphorus	—	Do.	Do.

DEPARTURES—*continued.*

—	Virginie	Prahm	Amoor River	Plymouth.
— 4	Sea Wave	Vicars	Batavia	Swansea.
— 8	Laurel	Norris	Shanghai	London.
— 8	Cumbodhoe	Saye	Yokohama	Do.
—	Heron	Brolin	Singapore	Antwerp.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Anazi, Philomela. For Nagasaki: Chanticleer. For Shanghai: Vigil, Challenger, Star of China, Wild Deer. For Hong Kong: Burdwan. For Hong Kong and Canton: Falcon, Pak Wan. For Singapore: Benvoirlich. For Singapore and Penang: Zingra. For Penang: Benvenue. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Colombo: Ravensbourne, St. Andrew's Castle.

At LIVERPOOL.—For Yokohama: Barracouta. For Hong Kong: Everest. For Saigon: Nelly. For Singapore: Lanercost. For Manila: Trinidad. For Batavia and Sourabaya: Java, Navigator. For Batavia and Singapore: Archos. For Singapore and Penang: Condor. For Galle: Hurry Paddemsay.

At GLASGOW.—For Ceylon and Negapatam: Thomas Mitchell.

At GREENOCK.—For Shanghai: Titania.

SPOKEN.

MEDEA (Dutch ship), Rotterdam to Batavia, Nov. 17, 10 N., 23 W.
HOLLAND (Dutch bq.), Batavia to Amsterdam, Nov. 2, off Cape Agulhas.
ELIZABETH (bq.), Penang to London, Nov. 13, 18 S., 3 W.
JULIANNE ELIZABETH, Batavia to Amsterdam, Nov. 27, 6 N., 25 W.
UPMAN (?) (Brem. bq.), Carlsund to Galle, Nov. 15, 5 N.
VERONICA (bq.), Foo-chow-Foo to Liverpool, Oct. 8, in Gaspar Straits.
HONIGBY, Newcastle to Batavia, 37 days out, Nov. 5, 1 S., 28 W.
HER MAJESTY (ship), London to Hong Kong, Oct. 28, 16 N., 28 W.
FRANCIS, London to Colombo, Dec. 15, 36 N., 16 W.
SOUBOURG, Newcastle to Java, Nov. 9, 8 N., 24 W.
RIBBLETON, Padang to New York, Dec. 14 (?) 8 (?) N., 26 W.
CROMWELL, Boston to Mauritius and Batavia, Oct. 23, 52 (?) N., 29 W.
CATHA. MARIA (Dutch bq.), Batavia to Middleburg, Nov. 10.
ARIEL, London to Shanghai, Nov. 2, by the Taitsing, 4 N., 23 W.
MAGELLAN, Liverpool to Shanghai, Nov. 2, 38 S., 19 E.

FREIGHTS AND CHARTERS.

Excepting for the China berths vessels outward are very scarce, occasioning a good demand for tonnage to the other Eastern ports. Homeward business is merely nominal. Coal freights from the northern outports continue firm.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £46. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia, £35. From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 2s. 6d. For Singapore, £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 53 tons shells, 2 tons wheels, &c., and a small quantity of combustibles from the Thames to Hong Kong.

CASUALTIES.

The Swea, Brodin, which sailed from Cardiff for Galle, Dec. 24, put back on Dec. 28, for repairs, having been in collision.

The Priam, Irvine, which sailed from Glasgow Dec. 31, for Batavia, and Sourabaya, put in at Belfast, with starboard, rigging, &c., carried away and other damage, having been in collision.

The Sea Wave, which sailed from Glasgow, Dec. 6, for Java, put in at Swansea, Jan. 2, leaky; the crew have refused to proceed in her.

The Huntly Castle has been dismasted, on her way from Liverpool to Glasgow.

The Taymouth Castle, for Singapore, has been lost off the coast.

MISCELLANEOUS.

At MONTE VIDEO.—Nov. 19, Beneleuch, Thomson, from Canton.

At ST. VINCENT, C.V.—Nov. 28, Excelsior, Maxwell, sailed for Colombo, &c., after repairing.

At CALLAO.—Nov. 24, Persia, Clark, from Shanghai, Eagle, Cuthbert, from Hong Kong.

At MAURITIUS.—Nov. 23, Jannetje, v. Striemen, from Batavia for Holland, leaky; 26, City of London, Watson, from Colombo for London, leaky; 28, St. Vincent de Paul, Lagoustine, from Batavia; 29, Ajax (s.), Kidd, from Shanghai, &c.; Dec. 6, Ellen Lewis, Hellon, from Singapore; Nov. 25, Bryn Ivor, Dowdall, sailed for Colombo.

RAPID PASSAGE.—The Northampton, 1,174 tons register, Captain Rowe, belonging to the Merchant Shipping Company, has arrived in the East India Dock. This ship has made the voyage from Greenock to Calcutta, and thence to London, in 7 months and 8 days, 65 days of which were expended in landing and taking in cargoes. The Northampton landed the Greenock pilot on the 18th May last, and took the Calcutta pilot on board on the 29th July, making the passage out in, we believe, the unprecedentedly short time of 72 days. On the 2nd of October the outward Calcutta pilot left the ship, and on the 84th day she was in the East India Dock, with a general cargo of 1,900 tons. The Northampton is a specimen of the new composite principle of shipbuilding, having an iron frame and teak planking.

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RULES.

1. The Association shall be called "The East India Association," to be supported by Annual Subscriptions and Voluntary Donations.

2. The Association shall be for the independent and disinterested advocacy and promotion by all legitimate means of the interests and welfare of India generally. As an Institution, the Association will, so soon as the funds permit, provide a Library and Reading Room, and will always afford Members of Parliament, and the Public generally, information and assistance on all Indian subjects within its power. As a Body, it will receive communications, direct or through its Local Committees, on all those questions of local or public interest which there are at present no adequate means of bringing to the notice of the Public or Legislature.

3. The Association shall not take any notice of complaints of individuals against the Governments in India or their Civil and Military Servants; unless a question of public importance be involved therein; nor will it undertake to act in any matters that can be decided by Law Courts, or by Appeal to the Judicial Committee of the Privy Council.

4. The Association shall consist of Resident and Non-Resident Members. Those residing in the United Kingdom shall be called Resident, and all others Non-Resident Members.

5. There shall be an Annual Meeting of the Association, to be held during the Session of Parliament, Ten Members to form a Quorum at all Meetings of the Association.

6. The President and Six Vice-Presidents of the Association shall be elected at the Annual General Meeting.

7. Special Sub-Committees of Members, selected on account of their knowledge of the subjects under reference, of whom Three shall form a quorum, shall be appointed at the Annual Meeting, to take into consideration all matters referred to the Association by the Local Committees and individuals.

8. At the Annual Meeting a General Managing Committee shall be appointed, of whom Four shall form a quorum, composed of a Chairman, Six Members, and the Chairman of each of the Special Committees, by whom a Secretary and Treasurer shall be appointed, and the entire affairs of the Association managed.

9. Local Committees shall be appointed in India by the General Managing Committee; and the co-operation of independent Local Associations in India is invited by the "East India Association."

10. After the 1st January, 1867, any person desirous of becoming a Member of the Association shall be proposed and seconded, and after Election by the Managing Committee shall be required to pay an Annual Subscription, in advance, on the 1st of January in each year, of One Sovereign or Ten Rupees. The payment of Ten Sovereigns or One hundred Rupees in lieu of Annual Subscription, shall constitute Life-Membership.

11. The Election of every Member shall be notified to him in writing by the Secretary, who shall transmit to him, at the same time, a copy of the Rules of the Association.

12. Subscriptions unpaid on the 1st May in each year involve cessation of Membership, subject to appeal to the General Managing Committee.

13. At the desire of Five Members of the General Managing Committee, or on the written requisition of Ten Members of the Association, the Secretary shall convene a Special Meeting of the Association.

14. The General Managing Committee shall have power to make and alter any bye-laws for the management of the Association.

15. No addition to or alteration in these Rules shall be made, except at the Annual Meeting of the Association.

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THE CHINA TRADERS' INSURANCE COMPANY (LIMITED).

REPORT of the COMMITTEE to the FIRST ORDINARY MEETING of SHAREHOLDERS held at the Office of the General Agents at HONG KONG, on November 19, 1866:—

The Committee have much satisfaction in being able to meet the Shareholders with a Report on the position the Company has attained in its first year of working, which will show its satisfactory establishment, its extensive business connection, and its undoubted prosperity. The Company was registered under the Company's Ordinance of 1865, on the 12th October, 1865, its shares being all taken up, and the first call of $1,000 per share having been fully paid up. The amount of Premia collected in Hong Kong and China, from the 1st of November, 1865, to the 31st of October, 1866, and the amount collected at the foreign Agencies within that period of which the General Agents have received advices, after deducting all sums paid as bonus and commissions, and adding interest, amounts to $271,282.13. This result must be gratifying to the Shareholders as it proves that the expectations upon which the Company was founded were well grounded.

Agencies have been established at Swatow, Amoy, Foochow, Ningpo, Shanghai, Chefoo, Tientsin, Yokohama, Sual, Manila, Bangkok, Saigon, Singapore, Penang, Rangoon, Akyab, Bassein, Madras, Calcutta, Bombay, London, and New York. The Committee hope that the increasing business of the Company will enable them further to extend its field of operations within the judicious restrictions imposed by the Articles of Association. The losses which have been paid by the Company amount to $81,488.02, and there are further claims not yet settled to the amount of $41,712.98; (the latter may, however, be considerably reduced). The Committee have been fortunate in securing the able assistance of Mr. W. Kaye and Mr. A. Sassoon as Auditors for the year, who have examined the accounts which the Committee have now the pleasure to submit for the consideration of the Shareholders.

It will be seen from the Accounts annexed that, after carrying forward to the next year's Accounts $24,000 for Premia received in respect of risks taken before October 31st, but not terminated, after carrying $41,712.98 to Suspense Account to meet claims and losses put forward, and after writing off a portion of the Preliminary Expenses, there remains a balance to the credit of Profit and Loss Account in respect of transactions actually closed of $118,000.

The Committee, after careful consideration of the question, do not feel called upon to advise the Shareholders to make any reserve or provision for unexpired risks which were taken before October 31st, as they are of opinion that it will, at the close of each year, be convenient (and consistent with the welfare and interests of the Shareholders) to treat these unexpired risks as taken on the first day of each new account; and beyond carrying the respective premia for those risks forward to the new Account, to treat any loss occurring in respect of those risks as being chargeable to the year in which the loss is made known.

The Committee, upon the assumption that the Shareholders will adopt this as the rule of appropriation of risks in the Company, recommend that the sum of $118,000 be declared available for distribution as profits of the Company for the year. The apportionment of this sum, if appropriated as being so distributable, will, under the 132nd Clause of the Articles of Association, be as follows:—The sum of $29,500 to be carried to the Reserve Fund and invested by the Committee; the sum of $29,500 to be divided *pro rata* among contributing Shareholders; and the sum of $59,000 or $295 per share to be paid to Shareholders as General Dividend.

The absence of Mr. McClellan from Hong Kong, and the departure of Mr. Deacon to Europe will necessitate the selection of Shareholders in their stead as members of the Committee, which, under the Articles of Association, has to be done for first two years by the remaining Members of the Committee. In accordance with the Articles of Association, the Meeting will have to elect Auditors for the ensuing year, and will also have to determine the amount of their remuneration.

In conclusion the Committee, in congratulating the Shareholders, on the prosperity and prospects of the Company, cannot refrain from calling their attention to the success which has attended the allotment of Shares to Chinese Residents and Traders, as all doubt as to the expediency of the introduction of this new element must vanish before the highly beneficial result to the Company attendant upon it.

WILLIAM NEILSON, Chairman.

Hong Kong, November, 16th, 1866.

LIABILITIES.

Amount received for 200 shares	$200,000.00
Do. due Bombay Agents	38.62
Balance of Profit and Loss account for the year ending October 31st, 1866...	183,712.98
	$383,751.60

ASSETS.

Cash in hands of General Agents		$293,802.04
First call on 0 shares (since paid)... ...	9,000.00	
And interest thereon	1,080.00	
		10,080.00
Remittance of £10,000 to London Agents, now in their hands		48,478.39
Premia in hand of London Agents...		30,130.16
Do. do. Rangoon do.		180.41
Do. do. Bangkok do.		597.52
Preliminary Expenses	$8,299.62	
Less one-third written off	2,766.54	
		$383,751.60

PROFIT AND LOSS ACCOUNT.

Gross Premia collected at head office and Agencies		$291,460.01	
Less return premia	17,895.37		
And commission	15,605,57	33,500.94	
			257,959.07
Interest from General Agents		$10,532.92	
Do. do. branch do.		14.81	
Do. on unpaid calls		1,696.00	
Do. on do. do. 9 shares		1,080.00	
		$13,323.73	
Less interest due Bombay Agent		.67	
		$13,323.06	
Losses paid			$81,488.02
Written off Preliminary Expenses, one-third			2,766.54
Carried to Suspense account			41,712.98
Carried to new account (premia on unexpired risks) ...			24,000.00
Charges account			1,567.07
Survey fees, &c.			1,589.24
Loss in Exchange on remittances			158.28
Balance available for distribution			118,000.00
Examined and found correct,			$271,282.13

Auditors {WILLIAM KAYE. ARTHUR SASSOON.

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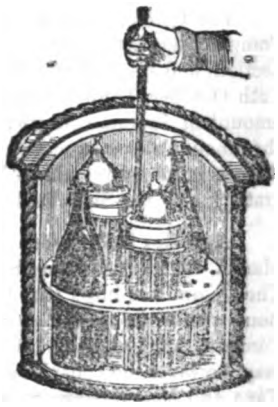

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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Leaving San Francisco ...	... 3rd April.
Due at Yokohama ...	... 23rd April.
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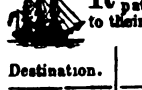

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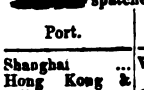

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Hong Kong & Whampoa ..	Pak Wan...	A1 14 yr.	E.I.D.	With des.
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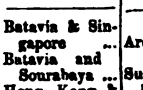

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Batavia & Singapore ..	Archos ...	449	A 1 10 yrs	Jan. 15
Batavia and Sourabaya ...	Susan Elizabeth ...	739	A 1 —	Imm.
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Bombay ...	Zemindar ...	1096	A1 14 yrs.	,,

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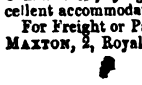

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COLOMBO Direct (guaranteed first ship), has nearly all her cargo engaged, last shipping day the 18th inst., the beautiful clipper ship RAVENSBOURNE, A 1 11 years, 410 tons register, J. COOPER, Commander. This ship is now in her loading berth in the West India Docks, ready to receive cargo. Shippers are requested to send goods down without delay.

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THE LONDON AND CHINA TELEGRAPH.

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VIA BRINDISI.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 234.] LONDON, SATURDAY, JAN. 26, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London via Brindisi.
JAPAN—			
Yokohama	Oct. 10		Dec. 5
Nagasaki			Dec. 2
Hakodadi			
CHINA—Peking			Nov. 19
Tien-tsin			Nov. 22
Chefoo			Dec. 6
New-chwang			Nov. 21
Hankow			Dec. 2
Kin-kiang			Dec. 3
Chin-kiang			
Shanghai	Oct. 10	Nov. 29	Dec. 9
Ningpo			Dec. 10
Foo-Chow			Dec. 8
Formosa—Tamsuy			
Amoy			Dec. 10
Swatow			
Hong Kong	Oct. 26	Dec. 13	Dec. 15
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 10	Nov. 29	Dec. 7
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Dec. 16
MALACCA STRAITS—			
Singapore	Nov. 10		Dec. 22
Penang	Nov. 10		Dec. 24

The usual P. and O. mail, with the correspondence, &c., of the above dates, arrived a Malta on the 25th, and is expected to be delivered in London on the 29th. Our despatches via Brindisi came to hand last night. The latest telegrams received will be found in another column to extend to 1st January from Hong Kong, and 26th December Shanghai. The French mail due on the 5th prox. arrived at Suez on 23rd inst.

List of Passengers.

PASSENGERS INWARD.

By this mail, from Hong Kong.—For Marseilles: Mr. Josepha, Mr. and Mrs. T. P. Sevilla, Messrs. F. Coit, C. Lucas, J. Nutt, R. C. Lambert, S. Saco E. Zuboaga, A. R. de Valdin, J Giujarro. C. Spechley, Whetherill Prior, Grant, C. Linart. For Southampton: Mrs. Evans, Mrs. Gordon, Messrs. Dalryn ple, the Rev. Lloyd, J. Gardiner.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, Jan. 20.—To Ceylon: Lieutenant and Mrs. A. Hansard, Miss Adams, Mrs. Wormald, Ensign Perkins, Mr. W. W. Murray, Ensign Price, Mr. A. Adair, Rev. Mr. and Mrs. Kilner. To Singapore: Mr. W. H. Newman. To Hong Kong: Dr. Young. To Calcutta: Mrs. Battersby and child, Mr. H. J. Weston, Miss Higgins, Mr. G. Cheetham, Lieut. D. G. Beamish, Capt. Ellis, Ensign Hopwood, Miss Sparke, Mr. T. Whitehead, Mr. G. Chrissantho, Mrs. Callan, Ensign Hon. A. Grosvenor, Major and Mrs. Armstrong, child, and ayah, Mr. C. J. Brooke, Ensign Holy, Mr. and Mrs. Force and four children, Cornet Ord, Mr. D. M. Stewart, Mrs. D. M. Stewart, Mrs. E. D. Brown and child. To Madras: Major C. E. and Mrs. Taylor, Capt. J. and Mrs. McDonnell Paymaster Smith, Major and Mrs. McPherson, Mr. Arnold, Lieut. J Godson Mr. E. B. Vickers, Mr. and Mrs. French, Miss French, Mr. French, jun., Mr. T. P. Bliss. To Bombay: Mr. R. Gale, Mr. R. F. Briscoe.

From Marseilles, Jan 28.—To Shanghai: Dr. and Mrs. C. Powles, Mr. J. P. Bisset. To Singapore: Mr. P. F. Banermann, Sergeant-Major J. Rose. To Hong Kong: Mr. E. W. Batt, V.B., Mr. H. Hitchcock. To Penang: Mr. de Munnick. To Ceylon: Mr. W. J. Inglis. To Calcutta: Mr. Armstrong, Mr. and Mrs. Collett, child, and servant, Mr. J. R. Carnac Mr. and Mrs. W. Blunt, Capt. A. Blunt, Lieut. H. Rowland, Mr. Landale, Ensign Gouldsbury, Mr. W. A. Bullen, Mr. H. Bainbridge, Captain Drummond, Mr. and Mrs. Macfarlane, Mr. Douglas de Wet. To Madras: Mrs. Fisher, child, and ayah, Mr. A. C. Campbell, Major E. H. Blomfield, Mr. S. Perkes, Mr. J. Carruthers, Mr. Ridley, Mr. Higginson Mr. Oakshotts, Mr. Taylor. To Bombay: Ensign Wyllie, Mr. Watson, Mrs. Prior, Mr Melvin, Dr. and Mrs. P. de Souza Cardoza, Colonel Kennedy, Mr. Arbuthnot, Mr. Leslie.

Per P. and O. steamer, from Southampton, Feb. 4.—To Singapore: Colonel and Mrs. Ord and niece, Mr. H. F. Plow. To Ceylon: Mr. J. Le Cocq, Mr. H. Wiggin. Miss McCabe, Mr. and Mrs. Gillman, Lieut. Tegart, Mr. T. M. O'Brien. To Yokohama: Miss A. Mitchell To Shanghai: Mr. R. G. Head. To Hong Kong: Lieut. Lee. R.E.

From Marseilles, Feb. 12.—To Hong Kong: Mr. J. Owen, Mr. G. Anderson, Mr. W. Odell. To Penang: Mr. A. F. Brown, two daughters, and son, Mr. and Mrs. H. J. D Paddav, Mr. and Mrs. J. Butters, Miss Smith To Singapore: Miss Zobel, Mr. J. Watson, Mr. Niel Macleod. To Ceylon: Mrs. Anderson. To Shanghai: Mr. Blair.

Per P. and O. steamer from Southampton, Feb. 20.—To Ceylon: Mr. C. Giles. To Hong Hong: Mr. and Mrs. Oxley and four children.

From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke. To Hong Kong: Mr. J Ferguson, Mr. W. Newman, Mr. A. Andrews, Mr. T. K. Ashton. To Shanghai: Mr. J. B. Hallam.

EXTENSIVE FIRE AT YOKOHAMA.

We have received our despatches from China and Japan in anticipation of the P. and O. mail expected to be delivered on the 29th. The following are the details of the fire at Yokohama, which took place on the 26th Nov.:—

"The fire commenced in a cookshop, leading from Beutchdori to Yoshiwara. The latter place is on the peninsula, and contained a great number of habitations of Japanese women. The fire spread rapidly, and there being only one bridge leading to it, a great destruction of life took place, as all but two isolated buildings were destroyed.

"The Japanese report the finding of thirty-five bodies, but a further examination of the burnt district adds largely to the number. The greatest confusion prevailed during the fire. Every effort was made to arrest the progress of the flames by the use of water and the blowing-up of buildings, but in vain, until nearly one-third of the stores and dwellings of the business firms were destroyed.

"Early in the day large detachments of sailors and marines were landed from the British fleet lying in the harbour, who at first worked well under the control of their officers, but afterwards getting access to liquor they became unmanageable. From striving to save property they turned their attention to plundering, and robberies of the boldest nature were perpetrated while owners of property were standing helpless to prevent them.

"Among the losses by fire and destruction were the archives of the United States Consulate. A large portion of the archives of other consulates were also destroyed.

"The French Consul lost his office and all his private property. The English Consul also suffered. The bonded warehouse, filled with goods, under the superintendence of Mr. Benjamin Seare, was destroyed; loss $160,000. The new house built for the American Consulate was also consumed. The whole range of old Consulate buildings—French, American, Prussian, and English,—the Post-office, with nearly all the private residences, were destroyed by the conflagration.

"Among the sufferers are Augustine Heard and Co., E. M. Van Reed, Jardine, Matheson and Co., Colonel Fisher, Walshe and Co., Schultze, Reis and Co., Ross, Barber and Co., Macpherson and Marshall, and others.

"The fireproof buildings of Textor and Co., and the French hospital, are among the buildings saved.

"The fire put an end to all business for a time. Some articles had advanced in consequence of the large quantities destroyed, such as shirtings, yarns, camlets, &c. The latter are held at $20 to $22. Of tea about 2,200 piculs were burnt.

"The agents of the fire insurance companies held a meeting, when it was ascertained that the aggregate losses amounted to $2,150,000. The *Japan Herald* estimates the total loss of natives and foreigners at between three and four millions of dollars.

"Owing to the unsuccessful harvest of rice the lower class of the people are suffering for food. The Government has removed the monopoly of sale by allowing foreign merchants to sell direct to consumers. It is believed that this permission to sell food and import rice to save the lives of the common people will do much to beget a better feeling between the Japanese and foreigners."

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Another letter says :—

"A high wind from the north was prevailing at the time, and in a few minutes flames were seen issuing in various quarters simultaneously. Otta-matchi broke out at several points, the new American Consular building, at the distance of fully a quarter of a mile, showing flames through the roof at the same moment. The flames worked up against the wind from the locality in which the fire originated, and in half an hour the whole of Yoshiwarra was destroyed. With the exception of one or two fire-proof godowns and the temple at the end, not a single stick was standing to mark the boundaries of dwellings. Unhappily, we have to record that here was a terrible loss of life, if we may believe the reports of the Japanese themselves, who state that thirty-five bodies have been found. Yoshiwarra, being quite surrounded by water, and there being only one narrow bridge which led in to the street that was already in flames, became a *cul de sac*, from which the only retreat was by improvised bridges of boards, or by punts which were brought into use with all the celerity possible; but the flames were so rapid in their work of desolation that many fled from them only to meet death in another element. We hear that in several parts of the native town persons were burnt or crushed to death. In Otta-matchi the effects of thoughtlessness and disorganisation were painfully apparent. All along the street the people were getting their little moveables out to fly with them to Matchi (the newly filled in ground) or some other place of safety, but towards the end near the foreign settlement several shopkeepers had filled up the street with their goods and chattels, thus making a perfect barricade, and here was an obstruction that even the unencumbered found great difficulty in overcoming, whilst those who were carrying loads were driven to desperation in their efforts to pass, and many women and children were very much hurt. Meanwhile the fire spread northwards, and into the foreign settlement. The new American Consulate was now generally level with the ground, and report flew around that No. 1, the private residence and godowns of Messrs. Jardine, Matheson, and Co. had caught. In another few seconds it reached the whole settlement and the private residence, No. 2—Messrs. Walsh, Hall, and Co.—was on fire. Simultaneously with this, the whole range of the old consular buildings, the French, Prussian, American and English, in which latter several gentlemen of the English Legation and Consulate were residing, were swept off like so much tinder. The wind increased almost to a typhoon; the sparks communicated with the old Japanese Custom-house, and in almost as short a time as it takes to pen this story it was a thing of the past.

"The fire raged from nine to eleven a.m., when the wind lulled and prevented it from spreading any further. The lighted *debris*, however, continued to flame up, and was still smouldering when the mail left, November 28th.

"The fire engines were brought out the instant the alarm of fire was given, but, alas! for the efficiency of the Yokohama fire brigade, there was not the slightest organisation; and some of the engines were entirely useless, having got out of order, probably from disuse. It was difficult also to procure a sufficient and continuous supply of water for some of those that were well manned and in order, so that at length there seemed to be an almost entire absence of effort to make them available.

"The principal foreign houses that were destroyed altogether or partially are those of the following firms :—

Jardine, Matheson and Co.
Walsh, Hall and Co.
Wilkin and Robison.
Reiss and Co.
W. M. Van der Tak (blown down).
Augustine Heard and Co.
Ross, Barber and Co.
Hecht, Lilienthal and Co.
Charles Rickerby.
Godowns.
X. Salabelle.
Schultze, Reis and Co.
Felix Beato's photographic gallery.
C. Wirgman.
Carst, Lels and Co. (blown down).
Ditto.
Augustine Heard and Co.'s godowns.
W. R. Adamson and Co.'s offices and godowns.
Textor and Co.'s offices (blown down).
Dr. Lysnar (blown down).
Eisler and Co.
J. Byrne, sailmaker.
Meyer and de Jong, surgeons.
Dwelling-house and godowns, unoccupied.
Dwelling-house and godowns, unoccupied.
Delfis and Co. and H. C. Morf.
Carst, Lels and Co.'s godowns.
Textor and Co.'s godowns.
Schultze, Reis and Co.'s offices and godowns.
R. Lindau and Co.'s do. do.
Cornelius George, livery stables.
Ch. Thorel, Ziegler and Co.
Quan Chong, tailor.
A. Morris, Clarendon Hotel.
P. Ferguson, hairdresser.
J. Hartley and Co., druggist.
W. Boyd, storekeeper.
Ladage, Oelke and Co., tailors and clothiers.
Grosser and Co.
Siber and Brennwald.
G. H. Carriere and Co. (Yokohama Hotel).
Bourne and Co., auctioneers.
H. E. Meara.
Jelovitz and Co., auctioneers.
Domoney (Brewers' Arms).
A. Malvalle (Prince of Wales' Tavern).
F. E. S. da Roza.
E. M. Van Reed.
Lyall, Still and Co.
Dwelling-house, unoccupied.
Hooper and Clarke.
E. L. H. Crace.
New U. S. Consulate.
Bonded Warehouse, A.
Japanese Custom House.
Old U. S. Consulate.
Prussian Consulate.
Portuguese Consulate.
British Legation and Consular residences.
French Consulate.
Engine-house.
Native Town, F. Perregaux.
E. Schnell.
G. Glackmeyer.
Thos. Hogg.

At the time of the departure of the mail it was impossible to obtain any certain data on which to base a calculation of the loss, but rough estimates put the total Japanese and foreign loss at between four and five millions, independent of the losses of non-insurers, which must be considerable. Luckily no banks have sustained any loss, although at one time the Hindustan Bank was in danger. The loss of the Japanese merchants would appear to be severe, as they had large quantities of silk stored in the godowns of foreigners. It has been ascertained that the fire had its origin in a small cookshop; some grease dripping on to the fire caused a blaze that caught the dry woodwork, and in a few minutes attained mastery over the whole place.

KOREA.

It will be remembered that a previous narrative carried the chronicle of events as far as the occupation of Kanghoa, on the 16th of October. The French vessels had advanced up the river on which the capital is situated as far as this point, and had scarcely encountered any resistance whatever. When a party was detached to take possession of the town it found the place all but deserted and absolutely undefended. It was occupied and plundered a good deal, it would seem, and a vessel was detached to take down to Shanghai the news of what had occurred. After the departure of this vessel various reconnaissances were made, with the view of ascertaining the feasibility of advancing to the assault of the capital, Seoul. Kanghoa stands upon an island formed by two branches of the river, and it soon became rumoured that bodies of native troops were crossing the arm which the French had left open, and were organising an attack on the invaders. In view of this the Admiral saw the desirability of seizing a fortified pagoda situated on a high hill commanding the town, and a party was sent to its attack. As the troops advanced it was supposed that the works were untenanted. No sign of a garrison was seen, but when the men were close to the walls, a murderous

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musketry fire was poured from behind them. There were six or seven Koreans loading pieces for every man in a position to fire effectually, and the small party of French were forced to retreat, giving up their enterprise, and losing thirty-five men killed and wounded. Further delay in the river would have subjected the squadron to the danger of being frozen up for the winter, and mortifying as it must have been to have retired under the circumstances, Admiral Roze had of course no choice.

That the attempt to punish the Korean Government for the massacre of the missionaries will be renewed by the French fleet in these waters next year is now a matter of course. Under more favourable circumstances as to season, and with the knowledge of the country acquired in the course of the operations which have just taken place, there need not be any question as to the success which will attend a renewed effort upon the determined exclusiveness of the rulers. It is to be hoped, however, in view of the facts which have been brought to light by this expedition, that the various Powers holding treaties with China and Japan will co-operate with the French in opening up the new field for commercial enterprise which Korea now offers. It is clear that the country, far from being barren and worthless, must be rich and productive, the people in many respects in advance being of Chinese and Japanese. The firearms they use are of their own manufacture, are highly finished even to the extent of having in some cases octagonal barrels, and silver name-plates let into the metal work; there are actually breech-loading cannon in use by the soldiers, constructed on a principle said to be not unlike that of Snider's rifle. In other arts the nation is equally advanced. A library of 300 volumes has been seized in Kanghoa by the Admiral, and in one of the temples have been found certain folding marble tablets, highly ornamented in an artistic style, also pieces of silk damask of native manufacture. The helmets worn by the Korean soldiers were of leather, described as very like those of the Prussian army. Vast quantities of gunpowder were stored at Kanghoa, and considering the almost complete isolation in which the country has remained, it is difficult to account for this except on the supposition that it is of native manufacture. The tls. 30,000 of silver which were seized by the expedition were in ingots of a peculiar shape, round disks, unlike the Chinese or Japanese ingots, and it is presumed that the metal had been mined in the country. The missionaries have from the first reported the place extraordinarily rich in mineral resources, and it was nothing but the wildly romantic nature of their statements which had caused them to be disbelieved. Whatever may be the fact about the silver, it is tolerably clear that Korea, far from being savage and poverty-stricken, is well worth the attention of the British Government. The French must at any rate take some vigorous measures next summer in order to repair the humiliation they have now suffered, and the previous policy of the British Government in the East would certainly suggest the propriety of joint action in the present case.

The Koreans doubtless understand the making of arms, and their sword blades are thus curious, that they cannot be broken; they are of soft iron and not sharp, about two feet long in the blade, and the hilt made for one hand. No two-handed hilted swords were found in Korea. On a musket to be seen here there is a silver enamel let into the breach of the barrel, which betokens a certain knowledge of art; while the octagon shape of the barrel, like an American rifle, and the neat finish of the stock, is a most creditable job for these barbarian artificers.

Strange to say, some of the cannon found at Kanghoa are breech-loaders. This is effected by the Korean in a most simple manner. A small cannon of the length of the charge and shot is placed in a cavity of the breach somewhat of the shape of the opened Snider Enfield breech-loading rifle.

A mat taken from the king's palace at Kanghoa and brought here with other things is really a handsome piece of work. Made of fine rice straw, and worked over with ornaments in coloured silk and gold, it is superior to any Chinese or Japanese matting the writer has ever seen.

From all this it must be concluded that the Koreans are a warlike people, courageous and possessing the usual cunning of Orientals. They are clever workers in metals, and have a knowledge of arms. They have a literature and a grand ceremonial, for in the books of the library at Kanghoa there were manuscript volumes containing pictures of the court processions and rites of worship, with descriptions of them. They have a taste for the beautiful in art, as evinced in the marble tablets already mentioned, and no doubt when further research is made into their habits they will be found to possess a civilisation equal at least to the Japanese. During the sack of Kanghoa about thirty thousand taels weight of silver was found under a heap of muskets. The ingots were not like Chinese sycee, but flat round plates of about six inches in diameter. This is a probable evidence of the existence of silver mines in the country, as it was part of the Government treasury.

CHINA.

TIEN-TSIN.

The season at this port may now be considered at an end. The river at Tsze-chulin was frozen over on the 26th, and quite a fleet of sailing vessels are at present fairly frozen in. It is possible the river may again open, but our correspondent expresses great doubt of it. A good deal of tea is still expected to Russian consignment. About two thirds of the inland dealers in manufactures have departed; but a fair business is doing by those still here. A very active market in opium is reported, with daily advancing rates. The cargoes of the *Korea* and *Ying-tsze-fei*, however, are not yet landed, the former being on the bar, the latter outside waiting high tides. Besides the sailing craft frozen in off the settlement, a number are detained at Taku, by want of water on the bar.

SHANGHAI.

Business has been extremely dull during the past fortnight—more intensely so perhaps from the prevalent rumours of unfavourable telegrams said to have been received *via* Kiachta. The arrangements for improving the lighting of the entrance to the river are still under discussion. It has been found necessary to abandon the Amherst Rocks, on the ground of expense, and the North Saddle appears likely to be at length determined on. Some funds will then, it is estimated, be still available, for the disposal of which two plans have been suggested, on which the opinions of nautical men in the habit of frequenting this port are again invited. One is, the improvement of the present Kintoah Beacon to be a light of the first class, and the removal of the Light-ship to the point of intersection of lines drawn from the Beacon to the North Saddle, and from the Amherst Rock to Gutzlaff. The other, the mooring a second Light-ship between the Ariadne and Amherst Rocks, leaving the present one where it is and the Beacon as it is. It has been objected, however, that the removal of the existing Light-ship so far eastward as the point named would leave the North bank unprotected; so the extreme point of the bank, some five or six miles eastward of its present moorings, would probably be a safer position. A reference to the chart will show that the object of this removal is to place the light in the direct line of vessels entering the Yangtsze from the Saddles, and at a point between the Amherst and Ariadne Rocks and Gutzlaff, nearly equi-distant from either, and affording an equally good mark to vessels approaching either from the North or South. To vessels coming from the North the placing a second Light-ship near the Ariadne Rock would no doubt be most advantageous; but the interests of the Ningpo steamers would be entirely overlooked; whereas the proposed removal of the present Light-ship to the eastward would be a gain to both.

A party of gentlemen who had left Shanghai on a shooting excursion arrived off Sz-kong-k'eu, a place where the Soochow Creek branches off in four different directions, at 2 P.M. on 2nd inst., and there discovered a foreigner lying on the bank of the creek, clothed only in his shirt, and severely wounded in the left arm, apparently by a chopper or knife. He gave his name as Henry Albrecht, and stated that he was a Prussian, adding that he had gone up the country with a companion, whose name our informant has forgotten, but who, Albrecht said, was an Englishman; and that about 2 P.M. on Saturday, when between Lok-k'o-pan and Quinsan, he and his companion had been attacked while asleep by the Chinese in the boat. Their assailants, he stated, were armed with hatchets and knives; and he jumped overboard to save his life. His companion, he feared, had been murdered, as after leaving the boat he heard yells and cries of "My God, I am killed!" He subsequently saw the Chinamen run ashore, and he made his way during the night to the spot where he was found. He was taken across the creek to the Chinese Custom-house, when a mandarin was sent for. The Prussian has been since brought to his Consul, and inquiries have been instituted with regard to the Englishman.

From Chinkiang we are informed that at about three o'clock

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on the 3rd a fire broke out on the north bank, close down to the river, and burnt with great fury for about two hours, destroying a large number of houses. As there was a fresh northerly wind blowing at the time, there was a great commotion among the junks and other small craft anchored in proximity to the fire, many of which were burnt and unfortunately many lives lost. The river opposite the city at one time presented a very animated appearance, owing to the number of native craft trying to escape from the scene of the conflagration, which, together with the foreign hulks anchored on the north side of the river, stood in no slight danger from the burning junks and sampans which now and then drifted down among them.

The Viceroy is reported to have gained a series of successes over the Shantung Nienfei, who are now believed to be completely crushed and dispersed.

Winter was still keeping off at Newchang at the date of our last advices, the 21st Nov., but a change was daily expected, and the season was considered practically at an end. Malwa opium was quoted at tls. 650, the arrival of 100 chests in the *Korea* having caused a fall of tls. 10 per picul. About 300 chests were on stock.

HONG KONG.

To send away a mail summary of Hong Kong news during the past fortnight and not to allude to the commercial anxiety by which the community has been agitated would be to disguise the state of affairs here. During the early part of the fortnight rumours of a terrible character relating to the stability of many of the greatest firms in the colony were flying about. Name after name was mentioned, until at last the overwhelming character of the crisis which was threatened became so great that it was evident there had been gross exaggeration of the news, whatever it was, which was supposed to have come in private Kiachta telegrams. Ultimately the reports took a definite shape, one in which they did it is true deal a heavy blow to the credit of a great firm, but in which they showed that the worst apprehensions were unnecessary. Since then there has been reason to suppose that in this case at any rate a way out of the difficulty has been discovered, and nothing has transpired with regard to the other rumours to show that any failures need be feared.

There has still been no publication in the *Hong Kong Government Gazette* (says the *Daily Press*) of the report of the Mint Commission, which has now been for a considerable time in the hands of the Government. The contents, however, have become very well known. The Commission recommends that the establishment should not be closed at any rate for another twelve months, as the colony would derive no pecuniary benefit from so doing. The Mint officials were all engaged for a term of three years, on the understanding that if they were sent home at an earlier period they should receive each a year's salary from the date of their arrival in England. They have now been here about eighteen months, and if sent home they would have a claim for nearly the whole of the three years' salary. It is evident therefore that they may as well remain here in view of possible occurrences which may benefit the mint. It remains to be seen what effect upon the exchange and bullion markets will be produced by the inauguration of the new line of steamers between Hong Kong and San Francisco, which will commence running in January, and it also remains to be seen how political events in Mexico will affect the supply of Mexican dollars. To close the mint at once, therefore, would be simple folly, even though it now stands absolutely idle.

The Governor in the course of a second memorandum on the Chinese memorial relative to the new Hong Kong Junk ordinance, has retreated from his first position and wisely abandons the idea of insisting on the payment of regular fees for anchorage, permits, and clearances, by the passenger and provision junks which ply between Hong Kong and the mainland. It was abundantly evident from the first to those who knew anything of this trade, that to treat these licensed boats in the same way as if they were strange seagoing junks would not only be an injustice and a misapplication of the principles involved in the Ordinance, but a fatal blow to the branch of trade—humble, but by no means unimportant, in which they are concerned. The Governor's first reply was understood to mean that he intended to carry out the provisions of the ordinance against all junks alike. He now says that it was never intended from the first to apply them to these passenger and provision junks, which of course every one is very glad to hear, though under these circumstances it seems a pity that the Governor should have gone into long arguments in order to show how well able such boats are to pay the fees. The Junk and Registration ordinances have, according to a telegraphic despatch by the French mail, been sanctioned by the Home Government, and will probably come into operation in the beginning of the new year. For the more effectual execution of the ordinances Mr. Tonnochy, the sheriff and originally one of the student interpreters, is to cruise about the island continually, visiting the branches of the harbour master's office which are to be established at the various villages. The Government has bought an old junk in which he is to perform this duty, and has been joked a good deal about this last addition to Her Majesty's navy. Certainly an English built cutter would in many ways have been better adapted to the work, and would scarcely have been more expensive.

Amongst minor items of Hong Kong news is to be noticed the seizure by the creditors of the Commercial Bank of certain treasure which arrived to the Hong Kong branch. It will be remembered that a previous judgment of the Supreme Court had been in favour of the local creditors, and that in consequence of this the bank smuggled off by the mail steamer the whole of its available funds. It now appears, however, that legal evidence of the action of the High Court of Chancery in vesting all the property of the bank in the official liquidator being in the colony, which was not the case when the judgment of the Supreme Court above referred to was given, the proceedings on behalf of the creditors have been considered hopeless, and have been suffered to drop, the treasure reverting to the possession of the bank agents.

On the 12th Dec. the boats' crews of H.M.S. *Salamis* (Commander Suttie) and H.M.G.B. *Janus* (Lieutenant Commander Johnson) had a brush with pirates at a place named Tai Nia, on the west coast of the Island of Tonqua. Acting on information received from the mandarin of Quang-Hai, Commander Suttie landed with the above force, numbering about forty-five men and officers, for the purpose of reconnoitring this locality, which appears to consist of a large mangrove swamp, lying behind a barrier of sand, and skirted by high and thickly wooded hills.

In one of the creeks by which this swamp is intersected were three junks and five snake boats, on approaching which the party was fired on from several directions, whilst a straggling force of about 200 men (as nearly as could be ascertained) were seen to be making off towards the hills, carrying with them as usual all they could conveniently bundle together at a short notice. Some however remained in the brushwood on the near hill side, and continued a straggling fire with by no means a bad aim, one bullet (amongst other "close shaves") passing within a few inches of Commr. Suttie's head. Of course these ruffians were speedily dislodged, and several of them shot whilst scrambling up the hill. In the meantime, Lieut. Johnson, with six men, pursued the main body of retreating pirates, and had arrived within 200 yards of them, when a party of about forty made a stand in a small gap, where they planted a red and white flag, and commenced firing with a rapidity and precision which might have given us a sadder tale to tell had not a bank been fortunately at hand, behind which Lieut. Johnson halted his men, and having extended them in skirmishing order, kept up a steady fire on the gap, which, in about ten minutes effectually dislodged the enemy. He then proceeded to take possession of the position vacated by the pirates, and as they were mustering in force at the head of a valley some 800 yards on, halted for reinforcements; these soon came up, but with orders to retire from Commander Suttie, who very sensibly deemed it inexpedient to follow far, in an unknown country, a force whose strength he had not been able to ascertain.

The junks and snake boats were all effectually destroyed, and after having thus crippled the resources of the pirates, the boats returned to their ships, fortunately in that very desirable state, on these occasions, without a man hurt. Tai-ma is likely yet to be the seat of further operations, as out of the force, which is certainly not under the numbers we mention, and is comparatively well-organised, no more than ten or twelve can be counted as killed and wounded in this affair.

Considerable surprise has been expressed that the Commission on the Hong Kong Mint has not yet published its report. The *Daily Press* surmises that it is held back, as it does not suit the local Government.

Dr. Macgowan, whose schemes in connection with the introduction of electric telegraphy into China have already been

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noticed, was not long in Hong Kong before bringing his proposal before the Chamber of Commerce, requesting that the influence of that body might be exerted with the Foreign Consuls of Canton to secure their support of his application to the Viceroy for permission to construct a telegraphic line between Hong Kong and Canton. The Chamber complied with his request, and addressed a communication to each of the Consuls. The English Consul was absent at the time, but the French Consul secured for Dr. Macgowan an interview with the Viceroy.

HONG KONG GENERAL CHAMBER OF COMMERCE.

Sir,—I take the liberty of addressing you, by order of this Chamber, on a subject which I feel fully convinced will have your valuable support. I refer to telegraphic communication, which is about to be inaugurated under the auspices of the East India Company's Commissioner, Dr. Macgowan. This gentleman will, no doubt, pay his respects to you personally, and explain more in detail the object that has brought him to China, so that I need not go further into the matter. My especial desire in now addressing you is to solicit your interest and support in laying the point of telegraphic communication before his Excellency the Viceroy at Canton, and to urge upon him the great benefit that would result from a line between this port and that city. Dr. Macgowan is perfectly ready to commence upon it as soon as a concession is granted.

I feel that there are great difficulties in the way, but those are not unlikely to be surmounted if you bring your influence to bear on his Excellency. Leaving the matter therefore in your hands, I have the honour to be, Sir, your most obedient servant,

(Signed) JOHN DENT, Chairman.

THE FRENCH CONSULATE AT CANTON.

CANTON, Nov. 28th, 1866.

SIR,—I had the honour to receive at Hong Kong the letter addressed to me by you on the 23rd November, by order of the General Chamber of Commerce, to request my support near his Excellency the Viceroy of Canton for the proposed establishment of a telegraphic communication between this port and Hong Kong, under the direction of Dr. Macgowan, Commissioner of the East India Telegraph Company, and I lost no time on my return here (on the 26th) to procure an interview with his Excellency which took place the next day—the 27th.

I fully explained to H.E. the advantages of such a mode of communication, not only for its benefit to the foreign community, and advantages in commercial transactions between nations, but perhaps more on account of its undoubted utility to the Chinese authorities, as it would enable them to secure immediate information in reported cases of piracy, smuggling, and local disturbances.

I laid before the Viceroy many inducements having reference to the material interests involved in the projected enterprise, and I had the unexpected satisfaction to succeed in drawing the most serious attention of H.E. to the scheme, and to hear from him that as far as he was concerned he was ready to give it all the support in his power.

Nevertheless, H.E. declined to assume the responsibility of making the desired concession from apprehension touching illwill on the part of portions of the population, owing to their ignorance of the value of improvements, and to the strength of their secular prejudices; in consequence of which he considered it necessary to communicate with the chief of the Tsung-li Yamun at Peking to obtain his consent.

But H.E. pledged himself to give his full adhesion to the scheme, when presenting it to the appreciation of the Tsung-li Yamun, and he distinctly stated that in case of a favourable answer, which he greatly hoped to obtain, the enterprise might rely entirely upon his best protection.

These promises, I am happy to say, were made in the presence of Mr. Macgowan, who, having been admitted to the audience, was able owing to his good knowledge of the Chinese language to understand the questions of my interpreter and the answer of the Viceroy.

His Excellency will address a communication immediately to Pekin, but he does not expect to have any answer in less than two months' time.

Allow me, in conclusion, to acknowledge the honour which in the name of the Hong Kong General Chamber of Commerce you have conferred on me by confiding to my support an undertaking of such magnitude to the interests of China, and of China and foreign commerce. I shall endeavour to keep the subject before the Viceroy, and to explain it to the Governor, who, like the Viceroy, is a man of energy and favourable to progress. In like manner I shall bring the matter before the Superintendent of Customs in order to excite a general interest in Dr. Macgowan's great undertaking. —I have the honour, &c., (Signed) G. DE TRENQUALYE, H.I.M. Consul.

Hon. John Dent, Chairman of the General Chamber of Commerce of Hong Kong.

The colonists, finding resistance to the Stamp Act useless, seem determined to take their revenge by making fun of the obnoxious measure and its promoters. With this view a photographic caricature has been circulated, entitled "The Pantomime of the *The Stamp Act*, as Performed at Government House," accompanied by the following doggrel rhyme :—

A LAY OF THE STAMP ACT.

Who lays on us with tender care,
A tax too great for us to bear,
And when we grumble "Combs our hair?"
Good Gracious!

Who, when he's heard our reasons out,
Replies to us, with scornful flout,
"You don't know what you talk about?"
Good Gracious!

Who makes a speech that scarcely tends
To satisfy? Who makes amends
By sneering at "protesting friends?"
Good Gracious!

Who, when he finds he logic lacks,
To make the Chinese like the tax,
Stabs at Jardines behind their backs?
Good Gracious!

Who says John Chinaman 's a worm,
The merchants trample on by turn,
Especially the East Point firm?
Good Gracious!

Who of our business knows much more
Than we do? Who says, o'er and o'er,
Hong Kong's the same as Singapore?
Good Gracious!

Who, if he gets the money soon,
Will go across to cool Kowloon,
And build a country house—for whom?
James Johnson!

Who, all to show his common sense,
Intends to make, at great expense,
A road that is to start from—whence?
Good Gracious!

Who says he'll do these wondrous acts,
Who'll make his words accomplished facts,
Provided that *we* pay the tax?
Good Gracious!

But when our business flies away,
When we no longer choose to stay,
Who'll pay the tax on that fine day?
Good Gracious!

It should be explained that the phrase which forms the *refrain* of this humorous production is the favourite ejaculation of Sir Richard Macdonnell.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

DUNN—On the 17th Jan., at Stanford Cottage, Worthing, the wife of Captain George Dunn, of the P. and O. Company, of a son.

DUNAWAY—On the 5th Dec., at Hong Kong, the wife of James J. Dunaway, Deputy-Purveyor to the Forces, of a daughter.

FENNELL—On the 8th Jan., at Newlands, Regent's-park, Southampton, the wife of Arthur Fennell, Esq., prematurely, of a son, stillborn.

JOHNSTON—On the 11th Jan., at The Grove, Yoxford, Suffolk, the wife of Alexander R. Johnston, Esq. of a son.

LYALL—On the 23rd Jan., at 2, Buckingham-gate, the wife of George Lyall, Esq., of a son.

MARTIN—On the 21st Jan., the wife of William Martin, Esq. (Borneo Company), of a daughter.

SCOTT—On the 21st Jan., at Raeburn House, Pownall-gardens, Hounslow, the wife of W. R. Scott, Esq., of Singapore, of a son.

TURING—On the 5th Jan., at South Ormsby Rectory, Lincolnshire, the wife of the Rev. J. R. Turing, Chaplain of Trinity College, Cambridge, prematurely, of a daughter, who survived her birth only a few hours.

MARRIAGES.

BRAYBROOKE—BROWN.—On the 17th Jan., at the parish church of Leamington Priors, by the Rev. J. H. Smith, incumbent of Milverton, Philip Watson Braybrooke, of H.M.'s Civil Service in Ceylon, eldest son of Major-General Braybrooke, to Mary, only daughter of William Brown, Esq., of Leamington.

PADDAY—FRASER—On Jan. 24, at the Presbyterian Church, Clapham-rise, by the Rev. John McFarlane, D.D., LL.D., Henry James Duncan Paddav, Esq., of Penang, second son of Jonathan Paddav, Esq., of Inverness-terrace, Kensington-gardens, to Sophia Cumming, second daughter of Lewis Fraser, Esq., Clapham-park, late of Singapore. No cards.

STEELE—MOIR.—On the 16th Jan., at. Stephen's, Guernsey, by the Rev. C. S. Guille, M.A., the Rev. Otho W. Steele, B.A., son of Major Steele, of Sutton Court, Sutton, Surrey, to Flora, fourth daughter of the late William Moir, Esq., Ceylon Civil Service. No cards.

DEATHS.

DALZIEL—On the 8th Dec., at Hong Kong, suddenly, the wife of W. R. Dalziel, Esq., Acting Superintendent P. and O. Company, Hong Kong.

GINGELL—On the 14th Jan., at 48, Connaught-terrace, Edgware-road, Mrs. Mary Esther Gingell, widow of the late Mr. John Edwd. Gingell, late of 31, Edwards-street, Portman-square, in the 51st year of her age, of bronchitis.

HOWARD—On the 30th Nov., at Hong Kong, Sarahhe beloved wife of Wm. Howard, H.M.'s Naval-yard, Hong Kong.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Nov. 30, 1866	675831	44552681	38457624		10315469	94001605	32156
Corresponding period last season.....	722039	40340898	37679800	747284	10426125	89917046	49565

SHIPMENTS SINCE.

Ship.	From.		
Dec. 7 ... Osprey	... Foochow	... 798,700	
— 8 ... Cingala	... Do.	... 1,069,800	
— 15 ... Ellora (str.)	...	... —	1,758

Telegrams to Jan. 1 report the total export of tea to Great Britain at 100,000,000 lbs against 102,000,000 lbs. in 1866.

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1866	...	...	...	...	...	13600322	2394
Corresponding period last season.....	...	...	...	...	...	16310883	65

SHIPMENTS SINCE.

Ship.	From	
Dec. 5 ... Antelope	... Shanghai	... 1,108,400
— 8 ... Brothers	... Amoy	... 426,870
— 7 ... Charger	... Canton	... 45,240

TO THE CONTINENT.

							Bales.
From June 1 to Oct. 31, 1866	...	...	...	...	...	957500	...
Corresponding period last season.....	...	...	...	...	...	1986640	...

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TO SAN FRANCISCO.

	Tea pkgs	Boxes.
From June 1 to Oct. 31, 1866	33733	25
Corresponding period last season	17595	405

SHIPMENTS SINCE.

Nov. 20 ... Alice Ball	1,071

TO AUSTRALIA.

From June 1, 1865, to Oct. 31, 1866	7,169,238
Corresponding period last year	4,650,935

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,660	...
„ 1845 to 1846	57,334,260	18,664
„ 1850 to 1851	63,972,060	22,143
„ 1853 to 1854	77,327,860	61,280
„ 1855 to 1856	92,210,360	53,481
„ 1857 to 1858	76,090,255	68,814
„ 1858 to 1859	65,789,792	83,139
„ 1859 to 1860	85,569,452	64,164
„ 1860 to 1861	90,066,160	70,645
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,586	46,603
„ 1864 to 1865	121,236,870	32,313
„ 1865 to 1866	115,333,042	62,890

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6½d. to 4s. 6¾d	4s. 7½d. to 4s. 7¾d.
At Shanghai	6 ditto	6s. 5d. to 6s. 5¼d.	6s. 4d. to 6s. 4½d.
(per Tael.)			
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6½d.	4s. 6¾d. to 4s. 7d.
At Singapore	ditto		
At Manila	ditto	4s. 6d.	4s. 1d.

At Shanghai, bills on India, Rs. 301 to 302 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, tls. 111·40; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, tls. 74·8 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shangha Bank shares, old, par, new, 5 per cent. dis.; Gas Company, 5 per cent. prem.; Hong Kong and Whampoa Dock, 13 to 20 per cent. prem.; Steam Shares, 9 per cent. dis.; Union Dock Company, 20 per cent. dis.; China Traders Insurance, par ex dividend.

The following is from Messrs. Sharp and Co.'s Circular.

GOLD.—A considerable business has been done in Leaf for India. The total received is $560,000, and that sent away, including the Behar on the 1st instant, and excluding the Ellora, is $590,000.

SILVER.—The transactions herein have also been large, the summation of amounts inwards being $850,000, and outwards $430,000; this latter sum is inclusive and exclusive as above in the case of Gold. Considerable shipments of Bar Silver and Sycee are in course of preparation for the Calcutta steamers, the greater portion of the drug being again paid for in Bullion, as for a long time past.

DOLLAR CURRENCY.—The imports, almost exclusively from the coast ports, are $600,000, and the exports, which show a return of shipments to Shanghai, are $450,000. We may again shortly have to record a premium upon clean coin.

EXCHANGE.—The market has been rather wide; documentary bills being regarded with a degree of caution, as some people think more consistent with a period of active speculation, than the present careful course of trade. In Rupees but very little has been done.

DISCOUNT AND MORTGAGES.—In consequence of the whisperings of the Kiatcha line, which has a most unenviable notoriety for speaking evil of everyone, buildings have been in more request than bills during the last few days, but the arrival of the mail has in some degree reassured the colony, and given hopes of more reasonable rates.

SHARES.—These, especially bank, have been injuriously affected; and investors have improved the opportunity afforded by the haste of some. Insurances have fallen in consequence of the fire at Yokohama. Our local office, the Hong Kong, has discouraged risks beyond the colony, and has happily escaped.

COMMERCIAL REPORT.

—o—

CHINA AND JAPAN EXPORTS.

TEA.—The business of the fortnight has been generally rather restricted, and the obstinacy of the teamen in some cases, in holding out for higher rates than any buyers would agree to, and in others the depressing effect of rumours threatening the credit of various houses, tended in the same direction to deaden the market. In some cases indeed the Kiachta telegrams had the effect of lowering prices, but the business done at most of the ports has been of an irregular character.

CANTON.—Until within the last few days the market continued quite inactive, when considerable settlements were made in common to good Canton Scented Teas as reported below. Country Congous: The 33 chops remain unsold and apparently unasked for, as the holders are still absurdly firm, there being yet fully 3 to 4 taels to be conceded on the part of teamen ere intending buyers entertain ideas of operating. Several of the chops, however, are now getting into the hands of the Cantonese, owing to the heavy cash advances made by them to the country part-holders on account of their teas; as soon, therefore, as the Canton merchants obtain a fuller interest in the stock, settlements will be more likely to take place at reasonable rates. Country Greens.—Two chops comprising 630 packages have been taken at the proportion prices of taels 39 and taels 41. No further arrivals have occurred, and present stock is therefore 3,170 packages, for which holders continued very firm. Canton-made Teas.—Settlements during the last few days have taken place to a considerable extent, but prices do not show any decline on former quotations, anything common but clean in Canton scented kinds exceedingly difficult to meet with. Some 8,000 boxes Scented Orange Pekoe, and 7,500 boxes Scented Caper are reported settled for the fortnight, and 2,500 boxes Gunpowder. In Canton packed Congou nothing has been done. Sales, &c., are reported as follows:—Country Congous, none; Scented Orange Fekoe, 8,000 boxes at tls. 21 to 29; Scented Caper, 7,500 boxes at tls. 14 to 27; Canton Packed Congou, none; Gunpowder, 2,500 boxes at tls. 15 to 24: Country Greens, 63£ pkgs. tls. 39 and 41 proportion.

FOOCHOW.—Settlements of Congou continued on a fair scale, at former rates until the 4th, when the arrival of the Fusi-Yama steamer from Shanghai with telegrams (it is said to the 10th November), *via* Kiachta, of a disastrous nature, almost suspended business. Other kinds of Tea remain without change. The settlements of Congou, which are reported amount to 9,345 chests 13,502 half-chests and 1,682 boxes, at taels 7 to 28, say 2,062 chests and 3,110 half-chests at taels 7 to 11, for Dust to Broken Leaf; 1,064 chests and 3,717 half-chests and 146 boxes, at taels 12 to 14.5, for Common to Good Common; 6,219 chests 6,549 half-chests and 1,536 boxes, at taels 15.7.5 to 20.5 for Flavoury to Good Flavoury; and 126 half-chests, at taels 28, for second-class Kaisows. Souchong: Common to fair, 1,446 chests, at taels 17.5 to 23; good to second-class, 1,447 chests, at taels 27 to 33. Pekoe: Common mixed leaf, 88 chests, at taels 19. Oolong: Common to fair cargo, 11,614 half-chests, at taels 16 to 22.5; good cargo, 1,000 half-chests, at taels 23 to 26. Scented: Dust and common, 700 boxes, at taels 16 to 18; fair to medium, 2,907 boxes, at taels 21 to 24.

AMOY.—Oolong: Arrivals for the fortnight amount to 6,910 packages, few of which have met with buyers owing to their inferior quality. The settlements comprising 3,447 packages being mainly from teas previously on the market and showing no quotable change in value. All fair to good teas being held for high rates, and Common Ankoi kinds are quoted at $13 to 14.50. Common to good common at $18 to 23, and fair to good at $24 to 27. The Brothers will sail to-day from this port with a full cargo, and another small shipment will probably complete the export of Tea for the season.

SHANGHAI.—Black Teas: There is a large business in Congous to report, 18,000 chests having found buyers during the fortnight. Most of the settlements were made at previous rates, but purchases since the arrival of the telegrams *via* Kiachta show a fall of fully one tael. The best Teas on offer have been cleared, and arrivals being small, stocks are now reduced to 23,000 chests.

Settlements for the fortnight have been as follows:—

		Tls. per pcl.
18,000 chts.	common to fair Howhow and Oonam	at 15 to 28
	common to good Ningchow (2nd crop) and Oopack	at 20 to 26
	one chop fine (1st crop) Ningchow...	at 30 to —
Re-shipments		800 chests.
Stock		23,000 „

Total settlements, with re-shipments from the river ports, from 1st June to date, 285,700 chests against 248,100 chests last year. Green Teas: A good demand existed for Fychows and Moyunes for America until within the last few days, when buyers held off for lower prices, which declined one tael on all descriptions. The only settlements for England are 4,000 half-chests Pingsuey. Supplies have come in freely, and increased stocks to 51,000 packages. Settlements have been as follows:—18,700 half-chests common Fychow to finest Teenkai and Moyune, at tls. 28 to 45½, proportion; 4,000 half-chests fair to good Pingsuey, at taels 33⅓ to 35½. 22,700 half-chests.

HANKOW.—There had been some little inquiry for common Oonams at taels 13, and about 3,500 chests had found buyers. The 3rd crops Oopacks were held for taels 18 to 20, and teamen were firm, but the advices that have been since despatched from here will make holders more anxious to sell. The stock comprised 10,400 chests of undesirable teas.

Arrivals.	Settlements.	Stock.
1866, 368,600 chts. ...	358,200 chts. ...	10,400 chts.
1865, 139,200 chts. ...	316,900 chts. ...	2,300 chts.

KIUKIANG.—Black Teas: The only settlement reported is that of a chop of medium Ningchow, at taels 17¼ (1s. 3½d.), but 3,000 chests have been shipped to Shanghai on native account. The stock is reduced to 1,400 chests of very inferior Teas. Green Teas: 7,700 packages have been settled on the market at slightly higher rates, taels 30 to 37 for medium to fine Moyunes, but a much larger quantity, 17,800 half-chests, had been shipped to Shanghai by the teamen. There was no change in prices at the close of the market. Over 13,000 packages remained in stock. Quotations were:—Moyunes, fine to finest, taels 36 to 39; common to medium, taels 30 to 36. Arrivals, 1866: Black, 118,800; Green, 107,600. 1865: Black, 89,000; Green, 82,100. Settlements, 1866: Black, 119,400; Green, 94,300. Do. 1865: Black, 89,000; Green, 72,400. Stock, 1866: Black, 1,400; Green, 13,300. Do. 1855: Black, nil.; Green, 9,700.

YOKOHAMA.—The active demand for Tea noticed on the 15th instant, met with a check in consequence of the news from America, received by the English mail of the 26th September, which arrived here on the 19th. About 2,800 piculs were settled previously at perhaps slightly easier rates, until the 26th when the fire brought business entirely to a standstill. Of the above mentioned settlements, about 2,200 piculs have been burnt of the unsold stock, of tea in native hands about 3,200; making a total of 5,403 piculs—of the quantity of packed tea burnt there is no reliable information. It may be presumed that business to any considerable extent must be stopped until both portions of the trading community have become more settled; at the same time it is reasonable to suppose that native merchants having lost heavily will be anxious to realise, while foreigners will be glad to replace their consumed purchases by again entering the market. The quotations and stocks are as follows:—Good common, $18 to 26, stock, 700 piculs; medium, $28 to 32, stock, 4,000 piculs; good medium, $33 to 36, stock, 5,000 piculs; fine to finest, $37 to 46, stock, 2,600 piculs.

RAW SILK.—CANTON.—The market has been quiet during the fortnight and prices up country seem inclined to harden; the sixth crop is coming forward very slowly, and the season may be said to be closing, at all events as regards the finer classes. A considerable stock of the commoner sorts still remain on hand, which being in demand for America, are firmly held at fully former rates. Included in

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the settlements for the fortnight are nearly 400 bales China Silk, which were shipped by the last French steamer after the statistics for the last mail had been made up. The quotations are:—Tsatlees, Chops No. 1, tls. 615 to 620 per pcl.; do. 2, tls. 595 to 605; do. 3, tls. 575 to 585; market, 3, tls. 525 to 545; do. 4, tls. 500 to 525; do. 5 and com. tls. 460 to 490. Taysaams, No. 1, tls. 510 to 535; do. 2, tls. 490 to 500 do. 3, tls. 450 to 470; but present stocks quoted for the finer kinds are about all that can be expected at market this season. Settlements and stocks are quoted as follows:—Tsatlee No. 1, no sales, $610 to 620; Loong-kong No. 1,100 bales, 600 to 610; Kowkong, 100 piculs (for India), 550 to 560; Lacklow and Cumchuck, no sales, 590; Seulam, 50 piculs, 470 to 480; Re-reeled Cumchuck, 300 boxes, 630 to 640; Pierced Cocoons, no sales, 90 to 95; Waste Silk, 30 bales, 80 to 90.

SHANGHAI.—There has been but little activity in this market, and prices paid have been very irregular; but a decline of about tls. 10 to 29 may be said to have been established for all descriptions, with the exception of best Kah-hing Taysaams. No. 4, 5, and com., 380 to 440; Yuenfas, No. 1, 530 to 540; No. 2, 510 to 520; No. 3, 470 to 490; No. 4 and com., 430 to 450; Hainins, 430 to 540; Hangchow Tsatlee, 470 to 490; Sewhings, 350 to 400; Laeyongs, 370 to 380.

COMPARATIVE EXPORT OF SILK FROM 1ST JANUARY, TO DATE.

1866	1865	1864
to 1st June 2,790 bls.	3,339 bls.	5,386 bls.
from 1st June 21,017 „	37,872 „	22,010 „
23,807	41,211	27,396

COMPARATIVE STOCK ON 8TH DECEMBER.

1866	1865	1864
2,500 bales	2,000 bales	2,000 bales

YOKOHAMA.—On the 26th instant, at the breaking out of the fire, the position of the market was as follows:—The general quality of the stock, left after the departure of the last mail, was so far from accounting for the high prices demanded by holders that a strong endeavour had been made by buyers to bring the market down. The attempt was partially successful, and about 400 piculs were settled at a reduction of from $10 to 25 on last quotations, and the unsold stock about 600 piculs. Since then, arrivals have ceased and no business has been done. The quotations below are nominal. The silk destroyed in the foreign settlement hardly amounts to 50 piculs; the loss in the Japanese town is trifling; and beyond a short interruption in transactions, this terrible conflagration is not likely to affect the silk market. Mybash and Sincuh, Best, $900 to 940 per picul; do. Medium, 830 to 890; do. Inferior, 740 to 820; Hatchojee Mybash, 750 to 820; do. Shimada, 650 to 680; Ida Best, none; do. Medium, none; do. Inferior, 720 to 770; Ooshio, Best, 830 to 860; do. Medium, 760 to 800; do. Inferior, 660 to 700; Koshio, Best, none; do. Medium, 710 to 760; do. Inferior, 650 to 700; Sodai, Best, none; do. Medium, 745 to 760; do. Inferior, 700 to 730; Echizen, Best, 720 to 750; do. Medium, 680 to 710; do. Inferior, 650 to 670. Telegrams from Shanghai to 26th December report No. 3 Tsatlees $590; and the total exports 29,500 bales.

DRUGS AND OTHER EXPORTS.—CANTON.—Cassia Lignea has been dealt in to the extent of 2,300 piculs, at $19.25 to 19.50, and the market is now perfectly bare of supplies. Cassia Buds are quoted at $43 to 44, but no purchases have been effected, and stock consists of about 100 piculs. China Galls: No sales, and the limited stock of 100 piculs is held at $14 to 14.50. Galangal: Very dull at $1.80 per picul, with 300 piculs on the market. China Root: $3.50 to 3.75. Vermilion, $39 to 40 per box, of 50 caddies, for best brands. Rhubarb: Offering in very poor quality only, and consequently does not command any attention. Essential Oils and Star Anniseed: No supplies.

CAMPHOR.—HONG KONG.—No further supplies have arrived since the issue of last report. For the parcel of 800 piculs lately arrived from Formosa, holders are asking $30 per picul, unpacked, which purchasers still refuse to pay, and consequently no transactions are reported.

CHINA GRASS.—SHANGHAI.—Stock much reduced, and best quality entirely wanting. No transactions for shipment to Europe during the past fortnight. At Hankow the article is in a similar position. Nominal quotation for best white, 14½ to 15 taels; No. 2, 13 taels; common short and green, 10 to 12 taels.

CHINA AND JAPAN IMPORTS.

HONG KONG.—Business has been almost suspended during the past fortnight in consequence of the alarming rumours which were current which had all the more effect acting on a falling market. Within the last few days, however, the fire at Yokohama has quickened the demand for some descriptions of goods. Cotton yarn, No. 16 to 24, might be placed if there was any on the market, but the only transactions have been sales of yarn to arrive by the *Achillies*, at $185. The principal transaction in grey shirtings has been the sale of 19,000 pieces of Japan, and scarcely any other business has been done. This sale was of 8¼ lbs. goods at $3.60 per piece. Spanish stripes remain in fair request, and one sale of 500 pieces lastings is reported at $18.30. Other kinds of piece goods are neglected. Nail rod iron remains in fair request, and hoop iron has been placed to some extent at $3.40 per picul. Steel has been settled at $3.70 per keg, and tin plates in small quantities at $6.30 per box.

CANTON.—There are but few transactions to report. Cotton yarn has declined $15, metals remain about as last quoted. 1,000 piculs of common lead have been placed at $6.65 to 6.70, and 400 piculs of W.B. mark at $7.00 to 7.05. About 9,000 piculs remain on offer. 100 flasks of quicksilver have been settled at $72 to 73, and 200 flasks remain on stock.

SWATOW.—The importations have been on a large scale, and the demand light. The receipts of yarn have amounted to 295 bales, and the quotations are nominal at $200 to 205, for 16 to 24's. Grey shirtings, 5714 pieces received, and quotations $3.50 for 7 lbs., $3.70 for 8 lbs., 4.4.10 for 8½ lbs. T-cloths have arrived in considerable quantities, and are quoted at $2.80 for 6 lbs., and $3.40 for 7 lbs.

AMOY.—Cotton yarn has declined—no sales; quotation, 1st quality, at $70.50; 2nd quality, at $68.50; 3rd quality, at $66.50; stock, 75 bales. Grey Shirtings were inactive during the earlier part of the fortnight, but improved afterwards, and sales of 2,500 pieces have been made at $3.08 which, however, shows no change from previous quotations, viz.:—7¼ lbs., at $3.60; 8½ lbs., at $3.80; 9 lbs., at $4.10; stock, 4,650 pieces. T-cloths, no sales; 6 lbs. may be quoted at $2.90; stock, 2,800 pieces. White Shirtings: sales of 1,000 pieces, 60 reed, have been made at $3.60, but in other kinds prices are unaltered, and may be called at $4.10 for 64's, and $4.40 for 66's; stock, 2,849 pieces. White Brockades, $5; stock 250 pieces. Dyed Brocades are a little better at $5 85, sales 250 pieces; no stock. T. R. Cambrics have also slightly improved in value, and may be quoted at $3.50 to 4; no stock. Camlets are unchanged; Scarlet may be quoted at $23.50; Assorted at $22.50; no stock. Long Ells, Scarlet at $9 to 12; Assorted at $8 to 11; no stock. Spanish Stripes, $1 to 1.10 per yard; no stock. Lastings, sales of 40 pieces at $20.25. Metals, a few small sales have taken place, namely:—From first hands 100 slabs Tin at $23.80, and 200 pigs Lead at $7, these are the latest quotations. Stocks of the former are 2,942 slabs, and of the latter there is now no stock remaining. Quicksilver is quoted at $72.50.

SHANGHAI.—In Cotton Goods the business of the past two weeks has been on a restricted sale, attributable in a great measure to the closing of the northern ports by ice. Grey Shirtings, 8¼ lbs. weight, have declined 5 to 10 cents in value, and 7 lbs. 5 cents per piece. White Shirtings and T-Cloths have both been dull of sale, and quotations must be regarded to a certain extent nominally. Black Velvets and Turkey Reds have been in some inquiry at quotations. Spanish Stripes have been most difficult of sale at even lower prices. Camlets have also given way in value, and are in no inquiry. Long Ells and Lastings are not quotable lower, but continue difficult to move at prices below. In Metals, Nail Rod has been inquired for at last quotations. Lead is only saleable in small quantities at former rates. Quicksilver, owing to the absence of demand, has given way in price about 50 cents per picul. G. E. Grey Shirtings, sales 35,000 pieces; market quiet. G. E. White Shirtings, sales 3,000 pieces; very dull. American Drills, Jeans, Sheetings, and English Drills, no sales. T-Cloths, sales 2,500 pieces; prices weak. Handkerchiefs, sales 1,000 dozens at quotations. Spotted Shirtings, White, no sales. Spotted Shirtings, Dyed, sales 250 pieces. Brocades, sales 1,000 pieces. Damasks, sales 200 pieces. Chintz, sales 1,500 pieces; fair demand. Turkey Reds, sales 2,000 pieces for Japan. Velvets, no stock. Velveteens, sales 480 pieces. Muslins, no market. Dimities, sales 400 pieces. Union Spanish Stripes, no stock. Spanish Stripes, 360 pieces at auction. Medium, Broad, and Habit Cloths, sales 600 pieces. Camlets, sales 700 pieces; small demand. Long Ells, 2,000 pieces bartered against Silk. Lastings, sales 180 pieces. Crape Lastings, no sales. Crape Lustres, sales 500 pieces. Orleans, Figured and Plain, sales 2,000 pieces. Iron.—Flat and Round, no demand. Nail Rod, wanted. Hoop and Pig, no demand. Lead, small sales. Tin Plates and Steel, no business doing. Quicksilver, stock very small. Flints, wanted. Window Glass, no inquiry.

NINGPO.—6,260 pieces of Grey Shirtings have arrived exclusively in native hands. In Metals the arrivals have been:—Tin, 1,249 slabs; Tin Plates, 627 boxes; Nail Rods Iron, 750 bundles. Nail Rods are saleable, ⅛ to ½ inch being the sizes preferred. Quotations are:—Grey Shirtings, 8¼ lbs. $3.80 to $3.75 per piece. Swedish Steel, $5.50 to $5.60 per picul. Tin, Malacca, $26.50 per picul. Tin, Canton, $26.50 per picul. Nail Rod Iron, $3.20 to $3.70 per picul. Flat Iron, $3.60 to $5.80 per picul. Lead, $6.70 to $6.80 per picul.

YOKOHAMA.—Since the last report there has been but little change. Up to the 24th a few transactions took place, but the fearful conflagration which occurred on the 26th has naturally put an end to business for the moment. Owing to large quantities of goods, especially Shirtings, Camlets, and Cotton Yarn, having been consumed in the fire, prices will probably be higher, and the dealers are offering $20 for S. S. Camlets. It is, however, impossible to give reliable figures under the circumstances.

HANKOW.—There has been a little more animation in the market during the past fortnight, principally owing to a few Szechuen traders commencing to lay in their winter supplies. Prices of Plain and Dyed Cottons have been fairly maintained, with the exception of T-Cloths which have given way. Fancy Woollens and Cotton Mixtures have also been well supported, but Woollens and Worsteds are still depressed. Grey Shirtings best makes of 8 lbs. 4.6 oz., continue in good demand at previous rates, while heavier goods are 1 mace per piece lower. White Shirtings, with light stocks and a better inquiry for local consumption, and the Szechuen market medium reeds can be quoted 1 to 2 mace per piece higher. T-Cloths have still a downward tendency, and the inquiry has been chiefly for 7 lbs. Cloth, which is quoted 2 to 3 mace per piece lower. Drills—Clearances have been on a large scale, but no improvement in price can now be looked for. American cargo is worth Tls. 5.10 to 5.30 per piece, while English and Dutch are as last quoted. Dyed Spots and Brocades are only in moderate favour at former prices.

COTTON.

HONG KONG.—The market has not changed materially, and small settlements have been made day by day, amounting in all to about 6,100 bales, at former prices. It closes rather weak at the following quotations:—

Ningpo	$26 to 27
Shanghai	23 to 24
Tientsin	21 to 23
Bengal	22 to 24

CANTON.—Moderate transactions have taken place during the fortnight, about 400 bags of Shanghai have been placed at 20 to 21 tls; 1,500 bags of Ningpo at 15¼ to 17¼ tls., and 3,000 bales of Bengal at 15 to 18 tls. The remaining stocks include about 900 bags of native sorts and 1,600 bales Bengal.

SWATOW.—Receipts are 8,260 bales Northern and 969 bales of Indian. Stocks are being gradually worked off, and prices show a slight tendency to rise, though the demand is not very active. Quotations are, new Shanghai $25.50, old $24. Chefoo and Tientsin $24.50, Bombay $23, and Bengal $22.

AMOY.—Arrivals of New Ningpo and Shanghai Staple amount to 2,878 bales. Chinese have made small sales of New Ningpo at $26½, and Shanghai at $26½ to 27. These are present quotations. Old Shanghai staple is quoted $23½ to 24. Tientsin $22½ to 23. Stock 3,751 bales, principally in Chinese hands.

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SHANGHAI.—Shipments have continued to Japan and Hankow, and after the departure of last mail, rates advanced to tls 16.5 per picul for best Shanghai staple, but receded again to tls 16.4, which is the present quotation; medium qualities may be quoted Tls 16 to 16.2 per picul.

NINGPO.—The Export has been 4,260 bales principally to Hong Kong; owing to good advices from the South, the market opened at an advance, and $28 per bale of 120 catties is the latest quotation.

HANKOW.—Imports have again been on a large scale, and sales (chiefly by Chinese) in proportion. The full supplies have thrown Tientsin staple out of the market, but good clean Shanghai is still wanted at tls 18.50 to 19. Best Tung-chow is saleable at tls 20.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Nov. 26, Carioca.

At SHANGHAI.—From Newcastle, Dec. 3, Ettrick; from Newport, Nov. 24, Crawshey Bailey; from Hamburg, 25, Johann Christoph; Dec. 2, Elize; (reported by telegram) previous to Dec. 26, from London, James Shepherd; from Falmouth, Dilkoosh.

At HONG KONG AND CANTON.—From Newcastle, Nov. 11, Queen of the Age, Dec. 14, Lord Raglan; from Liverpool, 14, Achilles (st.).

At MANILA.—From Liverpool, Nov. 24, Feliz.

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 20, Lorton.

From SHANGHAI.—For New York, Dec. 5, Antelope.

From FOOCHOW.—For London, Nov. 20, Banian, John Temperley; 27, Patna; Dec. 7, Osprey; 8, Cingala; for Cowes, 5, Yeavering Belle; for Boston, Nov. 30, Renown.

From AMOY.—For New York, Dec. 8, The Brothers.

From HONG KONG AND CANTON.—For New York, Dec. 7, Charger; for Havana, 1, Manilla Bilbao; 4, Glenlee; 5, Avon.

From MANILA.—For New York, Dec. 2, America.

VESSELS EXPECTED.

From YOKOHAMA.—Thomas Dryden, Conference.

From NAGASAKI.—Wm. Mitchell, John Bunyan.

From SHANGHAI.—Nelly, Illimani, Lansdowne, John Paul, Knight of Snowdon, Marquis of Argyle, Trebolgan, Queen of the East, Antipodes, Ann Adamson, Polmaise, John Bull, Agamemnon, General Caulfield, Sir W. F. Williams, Juanpore, Red Deer, Onsuri, Janet Mitchell, Scindia, City of Quebec, Camilla.

From FOOCHOW.—Naomi, Louisa, Northfleet, Invincible, Gauntlet, J. C. Munro, Beautiful Star, Scawfell, Dunmail, Ellenborough, Fontenaye.

From CANTON.—Victoria, Kelso, Solent, Samuel, Passing Cloud, Cora, Linn, Chetah.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £2. 10s. to £3; Silk, £4 to £4. 10s. per ton.

At NAGASAKI.—To London, £2. 10s.; to New York, £2. 10s. per ton of 40 cubic feet.

At SHANGHAI there is no alteration to report, rates remain at £2 per ton to Great Britain; tonnage abundant. One vessel, however, the Asphodel, has obtained £2. 15. per ton of 50 cubic feet, but this is an extional rate.

At FOOCHOW.—To London, £2. 5s. to £2. 10s. per ton.

AT HONG KONG AND CANTON.—The freight market remains quiet, and without any improvement on rates for coast charters and the rice ports. Disengaged tonnage is considerably decreasing, which if it continues may have a beneficial effect. Rates to London unaltered; to New York the vessels on the berth are loading at £11 5s. and £2. According to the circular of George Holmes the estimated number of disengaged vessels in harbour is 14, representing a tonnage of 10,988.

MANILA.—The only vessel fixed during the fortnight has been the British barque Eleanor, for London, with about 350 tons unclayed sugar at £2, and 150 tons hemp at £2 5s. per ton.

CASUALTIES.

HONG KONG.

The British ship Queen of the Age reports having left Newcastle July 7th, passed the Downs July 9th, had strong westerly winds in the Channel and then a continuation of calms and light airs until off the Canaries on the 28th, when had moderate N.E. trades to the line which passed Aug. 20th, in long. 26 W. the rest of the passage to Sandalwood Island, had moderate weather with the exception of a gale on Sept. 3rd, passed Sandalwood Island Oct. 26th, was becalmed six days in the Ombay passage which passed Nov. 6th, passed through the Pitt's Passage on 17th and Gillollo on 21st, passed Pelew Islands 30th, and from there had a succession of heavy easterly gales in which shifted cargo and sustained other damage, passed through the Balintang Straits Dec. 8th, in a heavy gale and arrived here Dec. 11th. Spoke in the Ombay passage, Nov. 2, the American ship Endeavour, from New York to Shanghai 116 days out, American ship Horatia, and British ship James Russell, London to Hong Kong, all well.

The American ship Tennyson, Capt. Graves, reports having experienced light winds W. Palawan but strong N.E. winds in crossing the sea; fell in with to the Northward of Palawan the following vessels from Singapore for this port:—English ship W. G. Russell, Prussian ship Ferdinand Brumm, Prussian barque Agatha Johanna, and Hamburg barque Notos; same time spoke English barque Mountain Ash from London for Japan.

The Achilles (Holt's line) came in on the 14th December. The steamer met with a cyclone shortly after leaving Mauritius for Penang, and had very heavy weather from Singapore. At 8 A.M. on the 29th left the wharf at Singapore; at noon off Pedra Branca. 30th. Light airs and calm, all sail in; sent topgallant yards down. Dec. 1. Light winds, fore and aft sail set, sent mizen-topmast down. 2nd. Light winds and head sea, all sail in. 3rd. Light winds and clear; at 5 A.M. stopped, ship drifting 1¾ knots S. by W. 4th. At nine last night started. Noon, strong breezes and head sea. 5th. Strong breezes and heavy sea; current, S. 27 W. 53, sent topgallant mast down. 6th. Strong breezes and heavy head sea; current, S. 46 W. 27. 7th. Strong breezes and wet weather, all sails in. 8th. Strong breezes, part of this twenty-four hours fore and aft sail set. 9th. Strong breezes, with a heavy cross sea. 10th. Strong breezes; part of this twenty-four hours fore and aft sails set. 11th. Strong breezes, fore and aft sails set. 12th. All sail in.

GALLE, Dec. 29.—The Sea Witch, from Shanghai for New York, has put into Batavia leaky, having struck in Gaspar Straits, and would discharge.

LATEST TELEGRAMS.

CHINA.

(BY OVERLAND TELEGRAPH FROM GALLE.)

CANTON, Dec. 25.

Gray shirtings, 6½ catty, $3 60c.
Water twist, 16-24, $1 85c.
Tea dull.
Exchange.—Bankers' bills, 4s. 6¼d.

SHANGHAI, Dec. 20.

Tea, Congou firm.
Silk, good inquiry. No. 3 Tsatlee, 595. Export to date, 29,500 bales.
Bankers' bills, 6s. 4¼d.
Tea, 100 mil.

HONG KONG, Jan. 7.

No alteration in markets. Tea export to date 100,000,000 lbs., against 102,000,000 in 1866.

POINT DE GALLE, Jan. 10.

The Messageries Imperiales steamer *Donnai* left here to-day for Suez, with the homeward India, China, and Japan mails. She has a hundred passengers on board, and a full cargo of silk.

GALLE, Jan. 17.

The *Benares*, from China, arrived on the 14th inst., and the *Geelong* from Australia, to-day. The *Candia* leaves for Suez to-day.

THE OUTWARD MAIL OF DEC. 4-10

The *Nubia* arrived at Galle on January 6.

INDIA, CHINA, AND JAPAN MAILS.

SUEZ, Jan. 23.

The Messageries Imperiales steamer *Donnai* arrived here at noon to-day with the homeward India, China, and Japan mails. She brings 2,700 bales of silk and 350 packages of other merchandise.

THE INCOMING MAIL.

MALTA, Jan. 25.

CALCUTTA AND CHINA MAILS.

The *China* leaves at 8 A.M. to-day for Marseilles, where she may be expected about the evening of the 27th inst.

The *Tanjore* left at 3 P.M. yesterday for Southampton, where she may be expected about the 2nd proximo.

COMMERCIAL POSTSCRIPT.

The Taiwan (s.s.), from Aberdeen for China, at Yarmouth, with, it is supposed, her pumps out of order.

COTTON.—The market has been quiet, but prices have been well maintained. No China has been offered, but 120 bales fair Rangoon have realised 9d. to 9¼d. The stock of China and Japan in London amounts to 642 bales. The quotation for fair China is 10½d. to 11d.; for good and fine 11¼d. per lb.

SILK.—We have to report a very quiet market since last mail, prices on the whole have been fairly maintained, though the tendency is certainly in favour of buyers. The demand for export is very restricted, and the home trade only buy to supply immediate requirements. The large unloadings now working up will, no doubt, lead to more business, though so far as we have seen the quality of the Silk is very unsatisfatory. Japan Silk is still almost unsaleable; importers generally are anxious to be doing something, but do not appear willing to accept the low speculative offers that are occasionally made. Deliveries from 1st to 24th inclusive: China, 2,195 bales; Japan, 436 bales; total, 2,631 bales. China: Tsatlee, No. 1, 33s. to 33s. 6d.; 2, 32s. to 32s. 6d.; 3, 31s. to 31s. 6d. Japan: Mibasch and Sinchew, No. 1, 24s. 6d. to 35s. 6d.; 2, 33s. 6d. to 34s.; 3, 32s. to 33s.; 4 and inf., 29s. to 31s. 6d.

ARRIVALS (not in the Tables).—Jan. 10, at New York from S John Tarquin; 25, at London from Singapore, Indemnity, from China, Paul.

DEPARTURES.—Jan. 23, from Cardiff for Hong Kong, Southern Belle.

CASUALTIES.—The Sea Wave, McVicar, from Glasgow for Batavia, which went ashore Jan. 14, on Chapel Bar, has been got off into safety with loss of rudder, sails, and other damages. The Tarquin, arrived at New York, lost bulwarks, &c.

SPOKEN.—Doesborgh, Java to Amsterdam, Nov. 24, 30 S., 12 E.; Scheveningen, Bavavia to Rotterdam, Dec. 20, 12 N. 27 W.; Alfred Ray, Canton to London, Dec. 11, 5 S., 29 W.; Corsock (barque), Glasgow to Samarang, 26 days out, Dec. 14, 6 N., 26 W.; Ribbleton, Padang to New York, Dec. 16, 9 N., 28 W.; Veronica, from Foo-chow-Foo, Dec. 31, 43 N., 35 W.; Zaanstroom, Batavia to Amsterdam, Dec. 27, 36 N. 36 W.; Georges, Japan to London, Dec. 6, 13 S., 9 W.

TRIAL TRIP OF THE S.S. "COURIER."

This vessel, which has been built by Messrs. Henderson, Coulborn, and Co. at Renfrew for a Japanese firm, went down the Clyde on the 21st inst. for trial of her machinery, which has been specially designed to unite the greatest simplicity and the largest possible amount of power from small consumption of fuel.

She is 626 tons gross register, with compound engines of 90-horse power nominal, with surface condensers, and guaranteed by her builders to steam an average speed of eight nautical miles on a consumption of four cwt. per hour, and over ten nautical miles on a consumption of six and a-half cwt. per hour.

The trial was specially held for the owners' satisfaction, and she was

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thoroughly tested to show what speed she would average on the guaranteed consumption; the result of the day's trial showing that a speed of eight and a-half knots had been steadily maintained on the four cwt. consumption, the coal being the ordinary Scotch quality. The machinery worked very smoothly and entirely free of vibration, the whole of the journals keeping perfectly cool. The pressure used on the trial was from 38 to 40 lbs., and the vacuum obtained was 28½ inches. Her boilers are of the ordinary tubular description. The model and finish of the ship are all that could be desired, and her deck and cabin arrangemeets are specially suited to Eastern trade. The time of her departure for Japan has not yet been finally decided on.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JAN. 22.

The Second Chamber of the States-General will meet again on the 5th of February, and proceed at once to business, in the first place to settle the definitive budgets. Amongst the new Bills to be laid before the members is that upon the re-organisation of the national guards (*schutteryant*). The Government proposes to present the commonalties with 5f. for every *schutter*, and to provide them with arms, the articles made of leather and belonging to their equipment, and with ammunition; the other expenses are to be paid by the commonalties. In time of peace three per cent., or 50,000 men, will be levied, and in time of war, or when the public order is threatened, this number will be doubled.

The section report upon the Bill regulating the adjudication of waste grounds in India has been issued; the majority applaud this liberal measure, but there exists a difference of opinion about the best manner by which the aim could be obtained. The following measures were proposed, 1st, by selling waste grounds; 2nd, to give them as ground rents; or 3rd, to let them. The general conviction, however, was that this matter should be organised, because it was highly necessary that the interest of the natives with regard to the grounds should be ascertained. In the beginning of this report the strange behaviour of the actual Governor-General, Mr. Myer, was severely criticised, he having opposed this measure when it was proposed by the Minister Fransen van de Putte, while he proposed it himself when he was appointed Minister.

A good deal of sensation has been created here by the article translated by the *Nieuwe Rotterdamsche Courant* from the *Overland China Mail* of the 1st of Dec. relating to the trial and conviction of kidnappers holding authority to "collect coolies," issued by an agent (B. Lobscheid) of the Netherlands West India Immigration Company. According to a letter of of the board of that company, directed to the first-named paper, a severe examination about the facts mentioned by the China paper is ordered, as it seems that illegal deeds have been committed, but against the wishes of the agents of that company, and which they ignore completely. One of the motives for the illegal acts seems to be the great difficulty in obtaining twenty-five women for every hundred coolies, who immigrate, and in consequence of the claims of that company our Government now considers whether this stipulation ought not to be removed, Henceforth, only coolies will be engaged freely and justly for the immigration to Surinam, where there is any difficulty for obtaining the number of women prescribed by the law.

Our Government has adopted the new Commercial Code of Signals of France; it will shortly come to this that ships only will be able to communicate with other ships by means of this code.

Mr. A. J. Swart, of Amsterdam, ex-president of the Court of Justice at Batavia, has been presented by a number of his friends with a magnificent silver *piece de milieu*, provided with a proper inscription.

Miss Susanna Sablairolles, our principal *tragedienne*, died some days ago at the age of thirty-eight years.

Mr. J. P. C. van Overstraten, governor of the Military Academy at Breda, has asked for his dismissal, which was granted to him with a pension of 2,400f. Up to this time nothing is known officially about his successor, who perhaps will not be appointed before the plan for the reorganisation is fixed.

To Mr. C. J. Picke, ex-Minister of Justice a pension was granted of 391f.

A very severe snowstorm has visited our country. The snow lies nearly three feet deep, and in many places the roads, from drifting of the snow, are quite impassable. Locomotion was and is still very difficult. A biting east wind has since prevailed and a severe frost set in. The river navigation is totally suspended, the river being full of ice; I need not add that business has stopped.

Notwithstanding the coldness of the weather we still suffer from the cattle plague to a most alarming extent. In the last week ending on the 12th December 4,387 heads of cattle were attacked, against 4,988 and 5,832 in both the previous weeks.

As I wrote in my last letter, Mr. Hinsberg, ex-director of the Rotterdam Bank, has published a pamphlet, in which he puts forth that the business did not go on so well as might be, owing to the bank having no director thoroughly acquainted with banking. At the meeting held yesterday the directors proposed that a special commission should be elected to investigate the affairs of the bank and the truth of Mr. Hinsberg's assertions. This proposal was carried by a great majority, while the commissioners (*commissarissen*) asserted that the bank was prospering. I am of opinion that the pamphlet named would very much interest your readers in India, as much of the *vie intime* of the bank and its branches in India is revealed in it.

The prospectus for the new Lottery Loan, in behalf of the Crystal Palace at Amsterdam, was issued some days ago. It states that 100,000 shares of f.6.50 each will be issued, making a capital of 650,000f., which will be redeemed in 65 years with premiums, making together a capital of 1,000,000f. The lists of subscriptions will be closed on the 24th inst., and there is no doubt that a good result will be obtained.

COMMERCIAL.

COFFEE.—There is still a good demand for the consumption and better prices are paid. An advance of 1 cent is paid for Bangil and Tenger, and ¾ cent for Malang; the offers are, however, very limited. Good ordinary 41 to 41½.

SUGAR (RAW).—The market remains in a very favourable condition but the transactions are of no importance, because the holders decline to operate at the actual quotation, being 1f. above November value.

SPICES.—There is still a good demand for fine qualities. Nutmegs No. 1 were paid with 81c., but nothing can be bought now at these prices. Mace D 106c., E 103c., of both there is want of stock.

TOBACCO (JAVA LEAVES).—All the attention is directed upon the important auctions that will begin to-morrow; 439 b., trade mark *Wedi*, were sold.

DRUGS.—Cassia Vera: With important imports. Gummi Damar: Again higher in price. 498 chests floating were paid with 40c., but holders decline now to operate under 42c.

ARRACK.—40 casks Sourabaya ex Marianne were sold at prices that did not transpire.

JAVA INDIGO.—With a regular demand. The stock in the first hand includes 386 chests.

BANCA TIN.—Since our last report 1,800 slabs were sold at 52½f., 100 slabs at 52¾f., 1,200 slabs at 52½f. At this quotation large parcels can be obtained.

HIDES.—411 p. Sourabaya Rinder, weighing 7 to 7¼ k., ex India were sold at secret prices.

RICE.—Java Table 16 to 18, 2nds, 13 to 14. Without transactions.

MONEY.—The stock markets have been very quiet, with little business of any kind in progress. The demand for money in the open market was at rather stiffer rates. Dutch Two-and-a-Half per Cents., 56½; Three per Cents., 67½; Four per Cents., 87½. Trading Company, 136½. Belgium, Two-and-a-Half per Cents., 55 3-16ths. Spain, Two-and-a-Half per Cents., 31⅜. Portugal, Three per Cents., 42⅜. Russia, Five per Cents., 66. Austria, Five per Cents., 43¼. Crystal Palace, 31. Rotterdam Bank, first serie, 100; 2nd serie, 98¾.

'CHANGE.—London: 3 mo., f.11.67; 2 mo., f.11.70; short, f.11.76½. Paris: 3 mo., f.46.42½; 2 mo., f.46.52½; short, f.46.80. Antwerp: 3 mo., f.46.40; short, f.46.70. Hambro': 3 mo., f.34.77½; 2 mo., f.34.87½; short, f.35.10.

SHIPPING.—ARRIVALS.—Jan. 14, at Texel, from Padang, Ramsey.

DEPARTURES.—Jan. 15, from Brouwershaven, for Batavia, Cortgene, Ary Scheffer, Argo, Copernicus; for Samarang, Bremen; for Padang, Julie; for Macassar, Nederlands Vlag; for Melbourne, Johannes Lodewyk; Jan. 15, from Texel, for Batavia, Willemina and Clara, Cornelia; Jan. 15, from Zierikzee, for Batavia, S. van Heel; Jan. 15, from Veere, for Java via Liverpool, Susanna and Elizabeth; Jan. 17, from Hellevoet, for Batavia, for Java via Cardiff, Kinderdyk; Jan. 17, from Texel, for Batavia, Cornelia, Adolphina; for Padang, Gerredina, Wilhelmina.

PASSENGERS OUTWARD.—For Java, per St. Jan, Messrs. M. G. W. A. Schumann, P. van Assen, Wyers, D. T. C. Simons and 125 soldiers.

PASSENGERS INWARD.—From Java, per Ramsey, Mr. Stauur and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JAN. 13.

The projected Austrian expedition to the Far East appears to be abandoned, or at all events postponed for this year till a time when the finances of the country are in a more satisfactory condition; for though the Emperor and the Government—more especially the Minister for Commerce, Admiral Baron von Wullerstorf, who commanded the Novara expedition—are fully convinced of the important results that must accrue to the commercial interests of the empire from the realisation of the undertaking, it seems they all agree that it will cost too much money in the present low state of the exchequer. This has caused great disappointment, and the Chamber of Commerce at Trieste immediately passed a resolution unanimously to draw up a memorial on the subject showing the urgent necessity of sending out the expedition without loss of time and in anticipation of the opening of the new maritime thoroughfare to the east by the Suez canal. The memorial has been sent to the Minister of Commerce at Vienna, accompanied by a petition from the merchants to reconsider the subject and press its importance on the Council of Ministers.

From the report received by the Academy of Sciences at St. Petersburg, it would appear that the expedition sent to Siberia under the command of Herr Schmidt to search for the frozen mammoth discovered in the ice of the Arctic Sea turns out to be little better than a failure, at least in a scientific point of view. It is true they have found the remains of the animal, but in a very dilapidated condition, and with scarcely any flesh remaining on the bones. The skull was in an injured state, most of the vertebræ and ribs are imperfect, and some missing, as well as one of the hind legs. It affords no solution of the problem as to the habitat of the mammoth, as this specimen might just have well have travelled to the spot where it died from a distance and in any direction, or have been carried there when dead by a current of water or a floe of ice. The former report of Maximow, as communicated by Guljajew, appears therefore to be very incorrect. No new geological facts or specimens have been discovered, and the leader of the expedition feels great disappointment and dejection at his want of success.

At St. Petersburg the new institution of local telegraphs has been opened. There are sixteen stations in the different parts of the city and suburbs, where telegrams are received and forwarded not only to other local districts but through the Central Telegraph Office to all parts of the empire and foreign countries. The price charged for a local telegram not exceeding 20 words is 40 copecks, 60 copecks for 30 words, and so on rising 20 copecks for every additional ten words.

Accounts from Siberia announce a fresh discovery of a bed of rich auriferous sand, this time quite by chance, on the banks of the Debak, the Darassuk, and the Djalmatchin, in the vicinity of Nertchinsk.

According to an announcement published by the Russian Geographical Society, despatches have been received from Captain-Lieutenant Lund, commanding the Russian steam corvette *Warjag*, stating that coals of good quality have been discovered in 63 deg. north latitude—exactly the parallel of St. Petersburg—on the Kamschatka side of Penschinsky Bay, near the mouth of the River Padkatchernaya.

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COMMERCIAL.

COFFEE.—A good deal of business has been done this week, which tended to strengthen the market. Sales 15,000 bags.

SUGAR.—Raw is more in request, and prices are firm. Refined enjoys more attention, but the transactions are very limited in extent, as the market is nearly denuded of ready goods.

RICE.—Consumers have bought pretty freely from the dealers at full prices, and the market is in a very satisfactory condition.

SPICES.—Cassia Lignea continues in favour, and the late advances are fully established. Nothing is now to be had under 12⅞ sch. bco. Pepper is again more inquired for, and 800 bags Batavia were sold at 3¼ sch. bco. Singapore commands 3⅛.

REFINED CAMPHOR is considerably higher, as with the increased demand the stock is very low. It now sells freely at 21 sch. bco.

TERRA JAPONICA.—The stock on hand has been cleared off for some time, and the 400 chests just arrived per *Henriette*, from Singapore, will come to a good market.

SPELTER.—The business was confined to 2,000 centners for spring delivery, at mks. 8½ Sch. Bco. The market closes quiet but very firm.

DISCOUNT.—2½ per cent. The silver bars in the Bank have increased by more than a million mks. bco. since last week.

SHIPPING—ARRIVED.—Jan. 8, at Cuxhaven, Henriette from Singapore (can't come up yet on account of the ice). The Hamburg three-masted schooner Tai-Lee, hence to China, is still detained at Cuxhaven.

HAMBURG, JAN. 23.

Public attention is now almost exclusively absorbed by the preparations for the general election of the members for the first North German Parliament, which is convened to meet at Berlin on the 15th of February, and the elections are appointed to take place on the 12th of that month. The lists of electors—which in this case means every man of the age of twenty-five, for the elective franchise is extended to universal suffrage—have been made up and are exhibited in the several electoral sub-districts, and the people are officially invited to inspect them to see if their names are included and properly spelt. Though we had something of the sort acted here nearly twenty years ago, when Hamburg had to elect members for the revolutionary Parliament that met at Frankfort in 1848, yet it is a novel proceeding for the younger part of the community. To complete the liberality of the arrangements the voting will be secret. In the present infancy of Parliamentary life in Germany candidates are as yet shy of offering themselves prominently to the notice of the electors, and thus it is ordered that each voter on his arrival at the polling office shall be furnished with a blank slip of paper on which he is to write—presupposing that he *can* write—as many names as there are to be members elected, which slip he is to fold up and deposit it in the urn provided for the purpose. As the electoral law ordains there shall be one member for every 100,000 heads in the entire population and one extra if the surplus be more than 50,000 souls, and as the late census gives the total population of Hamburg with its suburbs and rural territory at 282,000, it follows that three members are to be returned for this city. But though, as I said above, candidates do not come forward themselves, committees and associations are formed to promote the election of persons whom they consider eligible for the honour of representing Hamburg at the Central Parliament. It is generally considered that the members should be persons of weight and capacity, able to explain the claims and wishes of this place in connection with the re-construction of the Zollverein, and that the interests of Hamburg's commerce, manufactures and shipping require for their further development and prosperity a position as a free port in the most extended signification—like Trieste and Singapore. Four gentlemen are mentioned as "good and proper persons" to represent this city in Parliament; these are 1. Senator Kirchenpauer, at present deputed by the Senate to take part in the preliminary conferences at Berlin to draw up the draft of the new Federal constitution with Prussia and the other allies; 2. Dr. Soetbeer, the Secretary of the Board of Trade, a gentleman of great practical knowledge and experience, and well known by his numerous publications on Finance, commerce, and statistics; 3. Mr. Adolf Godeffroy, the chairman of the board of directors of the Hamburg-American Steamship Company; and 4, Mr. Edgar Ross, the head of the eminent firm of Messrs. Ross, Vidal and Co., East India merchants. These may be called the candidates of the Exchange, but the artisans and working classes are taking measures to nominate men of their own body; and I must confess that as the suffrage is universal, and they greatly out-number the educated electors, they may become very dangerous competitors if they combine well together and do not lose their strength by splitting their votes on too many candidates. This causes some alarm in the camp of the upper classes of society.

In the adjoining town of Altona, which with its rural population forms an electoral district, a large and influential part of the commercial community has resolved to put in nomination Mr. William Pustau, the China merchant of that place, as he is considered not only a proper person to represent that constituency in Parliament from his extensive knowledge and experience of commercial affairs, but has shown on various occasions considerable tact and judgment in politics. Moreover, there is but little doubt that he would be a *persona grata* at Berlin, as at an early period he showed that he comprehended the mission of Prussia in Schleswig-Holstein by signing the so-called address of the seventeen notabilities of the duchy. What tends to strengthen Mr. Pustau's chance of success at the coming election is that Mr. Th. Reincke, the only other candidate with hopes of being elected, declines the honour of being put in nomination. It is even stated that the latter gentleman recommends his personal and political friends to support Mr. Pustau with their vote and interest, but I cannot vouch for the truth of the statement.

The new Japanese Embassy has arrived at Berlin, last from Paris, *en route* to St. Petersburg, where it appears they have instructions to negotiate a new treaty of commerce and to make some rectification of the frontier between the two countries. By the treaty of January 26, 1855, the Island of Saghalien or Krafto was to remain neutral territory; but as since then by the treaty of Peking in 1860 China has ceded the long strip of land south of the Amoor, with six hundred miles of coast line opposite Saghalien and Yesso, the Russians find it very inconvenient to have a trac of country so near—and in some parts even within sight—not under their absolute control. The principal members of the embassy have called on the Russian Ambassador at Berlin, by whom they were received with marked courtesy and cordiality. They are all dressed in European winter costume, and proceed in a few days to the northern capital by railway.

The weather is very severe. Deep snow covers the ground, and the Elbe is choked up with floating ice which drives up and down with the tide, preventing all navigation. The steamers now only come up as far as Gluckstadt, and goods and passengers are forwarded by railway. Above this city and beyond the tidal influence the Elbe is crossed on sledges. The arrival of the mails is very irregular, and we are often two or three days without letters from England.

COMMERCIAL.

COFFEE. — The market continues very active, considerable purchases having been made both on speculation and for consumption.

SUGAR.—Raw firm, but the business done was only trifling.

RICE.—In prices no alteration. Market firm but quiet.

TERRA JAPONICA.—The parcel mentioned in last report as just arrived has been sold at 15 marks banco. No more in the market.

SPICES.—The last remaining parcel of cassia lignea (about 2,000 chests) has been taken at 12¼ sch. banco, by which the market is denuded of the article till further supplies come to hand. Pepper firm, but with limited sales.

CAMPHOR.—Refined continues in favour, and a further advance is established.

OIL OF STAR ANNISEED.—The last advices from China have caused some speculation here; the prices are higher and holders unwilling to sell.

SPELTER.—No transactions to report, and in consequence of this lull purchases might be made rather lower, say 14½ marks banco, both in loco and for delivery.

DISCOUNT.—Money still very plentiful. The stock of silver bars in the bank has again increased this week by nearly a million, and good bills can be discounted easily at 2½ per cent.

SHIPPING.—A vessel was reported as arrived at Cuxhaven from Batavia; for "Batavia" read "Bahia."

FRANCE.

The *Gazette du Midi* contains the following letter from Toulon:—

"Vice-Admiral Roze, seing that the Korean diplomatists were trying to spin out the negotiations until the river of Kanghoa should be closed by the ice, weighed anchor and brought his squadron into the Chinese ports safely. Several little things had been observed which showed there was no time to lose if a disaster were to be escaped. The flower of the Korean army had come against the French forces, and in an attack upon a fortified pagoda it was perceived that the enemy fought well, and repulsed the assault with so much vigour that the French began to think better of it, or they were obliged to retire with several officers and a considerable number of sailors wounded. Among the former were MM. Chabannes and de Lassale, sub-lieutenants. Cochin China is now plunged into a war which is one of conquest, and the end of which no one can foresee. Colonel Alegron, who left Saigon on the 1st December with 700 European troops and 1,200 Annamite auxiliaries, received orders to act against the insurgent chief Poulo-Cambo to the utmost, in order to dislodge him from the left bank of the Cambogia and drive him into Laos. Two hundred and fifty waggons accompany the expedition, with stores and provisions of all kinds. During the absence of Colonel Alegron the Governor-General has been organising all the military forces of the country with the object of invading the eastern provinces, which are considered as the permanent focus of the insurrection and of the intrigues which are ruining the country. Preparations are in progress, it is said, to send reinforcements to Cochin China as a precautionary measure; the steam frigates *Gomer* and *Eldorado* are mentioned as having to take 100 naval artillerymen and a regiment of infantry from Toulon; and by way of Suez these are to be sent to their destination."

Naval and Military.

On the transfer, in March next, of Singapore and the Straits Settlements from the Indian to the Imperial Government, the troops to be stationed there will consist of head-quarters and one wing of a European regiment, eight companies Ceylon Rifles, (two to be detached to Labuan) and two batteries Royal Artillery. The Ceylon garrison will at the same time be altered to one European regiment, the wing of a second European regiment, head-quarters and six companies Ceylon Rifles, two batteries Royal Artillery, and a company of Gun Lascars. The military command of the Straits is to be attached to that of Ceylon, and the whole will be under Major-General Studholme Hodgson, now Commander of the Forces in Ceylon.

The Barrosa, 20, screw corvette, Capt. Henry Boys, arrived at Spithead on the 9th inst. from service in the China seas, and on anchoring exchanged salutes with the flagship of the Naval Commander-in-Chief and Port-Admiral, the Victory. The Barrosa brought home a number of naval invalids, who were landed by the Port Admiral's steam tender Sprightly, Commander Allen. Orders were received by Capt. Boys soon after arrival to proceed with his ship round to Sheerness, where she will be dismantled and paid out of commission. The Barrosa sailed from Yokohama on the 6th of September, 1866, arrived at Nagasaki on the 10th, sailed on the 11th, and arrived at Hong Kong on the 17th, sailed on the 23rd, and arrived at Singapore on the 3rd of October; sailed on the 6th, and arrived at the Mauritius on the 27th; sailed on the same day, and arrived at the Cape of Good Hope on the 16th of November; sailed on the 17th, and arrived at St. Helena on the 26th; sailed on the 27th, and called in at Ascension on the 3rd of December. She experienced fine weather generally until she arrived off the Western Islands. She then fell in with heavy north-easterly gales, which continued until in the Channel she met with strong south-westerly winds.

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The following is from the *Army and Navy Gazette* :—

It appears that the 59th Regiment, now at the head of the list for foreign service, is to be sent to Ceylon and not to India, for which—from the fact of its being one of the only two battalions similarly placed that did not last return from that country—it was apparently destined. The following are now likely to be the five India reliefs:—2nd battalion 25th, from Ceylon, to be replaced by the 59th; 2nd battalion 60th Rifles, 1st battalion 6th, 92nd, and 85th, from Ireland. The 75th will also, in all probability, leave Ireland for the Mediterranean in the course of the summer. This arrangement is rather hard on the 85th and 92nd, which will have been home only about four years, the former having landed from the Cape in June, 1863, and the latter in the previous month. It has also the effect of pushing regiments that came home in 1864 and 1865, which, according to ordinary rule should not embark till 1869 and 1870, very much on towards a resumption of foreign service. Thus, in 1868, the 31st, which returned from China in November, 1863, and the 1st battalion 13th, 1st battalions 14th, 69th, 74th, 62nd, and 1st battalion 21st Fusiliers will probably have to embark after having been but a few months over four years at home. In act four years and not five will become the rule. If we take into confideration the time that some of the regiments in India will now have pent on foreign service, the theory that each battaionl gets about five syears at home for ten abroad becomes true only in rare and exceptional cases. Thus the 27th, 35th, 46th, 91st, and others, will have been out for fourteen; the 7th, 19th, 79th, and 88th, for fifteen; and the 38th and the 3rd battalions of the 60th and Rifle Brigade probably for sixteen years before they again see England. This is a greater instance of expatriation than even that which the Recruiting Commissioners condemned. It may be said that this cannot be helped, that we have not battalions enough for our wants, and that the authorities can do no more in the matter. We venture to differ from this opinion, and on another occasion we shall probably give our reasons.

The Royal Alfred, 18, armour plated steam-ship, was commissioned at Portsmouth by Captain F. A. Herbert, as flag-ship for Vice-Admiral Sir R. Mundy to relieve the Duncan, flagship of Vice-Admiral Sir James Hope, G.C.B., Commander-in-Chief of Her Majesty's ships in North American and the West Indian waters. The Admiral hoisted his flag (*pro tem.*) on board the Duke of Wellington, Captain Fellowes, under the customary salute from the Victory, Captain the Hon. F. Egerton, flagship of the Commander-in-Chief, Admiral Sir T. C. Pasley, which was duly acknowledged from the Duke of Wellington. The Royal Alfred will have some alterations made in her internal fittings, and a stern gallery affixed, before she will be ready to leave for her station.

The Urgent, troopship, Capt. S. Anderson, went out of Portsmouth harbour for a trial of speed at the measured mile in Stokes Bay, under the charge of the officials of the Steam Reserve and dockyard, but the weather proving unfavourable she returned to the harbour and was swung to ascertain the deviation of her compasses. The machinery was in good order and worked well, and it is supposed the trial will be dispensed with, as she is appointed to leave about the 25th for China, with a number of naval officers and supernumerary seamen.

Vice-Admiral Sir George Rodney Mundy, K.C.B., was gazetted Commander-in-Chief of the North American and West Indian station, vice Admiral Sir James Hope, G.C.B., whose period of service has expired.

An order was received at Chatham garrison directing Lieutenant H. P. Lee, Royal Engineers, to be held in readiness to embark for China. Lieutenant H. R. G. Georges, Lieutenant A. Audry, and Lieutenant W. B. Hurst, Royal Engineers, have been struck off the strength at headquarters, previously to embarking for foreign service. A detachment of the Royal Engineers has been placed under orders to embark for Malta, for service at that station.

The Hong Kong Corps which we have already noticed as about to be formed and composed of natives of China, Ceylon, and Malays, will be officered from Ceylon, and subalterns will rank as lieutenants. The cost of this service will be included in the next estimates.

A large number of hands have been put on the flagship of Vice-Admiral Sir Henry Keppel, K.C.B., the Rodney, now fitting for China. Additional cabin and office accommodation for a flag officer's retinue is being fitted on board, and various improvements in her internal fitments are being carried out. The Rodney is complete in her fitments aloft, and there is comparatively little remaining to be done inboard before she is out of hand. As soon as she has been put out of the basin, and is ready to receive her guns on board, her armament will be forwarded to her from the War Department stores, Chatham. Captain Hensage has been appointed flag captain.

The supernumeraries per troopship Urgent, noticed in our last, consist of the following:—15 lieutenants, 1 master, 4 second masters, 6 assistant surgeons, 28 engineers, 10 warrant officers, 500 men, and 1 captain's cook. The vessel is to leave this day for Hong Kong.

Capt. the Duke of Edinburgh, K.G., arrived on the 23rd, at Moorshead's Royal Hotel, Devonport, and visited Port Admiral Sir William F. Martin, K.C.B., at Mount Wise, and then went to the office of Admiral Superintendent the Hon. James R. Drummond, C.B., in Devonport dockyard, after which his Royal Highness hoisted his flag on board the screw steam frigate Galatea, 26, which is to have a complement of 515 officers and men. The First Lieutenant of the Duke's previous ship, the Racoon, Hugh Campbell, is appointed Commander of the Galatea, and several other officers belonging to the corvette will also join the frigate. A detachment of the Royal Marines Light Infantry, consisting of one sergeant, one corporal, one drummer, and 51 privates, of the Chatham division of Royal Marines Light Infantry, under the command of Capt. R. F. Tayler, will leave head-quarters, and proceed to Devonport, for service on board the Galatea.

The Colonelcy of the 64th Regiment is vacant by the death on the 19th inst. of General Sir James Freeth, K.C.B., K.H., at the age of 81.

The navy estimates, as was generally expected, will largely exceed those of last year. The project for the augmentation of the navy involves the building of no fewer than 49 men-of-war, of rates varying from the first-class ironclad to the comparatively tiny gunboat. It appears that Great Britain has a relative superiority in third-class men-of-war, but more of the smaller kind of vessels are still wanted. The Admiralty plan is for constructing seven second-class ships, and ample provision is made for smaller ships. It is stated that the English navy at this moment is only slightly superior to the French navy, and absolutely inferior to the combined navy of almost any two naval Powers.

The Coquette, 4, screw gun vessel, Commander the Hon. G. R. Roe, was paid out of commission at Portsmouth, under the superintendence of Capt. F. Egerton, C.B., A.D.C. to the Queen, of Her Majesty's ship Victory, after dismantling, on return to England from foreign service. Joseph Eades, chief boatswain's mate, was awarded the silver medal given by the Admiralty for long service and good conduct. Only one officer and nineteen men have returned to England in the Coquette out of her original crew. She was commissioned at Portsmouth in April, 1862, by Commander Alexander, who retained the command of her until promoted to the Euryalus in August, 1863, when he was relieved by Commander Roe, who has paid her out of commission. The Coquette took an active part in the actions of Kagosima and Simonosaki. Since the conclusion of the war she has been chiefly stationed in the Straits of Malacca.

THE P. AND O. COMPANY.

(To the Editor of *The London and China Telegraph.*)

SIR,—After the recent boasting on the part of the Peninsular and Oriental Company of the marvellous services which they render to the Government and public, would you kindly lend a little of your valuable space to acquaint your readers with the other side of the question?

By one of the company's telegrams which appeared in the morning journals of 17th inst., those interested in the arrival of the mails were informed that the next mail due from Calcutta and China had arrived at Suez on the 13th inst. (four days early); but by to-day's papers we learn that the journey was not resumed from Alexandria till the 21st, so that the chance of answering letters by the outward mail of 26th is frustrated. Merchants are kept two days beyond the extreme contract time allowed for the voyage for their advices and remittances, while the unfortunate passengers suffer eight days' delay in Egypt, which to all is a great inconvenience, and to some a very serious consideration in the exorbitant hotel expenses thus inflicted upon them.

Of course as the time approaches when the present contract with the Government will expire the company will take good care to perform its duties more satisfactorily, but in the meantime, with such successful competition as they are now meeting with in the French mail service, I should have thought the P. and O. directors would have found it to their interest o be more accommodating to their mercantile customers.

Two steamers in reserve at Alexandria (or even only one for the Marseilles quick route) would prevent a recurrence of the present evil, and enable the company to give the public the benefit of an early arrival at Suez, when their steamers do manage to exceed the speed stipulated for in their mail contract, and then the directors could proceed more leisurely to replace their unsuitable and worn-out ships on the more distant stations.—I am, Sir, your obedient servant, MERCATOR.

London, Jan. 24, 1867.

[The company have been repeatedly urged to have a steamer at Alexandria, ready to bring on the mails, but they have frankly stated that they cannot afford it.—ED.]

WRECK OF THE "TAYMOUTH CASTLE", FOR SINGAPORE.—Telegrams were received in this town (says the *Liverpool Journal of Commerce*), announcing the loss of the *Taymouth Castle*, belonging to Messrs. Skinner and Co., of Glasgow, together with her commander and crew. The *Taymouth Castle* was a composite vessel built by Messrs. McConnell, of Greenock, in 1865. Her register was 627 tons, and she was a very fine ship. At the time of her loss she was under the command of Captain Miller, and was manned by a crew of nineteen men. She sailed from the Clyde on the 5th of January, and appears to have experienced the full force of the recent hurricane in the Channel, and to have ultimately become a total wreck at Torr Point, on the coast of Antrim. Heavy insurances were effected in London, Liverpool, and Glasgow, and the underwriters have sustained a very heavy loss. The cargo of the *Taymouth Castle* consisted of—beer, value £451 cotton thread, £674; earthenware, £511; galvanised sheet iron, £220; 647,202 yards plain cotton, £11,499; whiting, £5; yellow metal sheathing, £1,006; cotton and wool (manufactured), £45; saddlery, £110; 72,040 yards coloured cloths, £14,151; 165,185 lbs. cotton yarn, £17,225; 5,240 yards plain linen, £164: cambric, £180; rice bowls, £234; damask, £30; bar iron, £480; nailrod iron, £740; hoop iron, £105; umbrellas, £25; stationery, £81; linen collars, £20; woollen cloth, £156; twine, £80; nails, £61; and copper, £856. The ship was valued at about £12,000, and her fittings and stores were also worth a considerable amount. The loss at present stands between £60,000 and £70,000, which may be reduced by salvage.

NEW GUNBOATS FOR CHINA.—Mr. Ladd, master shipwright at Woolwich, has received instructions from the Board of Admiralty to make preparations for laying down the keel of one of the new class twin-screw gunboats, six or eight of which are to be built in the various dockyards, to be placed at the disposal of the Admiral on the China station These vessels, which are to be of what is termed composite construction' will have iron frames with an outward coating of two thicknesses of teak planking, and are to be of 463 tons burden, and to have 150-horse power engines each, with twin screws. The one ordered to be built at Woolwich will be named the Dwarf, and is to be completed with the utmost possible despatch, on the slip from which the 6-gun screw corvette, armour-plated, Pallas was launched in 1865.

THE Archbishop of Canterbury has fixed Saturday, the 2nd of February for the consecration of the Rev. C. R. Alford, M.A., of Trinity College, Cambridge, to the bishopric of Victoria, Hong Kong.

THE approaching annexation to France (says the *Havre Journal*) is announced of three new provinces in Cochin China, with the tacit consent of the Emperor, Tu-Duc, who would be delighted to get rid of them, as they are in a state of chronic rebellion.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

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The London & China Telegraph.

LONDON, SATURDAY, JANUARY 26, 1867.

THE HONG KONG MINT.

AN echo from afar reaches us to the cry now so frequently resounding in our own streets—"We've got no work to do-o-o!" The officials of the Hong Kong Mint seem to be in the same predicament as the distressed agriculturists here, though from a different cause. They are not exactly "frozen out," but nevertheless their occupation is gone; they have used up all the bullion sent in for coinage or recoinage, and, like Oliver, are "asking for more," but don't seem to get it. "The sentry "walks his lonely round" guarding vaults tenanted only by rats, and innocent of filthy lucre either in the raw material stage of sycee or in finished coin; and the Master and his deputies daily go through the form of supervising work that consists in diligently doing nothing—or at best in keeping the Mint machinery clean and ready for use against a contingent influx of the coveted metal. In sober truth, this is a lamentable state of things, and is likely if of long continuance to be fraught with very serious consequences. In the first place it must have a disheartening and even demoralising effect on the *personnel* of the establishment. Of all places in the world there are few worse than Hong Kong for any one whose energies are not braced up by the wholesome stimulant of a regular and necessary occupation; an idle, purposeless life in such a climate is as detrimental to the physical as it is to the moral welfare, and is too often the finger-post that points the road to the so-called "Happy Valley." But apart from its ill effects on the internal economy of the Mint, this lethargic condition of the establishment threatens to derange the entire financial condition of the colony. As a separate department, expected not only to defray its own expenses but to contribute a handsome annual surplus to the revenue, it has proved, so far, an entire failure; and as a consequence has rendered necessary the imposition of a tax which, although undoubtedly justifiable, is nevertheless obnoxious to a large section of the population. To the discontent arising from this cause may, we presume, be attributed the ominous rumours already in circulation as to the probable abandonment of the whole scheme.

Is there no remedy for this? As we have already pointed out, the case looks much worse than it really is, owing to the cost of the building, plant, and machinery, amounting to nearly $400,000, having been paid in so short a time out of the annual revenue of the colony, instead of being spread over a term of years by means of a loan; and the establishment—undoubtedly a good one of its kind—having been so paid for, surely a hasty abandonment of it without a patient trial would be a false step, and one which we trust the good sense of the colonists will not allow, even should its maintenance continue, for the present, to entail a small loss to the revenue. A large loss we do not believe possible, for we have the best grounds for stating that, so long as even a single press is kept steadily at work on 10-cent and 20-cent pieces it will be sufficient to defray all expenses; and whatever difficulty and delay there may be in getting the dollar into circulation, the utility and popularity of this smaller coinage are beyond doubt or dispute. Singapore, too, is eagerly demanding a local small coinage, which could easily be supplied by the Hong Kong Mint, to the advantage of both sides; and before long we may reasonably expect exchange to take a different course, resulting in a renewal of the export of bullion to the East, and this must also throw work into the Mint. With these prospects we must decline even now to consider the failure of the Mint as irretrievable, and counsel the Governor to take no hasty step, but wait patiently for better times. In this we are supported by the opinion of persons largely interested in the trade.

KOREA.

EVIDENCE in support of the accounts published by us relative to the proceedings of Admiral Roze in Korea arrives bit by bit from French sources. One of the officers of the expedition wrote to the *Vigie de Cherbourg* on the 18th November in the following terms:—"We are leaving Korea for Japan. We depart this very day. The expedition now finished has cost us dearly enough. On the 26th of October we had three men killed and five wounded. On the 9th of November, in another affair, we had thirty-eight wounded, most of them seriously, including five officers. The Admiral showed great hardihood in throwing himself with a handful of men into a country with twelve millions of inhabitants; but he wisely retired when he knew more of his position. Besides, he had completely fulfilled the object in view. We have destroyed a large fortified place, razed one of the King palaces, and burnt an immense quantity of arms, ammunition, and stores of all kinds. This is a blow from which the Korean Government will not recover in a moment. Do not suppose from the number of our wounded that we were beaten; on the contrary, during a month we had nothing but success. In no case did the natives assume the offensive; they remained behind their walls, and it was only when we went forward to dislodge them that we suffered our losses. You understand that no valour can make up for numbers when the disproportion is too great. It would have been foolhardy to have remained there longer with the small force we possessed, but this affair will remain one of the most interesting acts of war, and will reflect great honour on the Admiral and all concerned in it. We are going to Yokohama, where we shall probably remain until the end of the campaign. We all desire this, for it is the most agreeable manner of finishing what we have to do." We confess we do not understand the last sentence, unless it means that the officers of the expedition have had quite as much as they desire of the Koreans. The correspondent of the *Vigie* naturally enough does not call the retreat a defeat; but we cannot overlook the fact, admitted by the French authorities themselves, that the Koreans managed so well that Admiral Roze found it necessary to leave before receiving the satisfaction he had demanded. We feel assured that the Koreans will construe this into a brilliant victory, and we feel also that it would have been better, as matters have turned out, for European prestige if Admiral Roze had done either less or more. The only thing he has acccomplished, as it seems to us, is having learned a little more about the Koreans than we Europeans knew before; but in doing this he has helped them to a false estimate of their comparative power, and it will require a considerable effort to show them their error. The *Moniteur* speaks of the affair as glorious, but there is no echo; the most devoted journals are silent, while others cry out in doleful terms—"Another distant expedition!"

THE SHANGHAI MIXED COURT.

WE have watched with considerable interest the formation and progress of the Court whose title heads this article, but we have hitherto abstained from commenting on its functions, preferring rather to ascertain its working before bringing it prominently under the notice of our readers. To many of the latter the very name of the "Mixed Court" is probably still unfamiliar, and we may therefore be excused for briefly stating that in the conjoined English and American settlements at Shanghai a tribunal has recently been established, before which all police cases occurring in the foreign quarter wherein natives appear as prisoners and all civil cases brought by foreigners against Chinese or against unrepresented Europeans are tried and adjudicated upon. In order the better to estimate the benefit of this measure we must advert to the course of judicial procedure in civil and criminal cases wherein Chinese were the defendants or accused parties previous to the opening of the Mixed Court. The treaty provides that a British subject having reason to complain of a Chinese must proceed to the consulate and state his grievance. Failing an amicable settlement, the Chinese authorities are to be requested to investigate the case in conjunction with the Consul, and thus an equitable decision is to be arrived at. But

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in practice this was found to work badly, for as no penalty could be inflicted upon natives save by their own officials, bribery was invariably set to work, while whenever manifestly partial verdicts were not given, the course of justice was so sedulously encumbered with forms, appeals, counter-appeals, and all the machinery of law courts that the foreign plaintiff generally lost patience and never obtained satisfaction. Thus it was in civil suits. In criminal cases the same thing occurred. A prisoner was brought before the Vice-Consul and by him was transmitted to the chief magistrate with a request that, as his guilt was fully proved, he should receive so many weeks' imprisonment or so many blows of the bamboo. Friends were, however, frequently forthcoming whose united representations backed by something more tangible sufficed to obtain an acquittal, and the butler who had robbed his master or the compradore who had cheated him was in the majority of cases to be seen clothed sumptuously and promenading the bund some hours after he had been carried forcibly into the city as a convicted felon. Of course pressure was occasionally brought to bear upon the local Mandarins, and in isolated instances even wealthy criminals obtained their deserts; but the rule remained as we have stated it, justice being in China, as our readers are perhaps aware, an article which bears a readily ascertainable market value.

It was, we believe, with Mr. SEWARD, the active and energetic United States Consul-General, that the idea of a mixed commission for the trial of cases wherein foreign interests were involved first originated. The suggestion was at once adopted by the Hon. Sir FREDERICK BRUCE and the Hon. ANSON BURLINGAME, then Ministers at Peking for England and the United States respectively. Mr. SEWARD visited Peking for the purpose of bringing the subject more fully under the cognisance of the foreign representatives, and returned with draft rules and regulations for the guidance of the new Court. Sir HARRY PARKES was at the time English Consul at Shanghai, and the scheme met with his hearty co-operation. Thus backed by foreign influence the assent of the Chinese officials was readily obtained, and the Court was fairly called into existence. A *wei yuan* named CHEN was appointed by the Taotai to act as Chinese judge, and Mr. ALABASTER, interpreter to the English Consulate, and Mr. JAMIESON, interpreter to the American Consulate-General, were called to sit as assessors or co-judges, their duties being nominally confined to watching the progress of such cases as involved foreign interests. Messrs. ALABASTER and JAMIESON had obtained a certain local reputation for their acquaintance with the Chinese language and customs, and hence the foreign element in the Court was almost exclusively represented by them. Provision had been made for the presence of a member of the Municipal Council or of an officer deputed by that body at all sittings of the Court, but this privilege was we believe rarely if ever claimed. The Council probably considered that the Mixed Court should have been placed more directly under its surveillance, and as the consular element largely preponderated, it held aloof from the proceedings. The plan, however, worked remarkably well, criminals being no longer sent into the city with the chance of escaping the consequences of their faults, but being, where the nature of the offence admitted, compelled to work on the roads, break stones and assist in the carrying out of the necessary public works within the settlement.

As may easily be conceived the functions of the assessors were not confined to the merely passive duties first assigned to them. They were compelled by force of circumstances to join in consultation with the native magistrate, and thus, to the advantage of all parties, and certainly to the advancement of justice, they shared in every decision promulgated by the Court. After a short time the jurisdiction which had for a few months extended to criminal charges only was enlarged to embrace civil cases, and an elaborate code of regulations was drawn up and published in English and Chinese. We have been favoured with a copy of this code, which comprises fifteen rules, but may be summarised as follows. The constitution of the Court is detailed and provision made for a record in English and Chinese of its proceedings. Its criminal jurisdiction extends to natives and unrepresented foreigners charged with the commission within the foreign quarter of such an offence as would be adequately punished by (in the case of Chinese) imprisonment with or without hard labour for one hundred days or less, one hundred blows with the light bamboo, or a fine not exceeding one hundred dollars, and by (in the case of foreigners) imprisonment with or without hard labour for sixty days or less, or a fine not exceeding two hundred dollars. Charges of greater magnitude are to be submitted to the Taotai, who will, as the case may demand, request the assistance of foreign consular officers. Civil suits brought by foreigners against Chinese or against non-treaty Europeans are in like manner to be decided subject to appeal to the Taotai whenever the sum in dispute exceeds one hundred dollars. From the Taotai's Court an appeal lies to the Board of Foreign Affairs at Peking whenever the consular assessors disagree with the chief magistrate's finding, all proceedings being in the meanwhile stayed. The decisions of the Court in civil cases may be enforced by warrant of distress, or imprisonment issued by the Taotai with the consent of the foreign Consul interested, and executed by the Municipal Council. So far it will be seen that the organisation of the Court is all that could be desired. Complaints are still, however, made regarding the immunity of prisoners sentenced to terms of imprisonment or to castigation, for as yet such offenders are handed over to the native officials, who are ever ready to sacrifice the ends of justice for a slight pecuniary consideration. An attempt should therefore be made to obtain a gaol within which all the sentences of the Court should be carried out, thus destroying the only remaining element of uncertainty in the administration of the law such as it exists.

We have thus given a succinct account of the rise and progress of the Mixed Court. Its usefulness may best be estimated from the subjoined figures. During the year 1865 the number of prisoners brought before it amounted to 2,931, whereof 1,970 were convicted. Of these latter 416 were warned and dismissed, 635 were flogged, 143 cangued, 311 fined, 458 imprisoned, and seven deported. The offences ranged through every degree of crime, from murder and piracy to trivial breaches of municipal rules. But the most satisfactory proof of the usefulness of the court lies in the statement made by the Watch Committee of the Shanghai Municipal Council for 1865 and 1866, to the effect that crime has materially decreased, and burglary with violence is now almost unknown. The certainty of punishment has thus had a most beneficial effect in the suppression of crime, whether of a serious character or such as proceeds rather from the strangeness of the foreign municipal regulations to which native residents find themselves compelled to conform. We would suggest that, in conjunction with the present duties of the Court, the settlement of those questions which frequently arise between the customs and individuals should be submitted to the same mixed commission. At present claims made by foreigners against the customs are either settled summarily in a manner invariably unsatisfactory to the claimant, or are forwarded to Peking there to await decision at the end of a variable period depending on the amount of work or recreation which the authorities there have to get through. Similarly claims against individuals could with greater advantage be settled upon the spot without the alternative of appeal except where very large sums are involved. It has frequently happened that serious loss has accrued to foreign merchants in consequence of an embargo laid upon steamers pending the decision of the Peking Board, and it would thus prove of benefit to all were the settlement of such questions left (except in rare instances) to a local tribunal.

THE NEW GOVERNOR OF THE STRAITS.

The departure of Colonel Harry St. George Ord, C.B., the newly-appointed Governor of the Straits Settlements, for the seat of his future jurisdiction is fixed, as we have already announced, for the 10th proximo. In pursuance of our usual custom of giving the antecedents of any official nominated to a post of such importance as this, we have obtained some information from Bermuda, the colony lately under Colonel Ord's government, regarding the relations which subsisted between himself and the colonists. The evidence before us seems to show that his rule there, though firm, was distinguished by wisdom and ability, and that his removal has been a source of sincere and unaffected regret to all classes. Colonel Ord's career has hitherto been confined almost exclusively to the West Indies and the coast of Africa, a field in which there is much hard work to be done, and comparatively little credit to be gained. His employment by Her Majesty's Government on special missions to the Courts of Paris and the Hague to assist our Ministers at those Courts in carrying out negotiations respecting the French and Dutch possessions in Africa may, however, be taken as some guarantee of his administrative abilities, and the following passages from a numerously signed farewell address, presented to Colonel Ord, on the eve of his

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departure, testify to the hearty good feeling which existed towards him in Bermuda :—

"Bermuda has found in you a governor of singular energy and ability, and of most unusual freedom from the fetters of form and prejudice; and under your administration these islands have undoubtedly worn an unusual aspect of activity and progress. How much the colony owes to your Excellency's indomitable enterprise, readiness of resource, and clear-sighted judgment is perhaps not yet generally known; but we feel convinced that however fortunate we may be in our future governors, your Excellency's administration will form a marked era in our history, which, the better it is understood, will be the more appreciated as one productive of lasting advantages to Bermuda, and reflecting the highest credit on your Excellency."

Another address, presented by the Mayor and Corporation of St. George, contains this flattering paragraph: "Accessible, frank, courteous, and patient of hearing to every one who sought an interview, your Excellency has succeeded in establishing among us the character of a true friend to all, and while we think that the same noble qualities which have won the respect and esteem of this colony will be eminently appreciated in your new government, we cannot but regret that they are thus early lost to ourselves. In short, as long as talent, decision and forethought, a manly frankness which invites confidence, and a cheerfulness which no opposition can impair, continue to be qualities which secure admiration, so long will your Excellency's administration be remembered among us as a bright era in the history of the colony." Each address concludes with a warm tribute of respect to Mrs. Ord.

The same sentiments are freely expressed in the public journals, as the following extract from a leading article in the *Bermuda Chronicle* of Nov. 21, 1866, will show :—"Considering that Governor Ord's administration has lasted considerably under six years, and that upwards of twelve months of that time were spent by him away from the colony, principally in the execution of an important mission entrusted to his talents and energy on the coast of Africa, it is matter of interesting inquiry how uring so comparatively brief and interrupted an administration he has succeeded in securing so large an amount of the respect and esteem—not to use even a warmer word—of the inhabitants of these islands? We believe the secret will be found in the following circumstances. Governor Ord was, and is, essentially a man of progress. Possessed of no ordinary amount of talent and forethought; energetic, active, fearless, and self-reliant, he was not long in mastering, not only the broad features but the miniature details of our *regime* here, and to such a mind, grasping the facts of the case was the same as at once devising in conception and carrying out in action plans for amelioration. For the rest, but one feeling prevails everywhere—a feeling of honest deeply felt regret at our loss, coupled with the heartiest wishes for the success of his future. No Governor the colony has ever had will be more missed than Colonel Ord. We may be permitted to add a few words for his estimable lady. Administering the hospitalities of Government House with a kindly grace which left nothing to be desired Mrs. Ord distinguished herself rather by the silent unobserved exercise of those highest of all qualities, active charity and benevolence among the sick and needy."

Admiral Keppel will most probably leave for China by the mail of 20 26th February. He will in this case possibly meet Admiral King at Singapore, and there assume command of the station. No gunboat has yet been despatched for Hong Kong to be attached especially to the colony, several causes—the chief among them being the present unsettled state of the Hong Kong finances—having prevented the immediate carrying out of the plan arranged by Sir Richard MacDonnell before his departure We are glad to observe however that a number of twin-screw gunboats of 150-horse power are ordered to be built immediately to strengthen the China squadron, and these from their improved construction will doubtless prove more efficient than the old class of gunboats in suppressing piracy. Indeed, it is high time that these old vessels were disposed of; they have all done good service, and are now entirely worn out and inefficient. They should be sold on the spot for whatever they will fetch, and not sent home to rot in the dockyards here. Let the new Admiral have a good fleet at his command, and he will do his work well.

We understand that the appointments for the Straits Government under the Colonial-office are being filled up rapidly. In our next issue we expect to give the whole of the heads of the departments. In the meantime we may mention that Major Anson, formerly at Mauritius, has been appointed Lieut.-Governor at Penang. Colonel Ord, who proceeds by the next mail to Singapore, has been working hard at the various points requiring immediate attention, and we understand that he at once advised what we have long advocated, viz., a dollar and 1 cent. currency. This will of course involve a new set of dies for local stamps and postage stamps, which will be prepared. There is one small anomaly connected with postage, which we trust will not be perpetuated by the new Government, and that is, that a letter of over 1oz. to Singapore is charged 5s. 4d., while to Hong Kong it is only 4s. This has probably escaped attention, but is an anomaly which should not longer exist.

DEPARTURE OF THE FIRST STEAMER FROM SAN FRANCISCO TO CHINA.—The steamer *Colorado* left San Francisco on the 1st January for Yokohama and Hong Kong direct. She took 45 cabin passengers, 200 Chinese steerage, about 300 tons general cargo, including 1,300 barrels flour, and Treasure value $580,000. The piers were crowded with spectators to witness her departure and wish her *bon voyage*. Thus the long-heralded line has actually commenced, and we wish it all success.

BREACH OF CONTRACT CASE.—JON.— v. JUSTESThis was an action for breach of a contract for the sale of hemp. The contract was for Manila hemp, to be shipped at Singapore at £38 10s. per ton. The cargo was wrecked, and the hemp got wetted with sea water, and had to be dried, and in the result was mixed with sand and much damaged. The case was tried at Liverpool before Mr. Justice Blackburn, who laid the law down thus :—He said there was an implied warranty that the hemp was merchantable, and he explained this to mean hemp such as fair and honest merchants would expect on a contract for Manila hemp—that is, hemp such as they would expect to receive as Manila hemp. The jury found for the plaintiff—damages, £766. Mr. Brett now moved, on the part or the defendant, to set aside this verdict on the ground of misdirection, insisting that the only warranty was that the hemp was Manila hemp. Instead of which the learned judge had given as the test what fair and honest merchants would expect to receive as Manila hemp. The only warranty was that the article delivered was that described. Mere damage done to it could not be recovered against the seller as a breach of warranty. The Lord Chief Justice observed that the argument of the learned counsel went to this extent, that on a contract for wheat it would be enough to deliver any kind of grain which could be called wheat. He thought there was an implied contract in such cases that the articles should be in a reasonably merchantable condition. Mr. Justice Mellor said he presumed the seller would contend that having contracted to pay the price for fair and merchantable hemp, he had a right to have merchantable hemp. It had certainly been held, in a case where the contract was for "spent madder," that there was no implied warranty that it should be fit for any particular purpose, as, for instance, for dyeing. But he was not aware that the authorities went further than that in favour of the seller. Mr. Justice Lush inquired if the learned counsel could cite any authority in favour of his view. No such authority being cited, the Lord Chief Justice said as the point was important, it was fit that it should be argued and determined, and therefore the learned counsel might take a rule *nisi*.

DEATH OF THE REV. DR. MACDONNELL —We regret to announce the death of the Rev. Richard MacDonnell, D.D., Provost of Trinity College, Dublin, and father of Sir Richard Graves MacDonnell, Governor of Hong Kong. He had for some time suffered from a slight paralytic attack, but bronchitis was the immediate cause of his death, which took place on the 24th inst. at the age of 80. Dr. MacDonnell was originally a member of the Irish bar, and was elected fellow of the college in 1808, being then only in his twenty-first year. After a collegiate career of forty-three years, during which, as a teacher, he displayed great ability, he was appointed provost by the Government of Earl Russell in 1857. He was a Whig in politics and a supporter of the national system of education in Ireland.

THE JAPANESE IN PARIS.—The Japanese Embassy now staying at the Grand Hotel, Paris, occupy a suite of elegant rooms, for which they pay 350fr. a day. The arms they wear consist of long daggers and short sabres, richly ornamented, and are beautifully finished and formidable weapons. The chief of the Embassy dresses in European costume, with trousers and black frock coat. His name is Ko-tole, and he bears the title of Yamato-no-Kami. He is Minister of Foreign Affairs at Japan, grand officer of the Shiogoon, and governor of a province as large as the whole of France. Before returning to Paris he will pay a visit to St. Petersburg, and afterwards to America. The Japanese Ambassadors appear to be much pleased with the cookery of the Grand Hotel. They take five meals a day, and appear to have an excellent appetite. Of wines they seem to prefer Madeira and champagne, but they have a strong predilection for beer, and are sufficiently good judges of malt and hops to give the preference to the English beverage.

Monetary and Commercial.

The Comptoir d'Escompte announces that the subscription to the 80,000 new shares for doubling the capital will commence on the 16th January and be continued to the 4th February. Shareholders only are allowed to subscribe.

At a meeting of the general board of directors of the Thames and Mersey Marine Insurance Company (Limited), held in London, it was resolved to recommend a payment of 4s. per share (the same as paid to 30th June last); being 2s. per share dividend, or at the rate of 10 per cent. per annum, and 2s. per share bonus, making in all 20 per cent. per annum on the paid up capital of the company for the year 1866.

The telegrams from Hong Kong of Dec. 15 were only received on the 13th inst. (Sunday), and on the 14th the news soon spread over the city. Considerable satisfaction—rejoicing we may say—was experienced in the "Jerusalem," at Lloyds' and other places, that the house of Dent and Co. would be able to sustain the shock caused by their bills being refused by Messrs. Dent, Palmer and Co. on the 6th Nov. It is stated that the firm received assistance from Messrs. Jardine, Matheson and Co. The telegram of Messrs. Dent and Co. simply states that the bills would be provided for, and business was proceeding as usual. We have already noticed that Messrs. Dent, Palmer and Co. have accepted a considerable amount of bills which have been drawn subsequently, and it is to be presumed that Messrs. Dent and Co. will put them in funds to pay those dishonoured—amounting to about £60,000 —at the due date, which will be next May and June, the bills

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being at six months' sight. Of course the bills which have been returned to China will be paid at once. We are extremely happy to find that the view we took of the matter in November has been realised, and that the long-standing and popular firm of Dent and Co. has not succumbed. We trust that with prudent management it will soon resume its *prestige* and profitable trading. It will be no easy task for Mr. John Dent and his partners to accomplish, but what would be impossible to other firms is not so to them, inasmuch as creditors will be willing to grant them such extension of time as may be necessary. We subjoin the comments of the press on the matter.

The Times :—

"Telegrams from China to-day, *via* Galle, dated Hong Kong, the 15th of December, announce that Messrs. Dent and Co. have been enabled to provide for their draughts which were refused acceptance by their London correspondents at the beginning of November last, through the assistance of Messrs. Jardine, Matheson, and Co., and others—a result which will greatly tend to restore confidence in this branch of commerce. It is added that the business of the house is going on as usual. The market items by the present opportunity are to the effect that silk was rather lower, with a small business, and that in tea also the transactions were limited and the shipments on a reduced scale."

Daily News :—

"Telegrams received to-day from China, dated the 15th ultimo, make no reference to the prevalence of a mercantile panic, as was rumoured in London a few days ago, but contain the satisfactory information that Messrs. Dent and Co. were prepared to take up the bills, amounting to about £30,000, which were refused acceptance in November last by their London agents, Messrs. Dent, Palmer, and Co."

Morning Post :—

"A telegram from China, dated Dec. 15, states that Messrs. Dent and Co., having received assistance from Messrs. Jardine, Matheson, and Co., have been enabled to resume business."

Standard and *Herald* :—

"A telegram has been received stating that provision had been made for those bills of Messrs. Dent and Co. which were refused acceptance in November last by Messrs. Dent, Palmer, and Co., of London. The parties who are understood to have interfered in their behalf were Messrs. Jardine, Matheson, and Co. The firm of Messrs. Dent, and Co., in China, will, therefore, not suspend payment. The rumour recently current in London that a panic prevailed at Shanghai does not receive any confirmation in the telegrams of to-day, as they in no way refer to such a disaster, and consequently it is not believed to be correct."

Daily Telegraph :—

"It is very satisfactory to be able to announce that a telegram was received this morning from Hong Kong, dated December 15, to the effect that the bills of Messrs. Dent and Co., of China, refused some time since by Messrs. Dent, Palmer, and Co., of London, their agents, will be fully provided for. It is therefore presumed that the anticipated suspension of the firm will be avoided."

The Shanghai Exchange quotation noticed in our last as telegraphed at 5s. 10¼d. it appears was an error on the part of the Telegraph Company in transmission. The words despatched were, Exchange, Seventy-five and a-quarter; but the telegram was delivered Seventy and a-quarter. This is trifling compared to the gibberish which is sometimes delivered. Most of the messages on the fire at Yokohama have been unintelligible.

Amongst the shares connected with the Far East we notice a considerable rise in P. and O. Company's, which stood at about £6 premium a month since, and are now at £18 to £20. The dealers on the Stock Exchange have decidedly been caught in their "bearing operations" in this company, for there is nothing new in its affairs to cause this rise. Considering the deficiency in their freight receipts on bullion and silk, there is room for depreciation. The receipt of the news in reference to Messrs. Dent and Co. has not caused any marked improvement in the India and China Bank shares. There has been a demand for Hong Kong gas shares at £1 discount, in consequence of the affairs of the company having improved so far as to enable the directors to declare a dividend shortly.

The arrangement by which Mr. Ilbery was to have filled the post of manager of the Agra Bank in the absence of Mr. Balfour has not been carried out.

On account of the receipt of a telegram from Bombay, announcing the shipment of further remittances, the official liquidator of the Commercial Bank Corporation of India and the East will at once apply to the Court of Chancery for permission to increase the proposed first dividend from 6s. 8d. to 10s., as originally intended. The scheme for resuscitation is in hand.

Creditors of the Asiatic Banking Corporation are required to send the particulars of their claims to Mr. William Turquand and Mr. F. W. Lawrence, the official liquidators, by the 17th July next, the 1st August having been appointed by Vice-Chancellor Stuart for adjudicating upon them.

The large decline in the Comptoir d'Escompte is owing to the fact that the holders of the shares, which are now made the subject of time bargains, have exercised the right of subscribing for the new shares. The quotation of shares for cash, those that is who still possess this right, was f.832.50.

The efforts made by Messrs. Small and Co. to make a private compromise with their creditors have not resulted favourably, and a deed to wind up under inspection has been signed and registered in the Court. We understand that the assets will scarcely yield 5s. The operations of this firm have of late been chiefly with Messrs. Balfour and Co., Calcutta, who have succumbed to the late financial pressure and the absence of facilities granted by the Agra Bank before its failure. The partners in Messrs. Small and Co. are Patrick F. Robertson, M.P. for Hastings, and J. R. Robertson; the former is a director of the Oriental Bank, the Ceylon Company, Bank of Egypt, &c., which it will be necessary now to resign. In the old times he was the chief partner in Turner and Co., China, and old residents will remember that a considerable business was once transacted between Turner and Co. and Small and Co. Of late years however the transactions of the firm, which has stood for years, have been confined to Singapore and Calcutta. The manner in which the difficulties have been brought about, and the very meagre assets, are spoken of very disparagingly in the City, and the Chartered Mercantile Bank have felt it their duty to resist the private winding up. As we have before pointed out, it is injurious to trade generally that banks should support tottering firms when the difficulties have become chronic, and the Mercantile Bank have acted we believe with the best intentions for the general welfare. It appears that the firm should have long since suspended, and the means they have used to keep afloat are said to be by no means creditable. The liabilities are fortunately not large, being under £100,000.

The firm of How Brothers, chiefly in the China trade in connection with Messrs. Johnson and Co., have also failed in making a private compromise, and a winding-up deed has been executed. We understand that the assets are estimated at 15s., and that the losses of the firm have been produced chiefly by losses through other parties and not by any indiscretion or over-trading. A good deal of sympathy has been expressed for the stoppage of the firm, and it is probable that they will resume business. It is presumed that the stoppage of Messrs. Johnson and Co. will have already been decided on in China.

Messrs. Goddard, Finch, and Co., shippers to China, &c., have also effected a deed to wind up under inspection, but we understand permission is accorded to continue business.

In reference to the failure of Messrs. La Roche, Nainby, and Co., engaged in the Straits trade, noticed in a previous issue, an application has been made to the court to confirm a resolution of creditors representing £54,000 out of £62,500—to accept a composition of 1s. in the pound. The court refused the same in consequence of the opposition of some creditors represented by Mr. Bagley.

According to last advices from India and China the proposed change from six months' sight to four months' sight was gradually gaining favour, and we believe that already some firms have anticipated the time originally proposed for giving effect to the alteration, as bills have been received by last mail at four months' sight, instead of the usual usance of six months' sight.

The directors of the Merchant Shipping Company, Limited, (late Somes) have issued a circular to the shareholders informing them of the progress of the company since the meeting in July last. They state that the dockyard property and fleet of ships are now wholly unencumbered, and that all are actively employed. It is proposed to declare an interim dividend of 10s. per share.

The arguments in the matter of Overend, Gurney, and Co. were finished on the 22nd. Vice-Chancellor Malins said the case was a most important one, and it had been very ably and elaborately argued by the counsel on both sides. He added that he would give it his best consideration, and hoped to be able to deliver judgment by the end of this term, or at all events on the first day of the sittings after term. Judgment may accordingly be expected at the latest in the early part of February.

A meeting of the shareholders of the London Joint-Stock Bank has been held. The net profit of the half-year has reached £183,055, including £26,571 brought forward. A dividend at the rate of 12½ per cent. per annum, and a bonus of 18s. 9d. per share, were declared, being together £1 17s. 6d. per share, or at the rate of 25 per cent. per annum for the half-year. The sum of £8,055 has been carried to the guarantee

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fund, which now amounts to £332,846, and the balance—£40,000—placed to a special reserve, in connection with accounts not yet closed, resulting from the recent crisis.

The report of the London and Provincial Marine Insurance Company has been published in anticipation of the general meeting to be held on the 31st. It states that, notwithstanding the unusual number of heavy losses to underwriters last year, the company, after having paid all claims, losses, and expenses, carries over a balance of £51,999 14s. 5d.; making, in addition to the capital and reserve, a total of £179,004 0s. 6d. Under these circumstance the directors recommend payment of interest for the half-year at the rate of 10 per cent. per annum. The balance-sheet for the 1866 shows that the net premiums of insurance have amounted to £234,662 18s. 5d. the claims paid to £149,875 1s. 11d., and that the reserve fund is now £25,000.

The half-yearly meeting of the proprietors of the Consolidated Bank was held at the London Tavern, Mr. J. A. Turner in the chair. The report and proceedings showed that the directors had succeeded in fairly resuscitating the bank, and from the accounts it appeared that to the 31st December there was a net profit of £32,116 0s. 9d., of which £6,550 was carried to the reserve fund, £16,458 for payment of the dividend of 5 per cent. per annum for the half-year, leaving £9,107 to be carried forward.

At the meeting of the National Discount Company (Limited) the directors' report showing an available balance of £77,772 and recommending a dividend at the rate of 20 per cent. per annum for the half-year, was adopted. The chairman, Mr. F. W. Russell, M.P., in referring to the satisfactory progress of the company, mentioned that the recent average amount of loss has not exceeded 4¾d. per £100. The company have no securities which are not convertible, and there is no lock up of capital except that on bills of joint-stock companies, which will shortly be met, and the interest of which will come into the profits of another year.

The report of the Ocean Marine Insurance Company, to be presented on the 31st inst., shows an available total of £67,630, and recommends a distribution of £1 5s. per share, and the appropriation of £10,000 to reserve, which will thus be increased to £50,000, leaving £7,630 to be carried forward.

The report of the Bank of Egypt, to be presented on the 5th of February, shows an available total of £47,142, including a previous balance of £9,372, and recommends a distribution for the half-year in the shape of dividend and bonus at the rate of 18 per cent. per annum, which will absorb £22,500. The sum of £18,477 is to be carried to reserve, which will thus be raised to £45,000, and £6,165 will remain to be carried forward. The paid-up capital of the bank is £250,000.

The report of the International Financial Society (Limited) states that the accounts show that the profit of £30,693 brought forward from the last account has been absorbed, and a loss of £23,934 incurred, which has been written off against the reserve fund, reducing the amount of that fund to £4,846 11s. The directors express regret that, under these circumstances, it is impossible for them to recommend the payment of any dividend and they add their belief that the shareholders will concur in the policy of thus dealing at once with the losses which have arisen from the events of the past year. As they mention that all the society's securities have been valued at the lowest market prices on the 31st December last, it is to be inferred that the paid-up capital of £750,000 may be regarded as intact. On this head the auditors, Messrs. Harding and Galsworthy, append the following note:—

"We have examined the above accounts, with the books, vouchers, and securities, and have found the same correct; but it must not be assumed that all the amounts represented by securities and investments could at once be realised. The assets immediately available are, however, far more than sufficient to satisfy the debts of the society, and we have o doubt that the estimated values of the whole will be ultimately produced."

At the meeting of the East and West India Dock Company a dividend of 3 per cent. and a bonus of 1 were declared for the half-year, and resolutions authorising the raising of £384,000 by the creation of new stock were adopted.

The directors of the London and St. Katherine Docks Company will recommend to their proprietors at the approaching general meeting the payment of a dividend on the company's ordinary stock of £1 10s. per cent. for the half-year, free of income-tax—making, with the dividend declared in July last, 3½ per cent. for the year—and carrying a surplus of £12,649 to the rest account.

At a meeting of several large shareholders of the Bank of London, holding upwards of 10,000 shares, at the London Tavern resolutions were unanimously passed to commence an independent investigation of the affairs of the bank by Mr. David Chadwick, of the firm of Messrs. Chadwick, Adamson, M'Kenna, and Co., with the view of resuscitating the bank. A committee of shareholders was appointed to confer with the official liquidator of the bank, and it is understood that Mr. Chadwick will proceed with his investigation as early as practicable, and report to the shareholders at a general meeting to be called for the purpose.

The first instalment of about 230 tons pipes for the supply of water to the town of Penang has been shipped off in the *Zambeze* by Messrs. John Buttery and Co., of Glasgow.

The amount of bullion by the P. and O. Co.'s steamer *Pera*, from Southampton on the 20th inst., was, in gold, to Malta, £105; in silver, to Bombay, £750; to Calcutta, £5,000; total, in gold, £105; in silver, £5,750.

MANCHESTER MARKETS.

The market is exceedingly quiet and prices are in most cases again weaker with more desire to press for orders. Grey Shirtings 7 lb., 10s. 9d. to 11s.; 8¼ lbs., 13s. 3d. to 13s. Cotton Yarn: Nos. 16-24 at 1s. 6d. to 1s. 7d. Maddapollams, 4s. 9d.: Long Cloths, 13s.; T-Cloths, 8s. 8d.; White Spot Shirtings, 14s. 6d.; Brocade do., 14s. 6d.

SAM MENDEL'S EXPORT TABLES.

Mr. Sam Mendel has issued his monthly tables, giving the quantities of Cotton goods exported from London, Liverpool, Southampton, and the Clyde to the ports and countries of the Far East in the month ended 16th January, 1867, compared with the exports during the corresponding months of the two preceding years:—

To HONG KONG AND WHAMPOA.—For month ended 16th January, 1867 the export of Plain Cottons was 3,415,395 yards; for 1866, 2,779,696; and for 1865, 704,564. Of Coloured Cottons the export for 1867 was 135,020 yards; for 1866, 146,401; for 1865, 88,936. Of Printed Cottons the export was, for 1867, 121,510 yards; for 1866, 44,700. No return for 1865. Of Cotton Yarn the export for 1867 was 146,030 lbs.; for 1866, 93,200; and for 1865, 136,400.

To SHANGHAI.—The export of Plain Cottons was, for January, 1867, 7,155,735; for 1866, 4,637,723; for 1865, 6,702,253 yards. Of Coloured Cottons, for 1867, 2,135,369; for 1866, 278,308; for 1865, 166,140 yards. Of Printed Cottons, for 1867, 479,205; for 1866, 164,400; for 1865, 249,528 yards. Of Cotton Yarn, for 1867, 73,152; for 1866, 5,000; for 1865, 23,000 lbs.

To JAPAN.—The export of Plain Cottons for January, 1867, was 677,830; for 1866, 1,778,875; for 1865, 48,125 yards. Of Coloured Cottons for 1867, 178,400; for 1866, 385,730; for 1865, 11,000 yards. Of Printed Cottons, for 1867, 93,600; for 1866, 293,282; for 1865, 83,460 yards. Of Cotton Yarn for 1867, 158,020; for 1866, 316,732 lbs. No return for 1865.

To SINGAPORE AND PENANG.—The export of Plain Cottons for month ended Jan. 16 was, for 1867, 3,453,650; for 1866, 2,848,971; for 1865, 254,600 yards. Of Coloured Cottons for 1867, 713,508; for 1866, 1,227,079; for 1865, 40,500 yards. Of Printed Cottons, for 1867, 327,677; for 1866, 181,790 yards. No return for 1865. Of Cotton Yarn, for 1867, 88,500; for 1866, 174,400; for 1865, 44,000 lbs. The returns for 1865 and 1866 do not include Penang.

To BATAVIA.—The export of Plain Cottons for the month ended 16th January was, for 1867, 2,972,886; for 1866, 1,912,534; for 1865, 388,160 yards. Of Coloured Cottons for 1867, 1,735,489; for 1866, 1,555,428; for 1865, 417,330 yards. Of Printed Cottons, for 1867, 1,591,587; for 1866, 467,230; for 1865, 647,644 yards. Of Cotton Yarn, for 1867, 58,540; for 1866, 23,850; for 1865, 54,400 lbs.

To MANILA.—The export of Plain Cottons for the month ended 16th January was, for 1867, 45,671; for 1866, 475,660; for 1865, 1,280,330 yards. Of Coloured and Printed Cottons the returns for 1867 are not given. Of Cotton Yarn, for 1867, 16,089; for 1866, 4,800; for 1865, 6,000 lbs.

To CEYLON.—The export of Plain Cottons for the month ended 16th January was, for 1867, 3,676,448; for 1866, 1,461,152; for 1865, 335,237 yards. Of Coloured Cottons, for 1867, 348,080; for 1866, 182,081; for 1865, 136,640 yards. Of Printed Cottons, for 1867, 630,320; for 1866, 404,535; for 1865, 174,607 yards. Of Cotton Yarn, for 1867, 11,500; for 1866, 28,179; for 1865, 24,292 lbs.

We have also been favoured with comprehensive tables, likewise by Mr. Sam Mendel, detailing the quantity of Plain Cottons and Cotton Yarn exported from London, Liverpool, Southampton, and the Clyde to Japan for four years viz., from 1863 to 1866 inclusive, and to the other ports in the Far East for ten years, viz., from 1857 to 1866 inclusive:—

To HONG KONG.—The export of Plain Cottons was, for 1866, 41,394,471; for 1865, 36,907,736; for 1864, 21,067,009; for 1863, 12,677,234; for 1862, 20,934,593; for 1861, 66,060,981; for 1860, 70,723,201; for 1859, 54,113,697; for 1858, 31,162,395; for 1857, 15,675,301 yards. The monthly averages were, for 1866, 3,449,539; for 1865, 3,075,645; for 1864, 1,755,584; for 1863, 1,056,436; for 1862, 1,744,549; for 1861, 5,505,082; for 1860, 5,893,600; for 1859, 4,509,467; for 1858, 2,596,866; for 1857, 1,306,275. Of Cotton Yarns the quantity exported was, for 1866, 4,630,230; for 1865, 1,140,830; for 1864, 1,601,810; for 1863, 2,640,531; for 1862, 3,230,622; for 1861, 6,649,110; for 1860, 7,536,612; for 1859, 9,565,261; for 1858, 5,156,900, for 1857, 3,270,696 lbs. The monthly averages were in 1866, 385,852; in 1865, 95,069; in 1864, 133,484; in 1863, 220,044; in 1862, 269,219; in 1861, 554,093; in 1860, 628,051; in 1859, 797,105; in 1858, 429,742; in 1857, 272,558 lbs.

To SHANGHAI.—Of Plain Cottons, the export was, for 1866, 124,551,768; for 1865, 79,422,708; for 1864, 37,133,127; for 1863,

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23 719.097; for 1862. 44,742.801; for 1861, 158.006,183; for 1860, 107.970.231; for 1859, 108,536,115; for 1858. 80,580.161; for 1857, 89.658.245 yards. The monthly averages were, in 1866, 10,379,314; in 1865, 6 618 559; in 1864. 3.094,844; in 1863, 1.976,591; in 1862, 3,728.567; in 1861, 13.167,182; in 1860, 8.997,519; in 1859, 9.044,676; in 1858, 6.715,013; in 1857. 7,471,520 yards. Of Cotton Yarns, the export was, for 1866, 126.200; for 1865, 81,000; for 1864, 158,249; for 1863. 758; for 1862, 11,500; for 1861, 4,240; for 1860, 18,000; for 1859, 55,100; for 1858, 274,000 lbs. The monthly averages were, in 1866, 10,517; in 1865, 6 750; in 1864, 13.187; in 1863, 63; in 1862, 958; in 1861, 353; in 1860, 1,500; in 1859, 4,592; in 1858, 22,867 lbs.

TO JAPAN.—The export of Plain Cottons was, for 1866, 21,866 868; for 1865, 17,891,196; for 1864, 2,728,102; for 1863, 15,600 yards. The monthly averages were, in 1866, 1,822,239; in 1865, 1,490,933; in 1864, 227,342; in 1863, 1,300 yards. Of Cotton Yarns the export was, for 1866, 1,141,928; for 1865, 816.432; for 1864, 50.650 lbs. The monthly averages were, in 1866, 95,161; in 1865, 68,036; in 1864, 4,221 lbs. As stated above, the returns are given only for four years.

TO SINGAPORE. — The export of Plain Cottons was for 1866, 48,422.146; for 1865, 32,310,731; for 1864, 19,610.141; for 1863, 21,403,410; for 1862, 21,621,000; for 1861, 32,452.178; for 1860, 66.313.624; for 1859, 42,473,207; for 1858, 31,129.982; for 1857, 24.191.225 yards. The monthly averages were, in 1866, 4.035,179; in 1865, 2.695,061; in 1864, 1.634,178; in 1863, 1.783,617; in 1862, 1.801.001; in 1861, 2.704,348; in 1860, 5,526,135; in 1859, 3.539,434; in 1858, 2,594,165; in 1857, 2.015,935 yards. Of Cotton Yarns, the export was for 1866, 1,808,877; for 1865, 1,132,785; for 1864, 1,281,492; for 1863, 1,877,210; for 1862, 1,265,828; for 1861, 1,568,717; for 1860, 3,392,327; for 1859, 4,029,645; for 1858. 2,097,970; for 1857, 1,964,295 lbs. The monthly averages were, in 1866, 150,740; in 1865, 94,399; in 1864. 106,791; in 1863, 156.434; in 1862, 105,486; in 1861, 130,726; in 1860, 282,694; in 1859, 335,804; in 1858, 174,831; in 1857, 163,691 lbs.

TO MANILA.—The export of Plain Cottons was, for 1866, 12,113,822; for 1865, 13.326,775; for 1864, 8,245,292; for 1863, 6 454,608; for 1862, 5.898,273; for 1861, 16.682,192; for 1860, 17.898,903; for 1859, 18,480,501; for 1858, 11,461.107; for 1857, 9,391.646 yards. The monthly averages were, in 1866. 1 009,485; in 1865, 1,110,565; in 1864, 687,108; in 1863, 537,884; in 1862, 491.523; in 1861, 1,390,183; in 1860, 1,484,075; in 1859, 1,530,042; in 1858, 955,092; in 1857, 782,637 yards. Of Cotton Yarns, the export was, for 1866, 89,248; for 1865, 104,502; for 1864, 122,980; for 1863, 32,250; for 1862, 64,600; for 1861, 133,940; for 1860, 152,897; for 1859, 331,740; for 1858, 500; for 1857, 60,330 lbs. The monthly averages were, in 1866, 7,437; in 1865, 8,708; in 1864, 10,248; in 1863, 2,688; in 1862, 5,383; in 1861, 11,162; in 1860, 12,741; in 1859, 27 645; in 1858, 42; in 1857, 5,027 lbs.

TO CEYLON.—The export of Plain Cottons was, for 1866, 20,278,509; for 1865, 13,690,888; for 1864, 7,587,435; for 1863, 15.776,243; for 1862, 14,443,815; for 1861, 15,080,099; for 1860, 17.885,326; for 1859, 20.066,411; for 1858, 16,939,460; for 1857, 13,508,588 yards. The monthly averages were, in 1866, 1,689.876; in 1865, 1,135,907; for 1864, 632.286; for 1863, 1,314,687; for 1862, 1.203,651; for 1861, 1,256,675; for 1860, 1,490,444; for 1859. 1,672,201; for 1858, 1,411.622; for 1857, 1,125,716 yards. Of Cotton Yarns the export was, for 1866, 796,243; for 1865, 314,977; for 1864, 207,931; for 1863, 678,649; for 1862, 452,684; for 1861, 250,702; for 1860, 512,919; for 1859, 492,450; for 1858, 576 296; for 1857, 365,560 lbs. The monthly averages were, in 1866, 66,354; in 1865, 26,248; in in 1864, 17,328; in 1863, 56.554; in 1862, 37,724; in 1861, 20 892; in 1860, 42,743; in 1859, 41,038; in 1858, 48,025; in 1857, 30,463 lbs.

ARTICLES OF IMPORT.

TEA.—During the past fortnight there has been more activity in our market than for some time past, the demand for home consumption continuing good, whilst importers have firmly supported prices. The result shows a further improvement in common to medium kinds of Congou of ½d. to 1d. per lb, also of 1d. per lb. on fine to finest. Congous: Siftings remain much as before, at from 7d. to 9d. per lb., according to quality. The broken-leaf kinds have been in demand at full prices. Those free from dust are saleable at 11d. to 11½d. per lb. Good common is quoted 11½d. to 1s. per lb. Fair flavory kinds of old import show a rise of fully ½d. per lb. Fair to good Kaisows have been saleable at an advance of ½d. to 1d. per lb. Fine to finest also show a similar advance, with a fair demand. Pak Lings remain as before. Common to fair black-leaf Congous are better, very few of the former being now to be bought under 1s. per lb. Fair to good qualities of recent import have sold from 1s. 3d. to 1s. 8d. per lb., establishing an advance of ½d. to 1d. per lb. Fine are steady at the late advance, whilst a few finest have been sold up to 2s. 2d. per lb. In new-make Cantons a fair business has been done at from 1s. 3d. to 1s. 4d. per lb. in half-chests, and 1s. 5d. to 1s. 7d. per lb. in boxes, being fully former prices. In Oolongs sales have been made to a fair extent at from 1s. 5d. to 2s. 3d. for fair to fine kinds. Fine Souchongs remain firm, the quantity offering being small. Fair to good show no material change. In Flowery Pekoes there is nothing new. Fair Scented Capers continue saleable at from 1s. 3d. to 1s. 4d. per lb.; good to fine are firm at previous prices. Canton-make Orange Pekoes remain dull of sale for common to fair kinds, but fine have been readily saleable at from 1s. 10d. to 1s. 11d. per lb. Foochow kinds have been sold to a fair extent, but prices have given way 1d. per lb. for good quality. Uncoloured Japans remain as last advised.

GREEN TEAS.—There has been a fair business done in these kinds. The arrivals have been freely placed on the market, and sales made to some extent, both in Ping Suey and Moyune kinds; prices have, however, rather given way, but not much considering the large quantity offering. Commoner kinds remain difficult of sale, and some at public auction, without reserve, sold at very low prices. Canton Gunpowders remain as before.

The *Produce Markets Review* has the following on our notice of the Tea Trade:—

Notwithstanding the excess of importation into this country the *London and China Telegraph* comments on the rising demands of the Chinese, and proposes an abstinence from competition on the part of the foreign merchants that would amount to a combination such as would be impracticable; but were it possible, it is but fair from what we know of the ingenuity and the resources of the Chinese to believe them to be quite capable of adopting a similar expedient, and fixing a minimum price, below which no tea should be sold to the foreigners. But, even as matters now stand, we cannot see that fair competition need be confused with antagonism further than the usual opposition of interests between buyer and seller must of necessity create, although it is necessary in reference to the future to distinguish between the operations of speculators and the legitimate rise in prices consequent upon improved quality, scarcity of labour, or any other real cause. The *London and China Telegraph* justly considers the operations in China last season as speculative, but we are at issue with the writer, if he lay the onus of speculation upon the Chinaman. The rashness of the English merchants has surely led to the losses that have occurred; and no one can blame the Chinese for obtaining the highest possible prices for their tea. It is almost impossible that such fluctuation and uncertainties will exist in future years in any trade increasing so largely as the tea trade, or could be found amongst nations amenable to the ordinary influences of modern civilisation; but between any European nation and the Chinese, complications in a trade still in its infancy must necessarily arise. Our imperfect acquaintance with their peculiar train of ideas, and their entire ignorance of trade in foreign countries make progress slower than it would be in a less exclusive nation. It is not only that we are separated by language, by laws, and by morals, we are separated really by centuries, and one of the greatest difficulties that the mind has to encounter is to estimate fairly the aims and tendencies of an age far behind in point of time, and one with which we may be supposed to have nothing in common. In fact, the more enlarged ideas of English merchants meet with little response in China, and the exchange of goods, although conducted with great shrewdness on the part of the Chinese, is as between civilised man and the barbarian. It may be to the present interest of the more cultivated intelligence, and to the pecuniary gain of the individual, but for the creation of commerce a greater equality in knowledge of the world and of mankind, it cannot be doubted, would produce more rapid results. Many years hence, with increased knowledge and experience on either side, our commercial relations with China may be as fairly adjusted as between any other nations—unless, indeed, in the meantime, our sources of supply should be transferred from China to the tributary provinces of India and Ceylon."

SILK AND COTTON.—See "Latest."

COFFEE.—The market for colonial descriptions has exhibited great activity, and the business done both at auction and by private contract has been of large extent. Prices remain for the most part the same as those current at our last report. The sales of Plantation Ceylon during the week have amounted to 288 casks, 27 barrels, 283 bags at auction and about 50 casks, 150 bags, by private contract. Garblings and triage realised 21s. to 66s.; fine ordinary grey and brownish 69s. to 72s.; fine fine ordinary and low middling coloury 77s. to 79s.; middling and good middling, 80s. to 84s. 6d.; fine bold, 89s.; and peaberry 83s. to 89s. 6d. per cwt. The offers of native Ceylon were 22 casks, 1086 bags, which sold as follows:—Bold, 70s. 6d. to 72s.; good ordinary, 64s to 66s.; fine ordinary, 67s. to 68s. per cwt. Fair business has been done privately at about the same rates. The stock of Ceylon coffee in the United Kingdom on the 12th January was 7.120 tons; of other East India, 2,390 tons.

COIR YARN.—A considerable supply has been brought forward at auction, which met with a steady demand, but at prices £3 to £5 per ton below those obtainable at the close of last year. Of Ceylon 50 tons sold—fine at £43, good middling at £36 5s., medium at £32 to £33 15s., and very common to common £26 10s. to £28 10s. per ton.

COIR FIBRE.—Slightly advanced and 1 ton Ceylon realised £31.

DRUGS.—Anniseeds: 1 case China Star was bought in at £6. Cantharides: 1 case China was bought in at 7s. per lb. About 50 cases China sold at £7 2s. 6d. to £7 3s. 9d. We are still without offers of Japan. Dragon's-blood: 3 cases good middling lump realised £8 10s. to £8 15s. Galls: At the earlier sales of the week 140 cases China sold at 62s. 6d. to 63s., and about the same quantity Japan at 58s. 6d. to 59s. 6d. Later there were offers of 216 boxes China of which 40 boxes good quality sold at 63s. to 63s. 6d., and one box fair at 63s., the remainder being bought in at 64s. to 65s. per cwt. Rhubarb: Of 125 boxes China offered 80 sold:—low middling as 3s. 6d.; middling 4s. 9d. to 5s.; fair small 5s. 5d. to 6s.

GUMS.—Benjamin: At auction 45 cases Sumatra were offered, of which 5 cases middling seconds sold at £10 10s. to £10 12s. 6d., and the remainder was bought in at £12 to £15 per cwt. No Siam offered. Copal; Of Manila 102 cases good bold hard were bought in at 45s. and 50 cases common soft yellow were withdrawn. Damar: 10 cases fair Batavia were bought in at 77s. 6d.

INDIA RUBBER.—In public sale 20 baskets good Penang realised 1s. 6d., and 20 bags low Singapore 1s. 1d. to 1s. 3d. per lb.

JAPAN WAX.—There was an absence of inquiry at the sales and 168 boxes saucers were bought in at 74s., and 24 boxes lump at 80s. per cwt.

MANILA HEMP.—The demand has become larger, and prices have advanced. The sales by private contract on the spot have been about 2,500 bales at £46 10s. to £49, and about the same quantity for arrival (Nov. shipment) at £43 to £46. In public sale 1,678 bales in the catalogue were all held for higher prices, the sound portion being eventually bought in at £50 per ton. At the close of the market £47 was offered for a parcel of November shipment.

OILS.—Cocoa-nut oil is dull and difficult of sale. Ceylon is quoted £51.

PEPPER.—Black: The demand has increased, and the small quantity offered at auction sold readily as follows:—1,960 bags Singapore, good, 3½d. to 3¾d.; fair, 3¼d.; a few lots, 3¼d.; 1,065 bags Penang, 3d. By private contract about 500 bags have been taken on previous terms. White: The market continues extremely dull, and we are still without offers of Penang. Small business has been done in Singapore at 5¼d. per lb.

RICE.—Holders persistently refuse lower rates, and buyers decline operating at the ruling quotations, consequently the business done has been

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limited. Of 7,113 bags good Rangoon the sound portion (1,606 bags) was all bought in at 12s. 3d., the remainder, slightly damaged, selling at 11s. 9d. The bulk of 19,507 bags Necrassie was also bought in, only 1,100 bags first-class damaged being placed at 11s. 3d. Later, 1,500 bags sound, but broken or peeled, found buyers at 10s. 6d., and 839 bags low heated at the same price. The private transactions during the week have been unimportant.

SAGO FLOUR.—Of 2785 bags good Borneo offered 200 bags sold at 16s. 3d., and the remainder was bought in at 16s. 6d. to 17s.

SUGAR.—The advanced prices are firmly maintained, with a tendency towards further rise at the close of the market, owing to increased activity in the demand. Messrs. Carey and Browne's Circular contains the following:—"The rapid assimilation of the stock which has occurred induced an increase of speculative purchases; the trade at first appeared reluctant to follow the course of the market, but subsequently the value in the outports, and the firmness here, had an influence, and refiners became strong buyers. Low qualities have been of ready sale at the improvement. At auction the sales have been 4,000 bags Penang at 29s. 6d. to 34s. 6d., and 7851 bags unclayed Manila at 26s., repacked 25s. 9d., washed 25s. 6d. The transactions by private contract amount to 32,000 bags clayed Manila at 29s. 9d. to 31s., and 9,000 bags unclayed at 25s. 9d. to 26s. 3d. per cwt. The stock in the United Kingdom on the 12th January was of Penang 1180 tons, of Manila 32,000 tons, and of Java 18 tons.

SPICES.—Cinnamon: At auction 51 bales Ceylon, crop 1866, realised, first quality, 1s. 11d.; seconds, 1s. 8d. to 1s. 9d. thirds, 1s. 4d.; fourths, 1s. 2d. Of Java 8 bales sold at 10d. Cloves: Four cases Penang sold at 1s. 0½d. to 1s. 0½d. Mace: Ten cases ordinary dark wormy Singapore sold at 1s. 2d. to 1s. 5d. per lb. Nutmegs: Of Penang 50 cases at auction sold firmly as follows:—Good middling, 77 to the lb., at 2s. 3d.; 66 to lb. at 4s. 1d.; 81 to lb. at 1s. 10d. to 1s. 11d.; 87, 86 to lb. at 1s. 7d. to 1s. 8d.; common small, 103 to lb. at 1s. 3d. to 1s. 4d.; 116 to lb. at 1s. 2d. to 9s. 3d. per lb.

TIN.—Increased activity in this market has occasioned further advance, and small lots of fine Straits now realise £86 10s. cash, but larger parcels may be obtained for £86 per ton. Banca has advanced £2 per ton, and is now quoted at £89. Good business is being done in each description, both on the spot and for arrival.

TERRA JAPONICA.—The demand for Cutch continues active, and 2,000 boxes Pegue of fine quality realised 45s., 200 bags good Singapore 44s., and 890 bags Rangoon 40s. per cwt. Privately about 30 boxes first-class sea-damaged Pegue sold at 46s. cash, and 350 bags mixed Penang at 35s. to 40s. per cwt. The market for Gambier continues extremely dull. At auction, of 400 bales fair a small portion only found buyers at 19s. 6d. to 19s. 9d., and 10 tons broken at 18s. to 18s. 6d. per cwt.

MISCELLANEOUS.—Preserves: Of China, 147 cases; import, 1861 and 1862 were offered at auction and withdrawn. Rattans: Of 7,635 bundles Singapore a few sold at 3s. 7d. per hundred. Soy: Forty cases China were bought in at 3s. Sticklac: Improving; and 100 cases Siam sold at 50s. Turmeric: Of China, 72 bales were withdrawn. Tonquin Beans: Six cases ordinary foxy to fair sold at 11½d. to 1s. 6d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £5 15s. to £6; nail rod, £7 15s. to £8 5s.; hoops, £9 to £9 10s.; sheets, single, £10 to £10 15s.; Staffordshire bars, £8 to £8 10s.; rails, £5 15s. to £6.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £88 to £91 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£90 for block; £91 for common bars. Tin plates, best charcoal I.C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 10s.; shot, patent, £23 10s. to £24; sheet, £21 5s.; spelter, £22 5s. to £22 15s.; zinc, English sheet, £28; quicksilver, £6 17s. 6d.

The following is from the Circular of Messrs. French and Smith:—Since the opening of the year we have had a fair business in metals, with some alteration in price. Iron: Continues dull. In Staffordshire the masters have reduced their quotations £1 per ton, but three-fourths of this reduction had been already discounted. Copper: Is still without animation for all descriptions, although some sales of ore at 15s. 3d. per unit would indicate that the buyers of these parcels have a better opinion of the market than the public generally. In Tin there has been very considerable business. English was again advanced to £91 for bars, and in foreign transactions for large quantities are reported up to £86 10s. for fine Straits, and £88 for Banca. Sellers now ask £87 and £89 respectively for these qualities. Spelter is without alteration in price.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	—
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	£1,975
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	48,628	£392
To Batavia	3,276	—
To Hong Kong	—	—
To Shanghai	—	1,316
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 4	Concepcion	Tuton	Manila	Alicante.
— 8	Viscount Canning	Wright	Moulmain	Waterford.
— 10	Victor	—	Penang	Deal.
— 8	Henriette	Von Harten	Singapore	Cuxhaven.
— 11	William Melhuish	Duncan	Shanghai	Deal.
— 11	Naomi	Sayers	Foo-chow-Foo	Do.
— 11	Island Queen	Dickson	Canton, &c.	Do.
— 11	Dartmouth	Elsden	Shanghai	Do.
— 10	Luneburg	Kopper	Batavia	Off Dungeness.
Dec. 27	Franklin	Bursley	Manila	Boston.
— 27	Ocean Rover	Wilcomb	Batavia	Do.
Jan. 12	Seawfelt*	Thomson	Foo-chow-Foo	Deal.
— 15	Mary Nicholson	Freebody	Canton, &c.	London.
— 11	Assure	Daviaud	Manila	Belle Isle.
— 13	Japan Packet	Der Brink	Batavia	Brouwershaven.
— 13	Henriette	v. Harten	Singapore	Hamburg.
— 12	Anterioo	Abrahamsz	Batavia	Texel.
— 14	Ramsay	White	Padang	Do.
— 21	Ajax (s.s.)	Kidd	Shanghai	London.
— 17	St. Oswin	Atkinson	Sarawak	Off Beachy Head
— 18	Tagal	Gobel	Batavia	Off Dungeness.
— 24	Veronica	Brown	Foo-chow Foo	Liverpool.
— 7	Rangoon	Murray	Sourabaya	New York.
—	Cambrian	—	Akyab	Queenstown.
— 25	Georges	—	Nagasaki	Downs.
— 25	Monarchy	—	Foo-chow-Foo	Cowes.

*Arrived in 98 days.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Lochnagar	Barkfill	Cardiff & Hg. Kong	London.
— 10	Fair Leader	Pierre	Hong Kong	Cardiff.
— 5	Willemina & Clara	Herwerden	Batavia	Texel.
— 11	John R. Worcester	Wawn	Shanghai	Shields.
—	Titania	—	Do.	Clyde.
— 12	Priam	Hendersen	Batavia & Sourabaya	Belfast.*
— 15	Zingra	Pittendrich	Singapore & Penang	London.
— 13	Nellie Hastings	Hall	Japan	Cardiff.
— 16	Challenger	Browne	Shanghai	London.
— 16	Pak Wan	Snell	H. Kong & Canton.	Do.
— 16	Sir William Wallace	Taylor	Cardiff & Shanghai	Do.
— 16	Constance	Schroot	Singapore	Falmouth.
— 18	Stuart Wortley	Showers	Cardiff & Hg. Kong	London.
—	Cornelia Adolphine	—	Batavia	Amsterdam.
— 17	Fortuna	Mory	Hong Kong	Cardiff.
— 19	Trinidad	Larrinaga	Manila	Liverpool.
— 2[illegible]	Falcon	Gunn	Hg. Kong & Canton	London.
— 21	Taiwan (s.s.)	Roper	Hong Kong	Aberdeen.
— 24	Burdwan	Douglas	Do.	London.
— 22	Frank Shaw	—	Shanghai	Shields.
— 22	Coral Nymph	Winchester	Do.	Sunderland.
— 22	Sumatra	Montechiaro	Ceylon	Do.
— 25	Everest	Clarke	Hong Kong	Liverpool.
— 24	Archos	Hopkins	Batavia & S'gapore	Do.
— 24	Condor	Schmitt	Penang	Do.

*After repairing.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Anazi, Philomela. For Nagasaki: Chanticleer. For Shanghai: Vigil, Star of China, Wild Deer, Helen Nicholson. For Hong Kong and Canton: Naomi. For Manila: Ercilla. For Singapore: Benvoirlich. For Penang: Benvenue. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Colombo: Ravensbourne, St. Andrew's Castle, Bolden Lawn.

At LIVERPOOL.—For Yokohama: Barracouta. For Saigon: Nelly. For Singapore: Lanercost. For Manila: Adam y Eva. For Batavia and Sourabaya: Java. For Batavia, Sourabaya, and Hong Kong: Navigator.

At GLASGOW.—For Ceylon and Negapatam: Thomas Mitchell. For Manila and Yloilo: Tio y Sabrina. For Singapore and Penang: Huntly Castle. For Batavia and Sourabaya: Annie Story.

SPOKEN.

TELLUS (ship), of Hamburg, Shields to Galle, Oct. 18, 26 N., 23 W.
GEORGES, of Jersey, Nagasaki to London, Nov. 4, 22 S., 66 E.
JOSEPH WILHELM (Dutch), Bat. to Amsterdam, Nov. 12, 31 S., 32 E.
POLMAISE, Shanghai to London, Nov. 29, off Hangklip.
CATHERINE WILHELMINA (D. sp.), Bat. to Schiedam, Jan. 4, 44 N., 24 W.
NORD, Bergen to Hong Kong, Dec. 3, 12 N., 26 W.
CECROPS, Singapore to Falmouth, 62 days out.
CARIOCA (bq.), Liverpool to Japan, Oct. 10, in Pitt's Passage.
ILLIMANI (bq.), Shanghai to London, Oct. 21, in Allas Straits.
ELIZA RUGAN (ship), New York to Japan, Oct. 10.
PAUL JOHAN (Dut. bq.), Batavia to Schiedam, Nov. 19, 29 S., 41 E.
KELSO (ship), Macao to London, Nov. 27, 34 S., 26 E.
W. H. BIGELOW (Rus. bq.), Shanghai to New York, Dec. 4, 36 S., 18 E.
WHITE SQUALL (American bq.), Singapore to Boston, Dec. 9, 31 S., 9 E.
WYNAUD (bq.), Ceylon to London, Dec. 10, 30 S., 8 E.

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FRANCIS, London to Colombo, Nov. 16, 32 S.. 29 W.
INDIAMAN. Liverpool to Singapore, Nov. 19, 41 S., 23 W.
ROBERT (French bq.), Nieuport to Galle, Nov. 30, 39 S., 18 E.
AKBAR (ship), London to Ceylon, Oct. 25, 25 N., 22 W.
ISODORE, Sunderland to Shanghai, Sept. 30, 21 N., 24 W.
CHAMPION London to Penang, Oct. 28, 18 N., 25 W.
HOLLAND (Dutch bq.). Batavia to Holland, Nov. 3, off Cape Agulhas.
PACKET (Dutch brig), from Batavia, Nov. 26, 3 N., 23 W.
DEVONSHIRE (?). London to Batavia, Nov. 18, 15 S., 28 W.
FROLICH (brig). Hamburg to Singapore, Dec. 13. 3 N., 23 W.
CORNELIS WERNARD EDUARD. Rotterdam to Batavia Nov. 13, 23 S., 32 W.
FLYING SPUR, London to China, Dec. 6, 13 N., 26 W.
MAGELLAN. Liverpool to Shanghai, Nov. 2, 38 S., 10 E.
V. HUMBOLDT (D. s.), Carnarvon Bay to Bat., Aug 9, 11 (?) N., 25 W.
STAATSRAAD v. EWYCK, Batavia to Amsterdam, Nov. 18, 26 S., 57 E.
VICTORIA, Hong Kong to London, 29 S., 45 E.
ZAANSTROOM, Batavia to Amsterdam, Nov. 16, 18 S. 3 W.
LANSDOWNE (ship). Shanghai to London. Nov. 19. 34 S., 28 E.
VICTORIA (bq.), Hong Kong to London, 152 days out, Dec. 18 2 N. 25 W
SUSANNA (Fg. bg.), Bord. to Bat., 19 days out, Nov. 18 (?), 10 N. 26 W.

FREIGHTS AND CHARTERS.

There being still a good demand for tonnage, current rates of freight to the Eastern Ports are well maintained. Coal freights remain unaltered.

Current Rates of Freight for Vessels on the Berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meas.

The current quotations for coal, &c., are as follow:—From Wear or Tyne per keel. For Hong Kong: £45. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia, £35, From Newport, Cardiff or Swansea, per ton. For Hong Kong: £2 2s. 0d. For Singapore, £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

MISCELLANEOUS.

At ST. HELENA.—Dec. 1, Veronica, Brown, 96 days from Foo-chow Foo, for Liverpool; 2, Monarchy, Day, 112 days from Foo-chow-Foo; 3, Indemnity, Jenkins, 76 days from Singapore, for London; Dartmouth, Elsden, 81 days from Shanghai; 4, William Melhuish, Duncan, 110 days from Shanghai, for London; Knight of Snowden, 96 days from Shanghai, for London; Lansdowne, 117 days from Shanghai, and sailed for London; 5, Victoria, 138 days from Hong Kong, for London; 12, Lochleven Castle, 79 days from Singapore, for Liverpool; 15, Northfleet, 79 days from Foo-chow-Foo, for London; 18. Luconia, 89 days from Java, for Schiedam; 20, Nelly, 108 days from Shanghai, for London; Solent. 80 days from Hong Kong, and sailed for London; Marquis of Argyle, 110 days from Shanghai, for London; 21, Concurrent, 62 days from Batavia, for Rotterdam; 27, Jeddo, 56 days from Batavia for Rotterdam; Eliza Hands, 121 days from Yokohama, for New York; India Packet, 54 days from Batavia, for Amsterdam; Louisa, 86 days from Foo-chow-Foo, for London; 5, Ortelius, Groote, from Batavia, and sailed 6 for Amsterdam; 6, Maria Anna, Monnom, from Batavia, and sailed 8 for Rotterdam; 12, Prime, Goujon, from Batavia, and sailed for Belle Isle; 19, Medoc, Roux, from Macao, and sailed 20 for Havana; Dagmar, Westerstrahl, from Samarang, and sailed 20 for Amsterdam; 20, Addison, Sloan, from Sourabaya, and sailed for Amsterdam; 23, Bulgersteyn, Geerling, from Batavia for Rotterdam.

Off ST. HELENA.—Dec. 14, Margaret Camphell, from Japan; 20, William Gillies, from Colombo.

At ASCENSION.—Dec. 26, Tycoon, from Shanghai, and sailed 27th, for New York; 27, Staatsraad v. Ewyck, from Batavia, and sailed for Amsterdam; 24, John Bull, from China, for London.

Off ASCENSION.—Dec. 8, Wm. Rathbone, from Shanghai; 9, Larkins, from Shanghai; 17, Insulinde, from Batavia, for Amsterdam; 20, Vanda, from Japan, for New York; 21, Imperator, Alexander, from Batavia, for Amsterdam; 23, Beautiful Star, from Foo-chow-Foo; 24, General Caulfield, from Shanghai, for London; 25, Oithona, from Shanghai for London.

At SIMON'S BAY.—Dec. 8, Jacobus Martinus, from Batavia, for Schiedam.

At TABLE BAY.—Dec. — Illimani, Diamond, from Shanghai, and sailed 13, for London; 8, Suomi, Nordberg, from Macao, and sailed 13, for Havana; 14, Falcon, Sullivan, from Macao; 17, Brouwershaven, Huizer, from Padang; 4, Phase (s.), Henslin, from Marseilles, and sailed 16, for Japan.

At ALGOA BAY.—Dec. 8, Jane Leech, Bingham, from Manila, for medical aid for master and crew, and sailed, 14, for New York; 3, Taeping, McKinnon, from London for Shanghai, with master sick, and sailed, 4, under the charge of Dowdy, chief officer.

At MAURITIUS.—Dec. 9, Panama, Bally, from Saigon.

At ST. HELENA.—Dec. 1, Veronica, Brown, from Foo-chow-Foo, and sailed for Liverpool; 2, Monarchy, Day, from Foo-chow-Foo; 3, Indemnity, Jenkins, from Singapore.

At TABLE BAY.—Nov. 22, Belle of the South, from Samarang for Amsterdam, short of water.

CASUALTIES.

The Sea Wave, Mc. Vicar, from Glasgow to Batavia, which went ashore Jan. 14, on Chapel Bar, will have to discharge for repairs.

The Jacmel Packet, from Singapore, which put in at Colon, Dec. 14, in distress, will be sent to New York, with her cargo, in charge of another master and crew.

The Wilhelmina Johanna, Albert, from Batavia to Rotterdam, which put into Algoa Bay, Oct. 19, leaky, &c., has been sold, and also her damaged cargo.

The Holland (Dutch barque), Growbeck, from Batavia to Amsterdam, with sugar and coffee, put in at Lisbon Jan. 19th, leaky, with mainmast and rudder broken and loss of sails and boats.

The Jacobus Martinus, from Batavia to Schiedam, which arrived at Simon's Bay, Dec. 8, had mainmast badly sprung, deck strained, and lost sails, having experienced very bad weather off Cape Recife.

The Sir W. F. Williams, Wilson, from China to London, put into Table Bay Dec. 14, with foremast sprung, which was being replaced.

The Rangoon, from Sourabaya to New York, which went ashore at Chincoteaugue Dec. 24, has been got off,

The Raby Castle, Harris, from Penang to London, which put in at Capetown Nov. 27, was forced to anchor within half a mile of the shore; the master afterwards resigned his command, and the vessel was taken on in charge of Philips, late chief officer of the Hydaspes.

The Concurrent, Ouwehand, which arrived at St. Helena Dec. 21 from Batavia, had encountered very heavy weather, during which she strained very much, and made a quantity of water, and lost foreyard, foretopsail, &c.; she was surveyed, and as she was found to be making one inch water per hour when at anchor was being caulked.

The Taymouth Castle, which sailed from Glasgow for Singapore Jan. 5, with a general cargo, was driven ashore Jan. 6 at Torhead, near Baylleastle, and became a total wreck, crew drowned. About 400 bales cotton goods have since been saved.

The Rangoon (ship), from Java to New York, went ashore at Chincoteague Dec. 26; assistance was sent, and hopes were entertained of her being saved.

The Jannetje v. Striemen, from Batavia to Holland, arrived at Mauritius, Nov. 23, very leaky; she had experienced heavy gales from 14th to 18th Nov., during which she lost boats, bulwarks, and sails, and made so much water that the pumps had to be kept constantly going.

The City of London, Watson, from Colombo for London, which vessel put in at Mauritius Nov. 26, leaky, had been obliged to keep her pumps constantly going, having had as much as ten feet water in her hold. The pumps had been choked with coffee, and on her arrival at Mauritius she had still four feet water in the hold.

The Willemina and Clara, Herwerden, which sailed from Texel Jan. 5 for Batavia, was obliged to put back through stress of weather.

A great portion of the cargo discharged from the Sir Lancelot, Robinson, from London to Shanghai, which put into Falmouth Dec. 15, with loss of fore and main masts, &c., is considerably damaged through water having got into the hold.

Advices from Amsterdam dated Jan. 11 state that the Cornelia Adolphina, Roever, from Amsterdam to Batavia, now in the Nieuwe Diep, had struck the ground near Egmond, but that she was presumed to be tight, and would be examined by a diver.

The Jacmel packet, Dawes, from Singapore, arrived at Aspinwall, Dec. 14, in distress having lost mainsail, immediately after her arrival the master sold the cargo but was prevented discharging the same by the United States Consul seizing the vessel. Surveyors report a portion of the cargo somewhat damaged and recommend its being shipping to New York, which will probably be done.

The Sea Wave (barque), M'Vicar, which sailed from Glasgow, Dec. 5, for Batavia, with a general cargo, has gone ashore on Chapel Bar, within Padstow harbour.

The Bolina, from Manila, is reported by telegram as lost in the China Sea, crew arrived at Singapore.

THE CLIPPER "TAEPING."—The Algoa Bay paper has the following:—"A still more extraordinary run than that made home from China has been accomplished by the Taeping, which anchored in Algoa Bay on the 3rd Dec. She left London on 14th October for Shanghai with a general cargo and ten passengers, and in the unprecedentedly brief period of 39 days from that date was off the L'Agullias. This without doubt is the shortest passage accomplished by a sailing vessel on record. When in lon. 45, lat. 37, it was found necessary to turn the vessel from her course and make the nearest port, as the captain, who had for some time been complaining of illness, was then suffering severely from general debility, accompanied by a dyspeptic attack, which necessitated immediate medical advice. This deviation of 1,600 miles from her original course to Algoa Bay occupied ten days, thus making the run from London, with the deviation above mentioned, in the unparalleled period of 49 days." The vessel left for China in command of the chief officer on the 4th Dec. Capt. Mackinnon was sent to the hospital, and was rapidly recovering at the latest date, Dec. 14.

THE STEAMSHIP "FAR EAST."—Letters dated the 27th of December have been received from St. Vincent, Cape Verd. The *Far East* steamship was taking in coals. She had encountered very heavy weather since the pilot left, on the 11th of December. When in the Bay of Biscay it increased to a terrific gale, at W.S.W., obliging the vessel to lay to from the 13th to the 16th of December, the ship behaving remarkably well. She was to leave for Calcutta the following day (Dec 28th). Passengers all well.

NEW CHINA CLIPPER.—We understand that Messrs. Robert Steele and Co. have contracted with Captain Rodger, Glasgow, owner of the Ellen Rodger, Taeping, and other celebrated China clippers, to build another composite clipper ship of about 800 tons for the China trade.

THE AMERICAN CHINA MAIL.—The Pacific Mail Steamship Company have appointed Captain Samuels, formerly of the Fulton, and now of the victorious yacht Henrietta, to a command in their line, and have assigned him one of their new steamships now in process of construction for the China trade. Captain Samuels is well known as a skilful commander, and is believed to have shown special ability in his recent trip.

THE "CHALLENGER."—This vessel has again left for Shanghai, being her sixteenth voyage to China, while she is only fifteen years old. No vessel has ever attained this feat in the China trade. She has been one of the most successful craft afloat for the underwriters from the large and valuable cargoes of silk and tea which she has carried.

THE Ajax steamer put into Algoa Bay from Shanghai Oct. 22, Hong Kong 31st, Singapore Nov. 11. She took on board about 3,000 bales wool. This freight was some compensation for leaving China with only a partial cargo, in order to keep her time of arrival here. She arrived in London on the 21st inst., being ninety-one days from Shanghai, and eighty-two from Hong Kong, including all stoppages.

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PEACOCK AND BUCHAN'S COMPOSITIONS FOR KEEPING OFF BARNACLES, WEEDS, &c.

THIS is now established as the BEST and CHEAPEST known for protecting ships bottoms from galvanic action or fouling. It is used on the ships of the "Peninsular and Oriental," "Royal West India," "Panama and New Zealand," "Pacific Steam," and other Royal Mail Companies; also on foreign ships of war, and in H.M.'s Royal Dockyards. Apply to the Manufacturers direct, SOUTHAMPTON, or to their accredited Agents at all the seaports of the world.

Extract from the "Standard" of October 18th, 1866.

"**COMPOSITION FOR IRON SHIPS' BOTTOMS.**—It appears that the iron turret ship 'Huascar,' on Captain Cowper Coles' plan, and fitted with his patent tripod masts, &c., belonging to the Chilian Government, before leaving England was coated on her bottom with Messrs. PEACOCK and BUCHAN'S last Improved Composition for protecting the plates and rivets, and keeping off shell fish, &c., and which has given such entire satisfaction that they, the said Government, have just ordered *five* tons of the material to be sent out to the Arsenal at Valparaiso for the use of their Iron Fleet in the Pacific. The Spanish Government have also ordered a considerable quantity of this composition for the use of their Iron Fleet."

Extract from the "Greenock Advertiser" of October 11th, 1866.

"**ANTI-FOULING COMPOSITION.**—The ship 'Ceres,' of Greenock, lately reached this port after a two years' voyage, and has been put into Dock to receive a fresh coating of Messrs. PEACOCK and BUCHAN'S (of Southampton) Patent Composition. The vessel was coated with it at London, in 1863, and sailed thence to Melbourne, Calcutta, Bombay, and Greenock, and on her arrival here the copper was quite clean and clear of barnacles, and has thus saved a very heavy per centage of wear and tear. We understand that the local agents, Messrs. Macallister and Fyfe, have received a letter from Captain M'Kenzie, of the "Hooyland," of Glasgow, stating that on his ship's return from a voyage to Surinam the copper, which had also been coated with this Composition, was perfectly clean."

HUBBUCK'S PATENT WHITE ZINC PAINT.

THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painter.

Each Cask of Pure White Zinc is Stamped "HUBBUCK, LONDON PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

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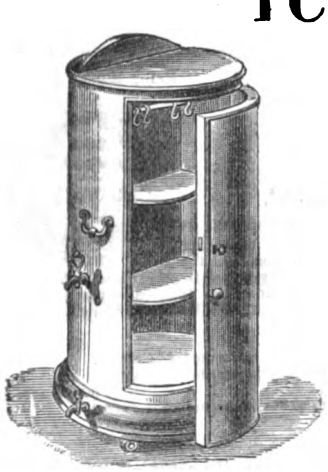

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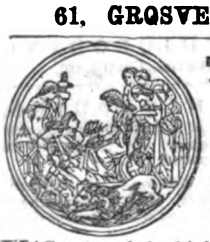

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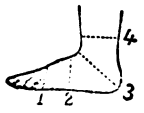
ELASTIC  BOOTS.

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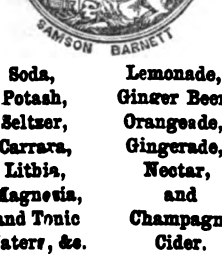

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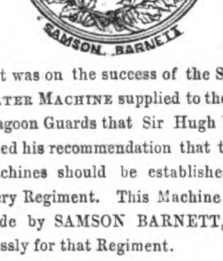

It was on the success of the SODA WATER MACHINE supplied to the 7th Dragoon Guards that Sir Hugh Rose based his recommendation that these Machines should be established in every Regiment. This Machine was made by SAMSON BARNETT, expressly for that Regiment.

Full Directions for preparing ALL the above Drinks are sent with each Machine.

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Above Twenty Years Foreman to Messrs. TYLOR,

FROM 30 years' manual practice in the above branch, and having constructed most of the Machines now at work in various parts of the world, is enabled to offer the most complete and durable machinery and by confining his manufactory to only two branches, namely, SODA WATER MACHINES and DIVING APPARATUS, and his whole attention being given to these branches, it must be obvious that every part has been the subject of his most careful study, so that any derangement of parts can hardly occur. All the Machines made by S. BARNETT are constructed under his own superintendence, and proved to four times the pressure they are ever required to be worked at. S. B., being so well aware of all the requirements of persons using Machinery where MECHANICAL ASSISTANCE CANNOT BE OBTAINED, has paid full attention to this point, as the great number of testimonials in his possession will prove. He has also lately introduced larger condensers, and more powerful frames than those previously in use, while his prices have not been increased.

Single Action continuous, Prize Medal Machines, makes ...	300 dozen per day ...	Price £65 0 0
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" " " ... ... " ...	100 " "	50 0 0
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The Prize Medal Bottling Apparatus	... ...	9 0 0

The Book for 1865, containing 28 leaves of Illustrations descriptive of all the Machines now in use, with ADVICE BEFORE PURCHASING, to be obtained of the Agents of this, Paper, an through them Orders can be sent.

TO IMPORTERS.

The undersigned beg to remind Importers o Weari g Apparel, and Boots and Shoes, of the many advantages which their long experience as Manufacturers and Shippers, their vast resources, and their intimate knowledge of the requirements of Foreign and Colonial Markets enable them to offer.

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Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, EASTCHEAP, E.C Sole Manufacturer.

IMPORTANT ANNOUNCEMENT.

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BEGS to inform the Commercial World Scholastic Institutions, and the Public generally that, by a novel application of his unrivalled Machinery for making Steel Pens, he has introduced a NEW SERIES of his useful productions, which, for EXCELLENCE OF TEMPER, QUALITY OF MATERIAL, and above all, CHEAPNESS IN PRICE, must ensure universal approbation. and defy competition.

Each Pen bears the impress of his name as a guarantee of quality; they are put up in boxes containing one gross each, with label outside, and the fac-simile of his signature.

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Sold Retail by all Stationers and Booksellers. Merchants and Wholesale Dealers can be supplied at the Works, Graham-street, Birmingham; at 91, John-street New York; and 37, Gracechurch-street, London.

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NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS.

The 19th of every Month, at 2 P.M for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to R. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT.

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Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers April 3rd, 1867; to be followed at regular intervals thereafter by the other steamers of the line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool ... ... 5th February.
Leaving San Francisco ... ... 3rd April.
Due at Yokohama ... ... 23rd April.
Due at Hong Kong ... ... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama ... ... First Cabin, £110 10s.
To Hong Kong ... ... ,, £120 10s.
To Shanghai ... ... ,, £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

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CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

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CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

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INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai ...	Vigil ...	AA 1	W.I.D.	With des.
Kanagawa and Yokohama ...	Philomela ...	A1 14 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Wild Deer	A1 14 yr.	E.I.D.	Feb. 1
Shanghai ...	Helen Nicholson	A1 12 yr.	E.I D.	Feb. 20
Hong Kong & Whampoa ..	Naomi ...	A1 10 yr	E.I.D.	With des.
Kanagawa (Yokohama) ...	Anazi ...	A1 14 yr.	E.I.D.	Jan. 25
Singapore ..	Benvoirlich	A1 9 yr.	W.I.D.	With des.
Penang ...	Benvenue .	A1 8 yr.	StK.D	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

STEAM to CHINA.—The undermentioned SCREW STEAMERS are intended to be despatched from LIVERPOOL, at their respective dates, with cargo and first-class passengers, for MAURITIUS, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Day.
Ajax	1,550	Kidd	March 9
Achilles ...	1,550	Russell ...	May 18
Agamemnon...	1,550	Middleton .	To follow.

Each vessel carries a surgeon and stewardess. Apply to ALFRED HOLT, No. 1, India-buildings, Liverpool.

SHANGHAI.—Notice to Passengers.—The WILD DEER, A 1 14 years, 1,016 tons register, East India Docks, has splendid accommodation for a few cabin passengers.

Apply to KILLICK, MARTIN, & Co., 10, George-yard, Lombard-street, E.C.

FOR SHANGHAI, to sail on the 30th January, the celebrated Aberdeen Clipper STAR of CHINA, A 1 fourteen years, 794 tons register, JAMES HODGE, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

JAPAN.—From LIVERPOOL for YOKOHAMA (Kanagawa), to sail full or not full, on the 6th February, the magnificent clipper barque BARRACOUTA, 610 tons, AA at Lloyds, and 20 years in red in Liverpool book, only two years old. Has proved herself one of the fastest vessels afloat, and as a conveyance for fine goods cannot be surpassed. Loading in the Salt-house Dock.

Apply to E. C. FRIEND & Co., 5, India-buildings, Liverpool.

COLOMBO Direct (guaranteed first ship), has nearly all her cargo engaged, the beautiful clipper ship RAVENSBOURNE, A 1 11 years, 410 tons register, J. COOPER, Commander. This ship is now in her loading berth in the West India Docks, ready to receive cargo Shippers are requested to send goods down without delay

Apply to JOHN C. CAMPBELL, 22, Great St. Helen's, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St Helen's, E.C.

COLOMBO Direct, the noted China clipper ship ST. ANDREW'S CASTLE. A 1 14 years, built under special survey, 640 tons register, GEORGE MACBAIN, Commander; loading in the West India Docks. Has room for light measurement goods only. The passenger accommodations are of the first order.

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PARTNER WANTED, with £10,000, to establish a Firm at Shanghai. The Advertiser has good connections, and has had long experience in the China Trade. The incoming Partner can have the option of residing here or in China.—Principals can apply, by letter only, to C. B., at C. H. May's General Advertising Office, 78, Gracechurch-street, City, E.C.

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ESSENCE OF COFFEE.

GIVES instantaneously a delicious Cup of Coffee with boiling water or milk merely. To be had in bottles at 1s and 2s. each, of all respectable Grocers, Chemists, and Italian Warehousemen.

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WAREHOUSEMEN and MANUFACTURERS, 39, 40, and 41, WOOD-STREET, LONDON, E.C

Lists of Prices forwarded to Merchants and Traders on application. Remittances to be payable in London.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Penang	SANDILANDS, BUTTERY AND CO
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Batavia	HUNTER, HOUGHTON, AND CO.
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Yokohoma	HANSARD AND BLACK

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C. (Over the Jerusalem.)

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C. and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, Jan. 26, 1867.

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PER FRENCH MAIL.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 235.] LONDON, MONDAY, FEB. 4, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 13	Dec. 15
Nagasaki			Dec. 18
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 19	Dec. 24
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 27	Dec. 28
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 26	Dec. 19	Dec. 22
COCHIN-CHINA—			
Saigon			Jan. 1
SIAM—Bangkok	Oct. 26	Dec. 19	Dec. 22
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Jan. 1
MALACCA STRAITS—			
Singapore	Nov. 26	Dec. 30	Jan. 5
Penang	Nov. 26	Dec. 28	

The next inward mail, with Hong Kong dates to Jan. 1, reached Suez on Jan. 31st and is expected to be delivered on the 11th. Telegrams from London to 25th Nov. had been received in Hong Kong.

List of Passengers.

PASSENGERS INWARD.

Per French mail str. Said, arrived at Marseilles Feb. 1.—From Yokohama: Messrs. Randon, Norf. From Shanghai: Messrs. Croutze, Raffin, Croco, Naller. From Hong Kong: Messrs. F. de la Vega, E. de la Vega, Frickel, Schuserer, Harrison, Giequel, Rosenthal, D'Aiquelles, Viera, Carrena Y. Farras, De la Cayegas, Hodden, Thorburn, Wolfe, Mentiplay, Swashta Rohzayema, Swashta Tchjura, and eight other Japanese. From Saigon: Messrs. Coske, Siliris, Barron. From Batavia: Messrs. Titterant, Meremberg, Devonshire, Mr. and Mrs. Hogendorp and three children, Mr. Van Deeden and three children, Mr. and Mrs. Mechens. From Singapore: Messrs. Gatyman, Arreya, Valenti, Millandura, De Guendo, Alzurano, Gomez, Valdis, Cabo, Sivan, Renando, Santeyano, De la Astro, Padro, Iglesias, Chablon, Catelon, Mr. and Mrs. Van Keemen, Madame Michel, two children, and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer Poonah, from Southampton, Feb. 4.—To Singapore: Major McNair, R.A., Mr. H. F. Plow, Capt. A. R. Ord, Mr. A. W. Cousins. To Ceylon: Mr. J. Le Cocq, Mr. H. Wiggin. Miss McCabe, Mr. and Mrs. Gillman, Lieut. Tezart, Mr. T. M. O'Brien, Mr. G. H. Withers, Mr. H. C. Hamilton. To Yokohama: Miss A. Mitchell. To Shanghai: Mr. R. G. Head. To Hong Kong: Lieut. Lee. R.E., Mr. F. Pousford.

From Marseilles, Feb. 12.—To Hong Kong: Mr. J. Owen. Mr. G. Anderson, Mr. W. Odell. To Penang: Mr. A. F. Brown, two daughters, and son, Mr. and Mrs. H. J. D Paddav, Mr. and Mrs. J. Buttery, Miss Smith. To Singapore: Col. and Mrs Ord, and Mr. H. Ord, Miss Zobel, Mr. J. Watson, Mr. Niel MacLeod, Mr. C. Low. To Ceylon: Mrs. Anderson. To Shanghai: Mr. Blair, Dr. and Mrs. C. Powles.

Per P. and O. steamer Delta, from Southampton, Feb. 20—To Ceylon: Mr. C. Giles. To Hong Hong: Mr. and Mrs. Oxley and four children, Mr. H. E. Woodhouse. To Shanghai: Mr. E. Hewett, Mr. W. Borling.

From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke. To Hong Kong: Mr. H. B. Walker, Mr. J. Ferguson, Mr. W. Newman, Mr. A. Andrews, Mr. T. K Ashton, Mr. R. B. Parr (V B.), Mr. Pemberton. To Shanghai: Mr. J. B. Hallam, Mr. P. Maclean. To Singapore: Sergeant-Major J. Rose.

Summary of News from the Far East.

JAPAN.

TWO MORE FIRES AT YOKOHAMA.

Our advices from this port are now brought down to the 15th December. The English mails of 18th October arrived out on the 4th. By way of San Francisco we received news on the 29th ult. of two more fires having taken place, but as no details were given we did not deem it worth while to issue an extra.

The first of these occurred on the 4th Dec., and was confined to the native town. It originated in a quarter remote from the foreign settlement, and there being little wind did not spread very rapidly; still a good many small Japanese houses were consumed before it was put out. A small engine belonging to Mr. Hegt, worked by himself and other Europeans, was of great service.

The next alarm of fire—the third within a fortnight—was on the 9th December at 7 o'clock in the avening, when the British Hotel, kept by Mr. Moss, burst suddenly into flames, and being a wooden building in less than ten minutes the whole range, occupying three sides of a square, was as cleanly consumed as if it had never been. The flames, however, before the roof fell in communicated with the new two-storied wooden house next door, just opened as an hotel by Mr. Metzner. The fire speedily gained the mastery of the whole building, and although Mr. Hegt's new engine was, as usual, quickly on the spot, no water could be procured for a long time, and never a sufficient quantity to keep up a constant and effective stream. But there were hundreds of willing hands that set to work to save the adjoining carpenters' yard of Messrs. Wilkie and Laufenburg, by removing the sheds and timber. Very early there came to the scene many French sailors and soldiers of the 9th. On this occasion they worked well and without confusion, under the directions of their officers, and when the burning frame of the house fell down, the chance of the further spreading of the conflagration was at an end. The origin of the fire was in the overheating of the stove pipe in the dining room of the British Hotel.

On the 30th November an attempt was made by four Japanese to set fire to the French hospital annex on the hill—beyond the English barracks. They had heaped together a quantity of combustible material against it, and were about lighting it when discovered by the French marine on duty, who gave the alarm, but was not in time to secure them. There was a report also of a similar attempt to fire the English barracks, which was happily unsuccessful.

We have now more detailed accounts of the fire of the 26th November, and fuller particulars of the loss resulting from it, which will be found embodied under a separate heading. The momentary paralysis caused by the calamity was quickly succeeded by a reaction; all the merchants who were burnt out had procured temporary premises, and business had already been resumed with some degree of vigour. The destruction of so large a quantity of piece goods, &c., had naturally given an impetus to the import trade, and a general determination seemed to prevail to make the best of it, and "go a head" again with as little loss of time as possible. One of the results of the great fire has been that advantage has been taken of the immense space entirely cleared of houses to lay out that part of Yokohama in an improved manner, and there will be a very great addition to the security and beauty of the place from the plan on which it is proposed to divide the two settlements. Another result is that in consequence of the great losses caused by the fire, the agents of the insurance offices have met and determined on raising the rates of insurance to the extent of 50 per cent.

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The political situation also seemed more promising. The *Japan Herald* announces that Stotsbashi has had from the Mikado the usual solemn audience of investiture, and the interregnum of the Shiogoonate may therefore be considered as formally ended. The best feeling continues to exist between the Mikado and the Shiogoon upon all political matters, and the latter devotes all his care and attention to the public good, attending daily to business and exerting the greatest possible activity in every department. In short, the new executive shows all the signs of a strong and energetic government.

According to the *Japan Times*, the Civil War in the Inland Sea was actually over. Troops continued to pour along the Tokaido daily into Yedo from the South, and everything seemed to indicate that a change of policy was initiated by the death of the late Shiogoon. There are not wanting those, of course, who insinuate that most likely that event was hastened by the necessity of making such a change. Be that as it may, it is certain that all his arrangements have been reversed. The great assembly of Daimios which was ordered before his death will not now take place, the most influential refusing to attend. This move is regarded as a censure on the late Government for its conduct in the affair with Chiosiu, and that chief remains therefore on the field with all the honours of war. He retains at the present moment his conquests in the Straits, opposite to his own territory.

At about 5.26 A.M. on the 24th Nov. a very long and rather severe shock of earthquake was felt in Yokohama. The morning gun, an unusually loud one, had just been fired, and it seemed the signal for the disturbance of the earth; so curiously, indeed, that when the rumbling noise of the earthquake was first heard, one might well have imagined the sound to be the echoes of the shot from the surrounding hills. This noise increased in intensity, becoming at last very marked, more so, indeed, than was ever before noticed as accompanying a similar convulsion. The usual results of a severe shock, such as water being thrown out of basins, upper stories rocking, and severe creaking of beams, &c., were very clear, and many people were much alarmed. No mischief was done, however, we are glad to hear.

By the last mail steamer fourteen young Japanese gentlemen left Yokohama for Europe to see the Paris Exhibition; they were in charge of the Rev. Mr. Lloyd, Chaplain to H.M.S. *Scylla*, who comes to England on leave of absence. They will afterwards remain some years in this country, not simply to learn English and be put through the ordinary scholastic curriculum, but to go through a university course, and are expected to compete for honours. The same steamer conveyed as far as Shanghai, on the way to this country, a company of Japanese acrobats and jugglers. A second expedition of tumblers and jugglers left Yokohama for San Francisco by the *Archibald*, but they have given the rival troupe too long a start and the novelty of the thing will have worn off. It is stated, we know not with what truth, that the notorious Col. Fisher is connected in some way with this speculation. These facts would seem to indicate that the recent edict of the Gorogio permitting Japanese subjects to travel is now in full force

An unanimous move has at last been made by the community regarding the dollar currency question, and it is hoped that no further difficulties will arise. The Custom House has issued the following notification:—"The Japanese Custom House hereby notifies that it is willing to receive in payment of duties all *bona fide* Mexican dollars of full weight and without cracks or chops, so long as the foreign banks continue to receive the same. Should the foreign banks at any time cease to receive such dollars, the Custom House will also no longer receive them.—Signed, YASUDA JIROKICHI, Superintendent of Customs."

An incident had occurred between Kanagawa and Yoshida, which reminds foreigners that they must continue to be on their guard beyond the limits of the settlement. As Mr. Van der Tak was driving home from Yedo, having a lady in the phaeton with him, a drunken Yakonin drew his sword, and gave chase for a considerable distance. From the top of the hill near the Governor's house to the bottom, Mr. Van der Tak was obliged to keep his horses at full speed to avoid the fellow, but he succeeded in distancing him, although at the risk of an accident to horses or to carriage through the rapid descent. In commenting on this event, and the fire, the *Japan Herald* says:—"We do not know that we attach much importance to the fact, but it certainly is extraordinary that 1866 acts up to the charter, and refuses to allow November to pass without trouble to foreigners. It will be remembered that poor Baldwin and Bird were murdered in November, and most of the untoward events that have succeeded each other in the history of Japanese and foreign intercourse have happened at about the same period of the year."

The Freemasons of Yokohama, says the *Herald*, have at length a local habitation of their own. They have taken the upper portion of a fine building erected on lot 38 for Mr. Carroll, under the professional superintendence of Mr. Dowson. The lower floor is used by Mr. Carroll as a store, in which he carries on his ship chandlery business, and the upper floor consists of a noble Masonic hall, a good sized refreshment room, and several smaller rooms necessary for the operations of the craft. The first meeting was held in it on the 21st December, when there were nearly eighty brethren present, including visitors. The "Yokohama Lodge" bids fair to rival in the number of its members most of the Eastern lodges; a prospect highly satisfactory to all "brethren of the mystic craft."

H.M.S. *Princess Royal* left Yokohama for Nagasaki, on her way homeward, on the 12th December. The Admiral arrived from Shanghai in the *Adventure* on the 19th December, and on the 28th she sailed again for Hong Kong with Captain Perry and some invalids of the 9th Regiment. The new U.S. Consul, General Stahl, had arrived.

NAGASAKI.

From Nagasaki we learn that the younger brothers of the Prince of Satsuma had started for an expedition to Europe, in which they will be under the care of one of the members of the firm of Glover and Co., one of their principal objects being of course to see the French Exhibition. The Prince of Satsuma himself will be an exhibitor, large quantities of "curios" and specimens of produce, manufactures, &c., having been already shipped for Europe on his behalf; one vessel lately despatched from Nagasaki took no less than 169 packages.

It will be remembered that when the late Shiogoon was lying sick at Kioto, Dr. Bauduin, the Dutch physician of Nagasaki (who succeeded Dr. Pompe van Meerdevoort as President of the Japanese School of Medicine there), was sent for to attend him, but arrived too late to be of any service. This mark of confidence in European science has just been repeated. The Prince of Hizen being dangerously ill, one of his steamers was lately despatched to Nagasaki, and again Dr. Baudiun was called away to attend an illustrious native patient. It is to be hoped that in this case he will reach Hizen in time to be of service, and that his treatment may be successful.

The steamer *Coromandel* had been sold to Kishiu for $100,000; the *Owari*, a sailing vessel, had also passed into Japanese hands, having been bought by the Government for $30,000, and other sailing vessels have also been bought, or are being bought, for the purpose, it is said, of taking rice from the South to Osaka, *via* the Bungo Channel, the ordinary route by the Inland Sea being closed at present by Chiosiu. The P. and O. steamer *Azof* was also at Nagasaki, where it was expected she would be offered for sale.

Messrs. Alt and Co.'s Market Report, dated Nov. 30, says:—

Since the date of our last report we have received the mails of the 10th, 17th and 26th September. In Imports a fair business continues to be done, and where stocks are not excessive advanced rates are obtainable. Grey Shirtings, American Drills, and T Cloths, are in demand at quotations, but of the latter there are still no stocks. For White Shirtings a small inquiry exists, and White Spots and Brocades are in improved demand with no stocks. Dyed Brocades are less wanted. Fancy Prints, Turkey Red Goods, and Taffechellas are without change. For Yarns there has been a small inquiry, but a quotation has not yet been established. Camlets are in rather better demand at a slight advance on last month's rates; stocks, however, continue heavy. Scarlet Long Ells are still wanted. Black and Scarlet Spanish Stripes, Lustre Orleans, Camlet Cords, and Crape Lastings are saleable at quotations, and Figured Orleans and Velvets are much wanted, with very light stocks. For Shanghai Cotton there has been a fair demand, and sales have been made at $33 per picul. At present quotations holders are firm. Lead and Spelter continue in small demand. Tin Plates and Tin are unsaleable. Small sized nail rods can be placed at quotations, but other sorts of Iron are dull. Coal is in good supply.

EXPORTS.—Supplies of produce continue equal to requirements, and lower rates made quoted for most articles. Vegetable Wax and Tobacco are in moderate demand at quotations. Galls and Camphor are in small request; of the latter about 400 piculs have been settled. Silk: The parcel referred to in our last has been purchased and shipped to Shanghai. Tea: This staple continues in good stock, but our dealers do not, as yet, show any great anxiety to press sales. Settlements have been about 1,300 piculs, chiefly for the American market. The cargo of the John Bunyan, which sailed for London on the 6th ultimo, consisted of 396,699 lbs. Green, and 45,965 lbs. uncoloured Tea. Total 442,664 lbs.

EXCHANGE.—6 months bills on London, 4s. 7d. On Shanghai, 10 days nominally 1 per cent. prem. On Hong Kong, par. Ichibous nominal, 306 to 308; but Dollars are unobtainable at these rates.

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FREIGHTS.—To London, £2 10s. New York, £2 10s. per ton of 40 feet. Shanghai, $3.50 to $4. Hong Kong, the same. Vessels loading: Carnarvonshire, for London; Christian Rankin, for New York; steamers, Fee Loong and Kaffir Chief, for Shanghai; Alma, for Hong Kong.

CHINA.

SHANGHAI.

On the 7th Dec., at the Supreme Court, before C. Goodwin, Esq., the case of Jenkins *v.* Lane, Crawford, and Co. was heard. From the evidence adduced it appears that Mr. Wilson, of Lane, Crawford, and Co., instructed their broker, Mr. Russell, to negotiate the purchase of a quantity of gunpowder. Mr. Russell thereupon purchased 250 kegs of powder of Mr. Jenkins, the plaintiff in the action, who charged Messrs. Lane, Crawford, and Co., the defendants, at the rate of 20 taels per picul. It afterwards came to the knowledge of Mr. Wilson that the plaintiff had not sold the powder on his own account, but for Messrs. Allen and Co., from whom he had bought the powder at the rate of only 13 taels per picul. Under these circumstances Mr. Wilson refused to settle with the plaintiff, alleging that the plaintiff had no right to so heavy a percentage for merely acting as agent or broker between Mr. Wilson and Messrs. Allen. The offer of 812 taels having been refused by the plaintiff, the present action was brought to recover 1,250 taels, the price of the powder at 20 taels per picul. After evidence had been given of the facts stated above, a verdict was entered for the plaintiff for the full amount, with costs and interest at 6 per cent. from the 18th of October, the date of the commencement of the suit. In our opinion the facts of the case should have entitled the defendants to a verdict, and we regret the decision of the judge, inasmuch as it serves to cover dishonest acts on the part of brokers generally.

The *North China Daily News* has the following remarks upon this case:—The case adjudicated upon in the Supreme Court, affords an interesting example of the difficulty frequently found in defining with exactness the true meaning of the term "broker." Usually he is supposed to be a third party in a transaction negotiating between two principals, and as such his rights and liabilities are tolerably well understood; but when a fourth person is introduced who partakes of both characters the frequently recurring question arises—in which is he to be regarded? In this amphibious character Mr. Jenkins appears in the case at issue. However extraordinary it may seem, he comes before the Court in two characters completely at variance with each other; and what is still more extraordinary, he is allowed to assume and retain the one most advantageous to his own interests. It must be galling enough to Messrs. Lane, Crawford, and Co. to have to pay fifty per cent. more than they needed to have done; but our sympathies are chiefly with the unfortunate Japanese, to whom the powder was consigned, who found themselves obliged to buy an article out of which four men in Shanghai alone had severally made a profit, and one of these profits so exorbitant as to become the subject of a suit.

An action was brought by Chapman, King and Co.'s compradore against J. A. Knox, a partner in the firm of Hawes and Co. The plaintiff said:—"On the of 2nd November Knox told me he had got a charter for one of Messrs. Chapman, King and Co.'s steamers. He asked me to go out and get a charter, and said he would pay me one-half of what he himself got on commission. I said I only wanted one-third. The charter was concluded. Messrs. Chapman, King and Co. gave Knox a commission in the form of a compradore's order. It was presented to me and I refused to pay it, unless I might deduct the one-third that was due to me. I insisted upon getting my one-third. Knox took out a summons against Messrs. Chapman, King and Co. in consequence of the order not being paid. The amount of the order was then paid to Messrs. Hawes and Co. I claim one-third of that amount."—The defendant denied that the plaintiff had obtained the charter, and said that all the plaintiff had to do was to see that the securities offered by the charterer were good. Messrs. Chapman, King and Co. refused to pay more than one and a-half per cent. The Chief Judge addressed the plaintiff at the conclusion of the evidence as follows:—"How comes it that you, being Messrs. Chapman, King and Co.'s compradore, and, as such compradore, it being your duty to ascertain whether the securities offered by the charterer be good or not, that you, I say, now ask payment from the brokers? What right have you to expect payment from them for doing business as your master's servant?" A verdict was then entered for the defendant.

In the case of Jarvie, Thorburn and Co., bankrupts, Mr. Myburgh, on behalf of the creditors' assignees, addressed the Court as follows:—

"I consider it my duty to get an opinion from the Court as to the nature of the relations subsisting between Messrs. Jarvie, Thorburn and Co., and Messrs. Buchanan, Hamilton and Co. I would ask the Court to consider whether Messrs. Jarvie, Thorburn and Co. are responsible to Messrs. Ashton and Co. for more than any sum that may be due by them to Messrs. Buchanan, Hamilton and Co. I would also submit to the consideration of the Court that Messrs. Jarvie, Thorburn and Co. were merely agents of Messrs. Buchanan, Hamilton and Co., and that, in fact, if they had failed to carry out any engagements entered into by Messrs. Buchanan, Hamilton and Co. with Messrs. Ashton and Co., Messrs. Ashton and Co. would have had a remedy only against Messrs. Buchanan and Co., who, in their turn, might have proceeded against Messrs. Jarvie, Thorburn and Co."

The Court ruled that Messrs. Buchanan, Hamilton, and Co. were partners in Messrs. Jarvie, Thorburn, and Co., and so allowed the claim—about £13,000—against Messrs. Jarvie, Thorburn, and Co.'s estate.

Messrs. Maitland and Co. now put in a claim through Mr. Reid, who, in answer to Mr. Myburgh, said he was not certain that Messrs. Maitland and Co. had not proved for this amount against Messrs. Fletcher and Co., who have a joint account with the bankrupts.

Mr. Myburgh: "It must be ascertained whether this amount has been proved for against Messrs. Fletcher and Co. If it has, Messrs. Maitland and Co. cannot now prove against Messrs. Jarvie, Thorburn, and Co. If they were allowed to do so, Messrs. Jarvie, Thorburn, and Co. would be liable twice for the same debt. Messrs. Maitland and Co., assuming that they have not proved already against Messrs. Fletcher and Co., are at liberty to elect against whom they will prove for their debt, or they may prove for half of it against Messrs. Jarvie, Thorburn, and Co., and for the other half against Messrs. Fletcher and Co. Certainly they cannot prove for the whole against both the firms."

The Court then adjourned the case until the 13th January.

At the Supreme Court, before Sir Edmund Hornby, the case of Glover *v.* Lewis was heard on Nov. 11. This was an action brought by Glover and Co. against Captain Lewis, of the *Trebolgan*, to compel the re-delivery, free of freightage, to them of sven hundred and one packages containing vegetable wax and tobacco shipped on board his vessel in June, for Liverpool, on their giving guarantees of indemnification to him for so doing. The plaintiffs stated that they shipped in June last seven hundred packages on board the *Trebolgan*, with the understanding that the vessel was to have immediate despatch. After waiting some time, the plaintiffs, finding the date of the vessel's sailing very uncertain, wrote to Captain Lewis requesting the re-delivery of the goods. This the captain refused, and hence the present action. After hearing evidence of the above facts, Sir E. Hornby gave judgment that the plaintiffs were entitled to a return of the goods on condition of their giving a guarantee of indemnification to Captain Lewis.

In the case of Jardine, Matheson, and Co. *v.* Yun-Chang Bank, the plaintiffs claimed a balance of taels 3,536.87. The bank in question was closed, and had no assets except sundry outstanding debts, which it was endeavouring to collect, but which it was prepared to make over to plaintiffs. The latter, however, preferred obtaining a judgment against the bank. Judgment was accordingly given for the amount claimed, and the bank ordered to settle its affairs as quickly as possible.

The next case on the list was a cross action. Overweg and Co. *v.* Francis, and Francis *v.* Overweg and Co. Mr. Rennie appeared for Francis, Mr. Myburgh for Overweg and Co. Francis claims in fact tls. 900 in respect of arrears of interest due on an expenditure of tls. 6,000 made by Francis in pursuance of an agreement of the 9th March, 1866. There are tls. 300 with which Overweg and Co. credited Francis, so that irrespective of an item of tls. 300 due for arrears of rent on an account of rent stated between them, Francis only claims tls. 600. Overweg and Co. dispute this sum being due, because they say Francis has recovered it from the Chinese contractor on a breach of his contract, which breach as against Overweg and Co. is a breach committed by Francis, and therefore they claim to retain tls. 600 as a measure of damage. And besides this they claim damages for general imperfect performance of the contract by the Chinese contractor. Francis was the person with whom they agreed, that the faults and breaches of

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the contractor were the faults and breaches of Francis, that they wanted an European superintendent, and that Francis would not have one, hence the bad workmanship and the damages. The Chief Judge remarked that the case should never have been brought in Court. Such a case should have been settled between the parties themselves. He reserved his judgment.

The following items are from the *North China Herald*:—An important case arising out of the opium swindles to which we alluded some weeks ago has been tried before the Supreme Court. Messrs. Preston Breuell's compradore, it will be remembered, handed over forged delivery orders to sundry native dealers in return for hard sycee, and disappeared. The dealers, regarding him as the responsible agent of the firm in the transaction, sued the latter for the amounts out of which they had been swindled, and a verdict has been given in their favour.

Two other instances of the extreme point of depreciation which property has reached in Shanghai have occurred during the week. At the auction announced for the sale of the premises of the Shanghai Wharf Company, the property was bought in at tls. 28,000, the agent declaring that the bidding did not come up to the figure at which the directors would feel justified in selling. And some property belonging to Mr. Wiggins' estate, comprising the premises occupied by the *Recorder*, Messrs. Dadabhoy and Co., &c., was bought in for tls. 12,000.

The Pao-shan-hsien has had an interview with H. B. M.'s Consul, regarding the Indians who were reported to have been murdered at a village on the Woosung road a few weeks ago, and regarding whom nothing has since been heard.

The Chinese are busily employed in repairing the ruined bund of the Hangchow sea wall, at various places along the coast line; but have not yet attempted to restore the outer and stronger wall, on the very dilapidated state of which Major Edwards reported about two years ago. The inner one will alone be sufficient to protect the country, if kept entire; but, it is to be feared, will require constant repair if left unshielded.

The *Vineta*, of 28 guns and 350 men, has arrived in port from Honolulu.

A fire broke out in the foreign settlement at Ningpo on the 15th, which destroyed a number of Chinese houses. Several foreign hongs were in imminent danger, but were saved principally through the aid of the men of the Anglo-Chinese Contingent.

We learn from Nanking that Tsen-kwo-fan, after resisting as long as possible the order to proceed to Peking, has at length yielded to pressure, and is about to leave for the capital, where, we presume, he will take up his substantive appointment of President of the Board of War. In that case, Li-hung-chang's acting appointment as Commissioner of Foreign Affairs will be made permanent, and he will succeed Tsen-kwo-fan as Generalissimo.

A rifle association, which has succeeded the defunct volunteer corps, has held a first meeting at Hong Kong. Sir Richard MacDonnell was present and inaugurated the proceedings by making a bull's-eye. Some correspondence has passed between the Chamber of Commerce and the foreign Consuls at Canton, relative to the proposed establishment of a line of telegraph between that port and Hong Kong. The French Consul appears to have shown great interest in the scheme, and to have impressed its advantages very strongly on the Governor, who promised to advocate it at Peking. His Excellency has also been induced by Mr. Mayers to declare the Hong Kong dollar a valid tender in payment of Chinese Government dues; and is said to contemplate lighting the river between Hong Kong and Canton.

Mr. Morel, of the Comptoir d'Escompte, proved against Rowley Miller's estate for a debt of Tls. 91,826.55. The proof of a debt claimed against the bankrupt's estate by the Commercial Bank was rejected. Mr. Myburgh, who appeared for the bank, moved for leave to appeal against the rejection, which was granted. The case was adjourned until the 31st Dec., to give the bankrupt time to file his accounts in accordance with the terms of the Act.

The transfer of the Bubbling Well Road to the Municipal Council has been completed; the latter having undertaken to pay all debts due up to the present time.

A meeting of the promoters of a Seaman's Church has been held, at which it was announced that upwards of tls. 3,000 had been collected. The hope at first entertained, of raising the required funds among the shipping seems to have been abandoned, as some tls. 1,500 of this have been collected among the community. At a meeting of the society for the relief of destitute foreigners held on Friday, it was unanimously resolved by the three or four members who attended, to wind it up. The finances were found to be in not the most satisfactory condition, a large sum being due to the hospital for sick men who had been sent there.

Frederick Harvey, Esq., Her Majesty's Consul at Chinkiang, has issued a notification addressed to the several lessees of lots in the British Concession at Chinkiang, stating that there is now two years' ground rent due to Her Majesty's Government by the terms of their leases, and requesting that the amounts be immediately paid.

The Consul has also issued a notification to residents outside the British Concession reminding them that the arrears of ground rent due are to be paid to the Chinese Government through the medium of the Consulate, there being no regular Chinese Government Bank at Chinkiang. Each renter will receive a printed receipt under the seal of the Chinkiang magistrate.

The *Hankow Times*, writing on railways in China, says:—"Like others who have thought upon the subject, we, too, have our pet scheme, which we would now propose as being, in our opinion, by far the most likely to prove remunerative, while it would at the same time have the advantage of the surveillance of foreign merchants at both its termini—that is, a line from Shanghai to Ningpo, via Hangchow. This line would be about 180 miles in length, and it would command the entire local trade between those two ports, namely, that from Ningpo, including the cargoes of nearly all the junks up the coast, and a large proportion of the green teas and silk from the interior; and that to Ningpo from Shanghai, comprising all the native produce, such as oil, hemp, wax, &c., sent to the latter port from Hankow. The trade of Hangchow, too, would thus find its way direct to Shanghai—an item by no means to be overlooked, as a large quantity of tea and silk now comes through that city to Ningpo.

The *Recorder* has the following on the proposed college at Peking:—

It is now some three years since the Hon. Anson Burlingame suggested to his Government the desirability of devoting a sum of $200,000 out of a surplus which had been paid by the Chinese in the settlement of the indemnity money, to the establishment of a college at Peking, having for its object the instruction of Americans in the language and literature of China, so as to fit them for acting as consuls and interpreters, and also to educate clever Chinese in English studies and in their own literature, with a view to their employment either by their own Government or by the United States. Upon the desirability of such a scheme being carried out it is needless to dwell at any length. The difficulty in obtaining interpreters is one which has always been very severely felt in the Consular Services in China, and at the present moment seems to be attracting no little attention in Hong Kong. Our Southern contemporaries point to a scheme which would practically be the counterpart to that suggested by the Hon. Anson Burlingame. They propose that a college for the instruction of interpreters should be established at Hong Kong. This would doubtless be of great use; but it appears to us that it would be far more desirable that the institution should be at Peking; as in that place the dialect in use among educated Chinese is actually spoken; and the studies of the students must therefore be very greatly facilitated by their residence at the Capital. There is, we hear, every wish to carry out the scheme which the Hon. Anson Burlingame long ago proposed. We need not say that we should like to see so desirable an object accomplished; and we think it might possibly be so arranged that the advantages of the institution would be common to all nationalities. There is the Customs' Service, who have constantly a large number of students at Peking; the British Government also send out young men in the same capacity; and it is now suggested that a college should be established by the Colonial Government at Hong Kong.

In accordance with instructions received from Peking, the Taoutai has had a notice posted about the French Settlement and also in the Native City inviting the Chinese to send any articles of manufacture or produce for the International Exhibition in Paris.

"Never say die" is a motto universally adopted by the foreign communities in China. Notwithstanding the gloomy accounts lately conveyed to them by each successive mail of the outturn of their shipments; and in spite of the woful depreciation of property in Shanghai evinced by the ruinous sacrifice of

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Messrs. Jarvie Thorburn and Co.'s property, the residents of the "model settlement" are devoting all their energies to the erection of a theatre for the use of the amateur dramatic corps.

Messrs. Jarvie Thorburn's property at Kiukiang has been sold by auction for tls. 4,900, and that at Hankow for tls. 6,300.

A very extensive fire occurred at Tientsin about the 1st Dec. It broke out in the *A'u I Chea*, a place outside the city, where there are a large number of clothes shops, and over five hundred Chinese houses were burnt to the ground. A native Tientsin merchant informs us that the loss of property in the houses, and in the form of shirtings, T-cloths and other materials, is estimated at over taels 300,000.

The following letter has been published in Shanghai, in consequence of a misapprehension in regard to the Russian Service and Grants.

(To the Editor of the *Friend of China.*)

Kiachta, Nov. 4, 1866.

Dear Sir,—I observe in one of your leading articles of the 2nd of October that you take a very discouraging view of my courier line in consequence of an advertisement by the Russian Vice-Consul, to the effect that telegrams will be received for despatch to Europe by the Russian authorities at Peking and Tien-tsin.

As your leading article might possibly prejudice my line in the opinion of persons who are not *au fait* as to the difference between the Russian post and "Grant's Trans-Mongolian telegrams" line, I may mention that the Russian Trans-Mongolian line has been in operation for upwards of four years, and that the minimum time occupied in transmission of telegrams from Shanghai to Kiachta is twenty-six days; whilst by Grant's Trans-Mongolian line the minimum time is fourteen days. This saving in time is considered so advantageous by nearly all of the mercantile community in Shanghai, that the extra three hundred per cent. that I charge is considered a bagatelle in comparison with the advantages that accrue.

By this courier I send a telegram to Hong Kong, which I feel confident will take the latest English news.

If the receiver of a telegram forwarded by my line to Hong Kong has obtained later news from Europe by any other line, I will deliver his telegram "gratis."

I trust, dear Sir, you will enlighten the public as to the merits of "Grant's Trans-Mongolian Telegram's Line."—I remain, &c.,

C. MITCHELL GRANT.

FOOCHOW.

The following record of the arrival of the tea clippers will be of service:—

In the year 1857 the Crest of the Wave arrived on September 26th, laden with half old tea and half new tea. She was followed by the Maury on October 15th, and by the Fairy on October 16th, thus giving her cargo a good nineteen days' start on the market.

In 1858 the Fiery Cross arrived on October 21st, followed by the Crysolite on November 25th and the Kate Kearney on December 2nd, and had a month and five days in advance.

In 1859 the Ellen Rodger arrived on October 23rd, beating the Fiery Cross by one day and the Sea Serpent by three days.

In 1860 the Falcon on September 26th was followed by the Ellen Rodger on October 4th, and the Ziba on October 10th, giving eight days.

In 1861 the Fiery Cross, on September 23rd, had sixteen days' advantage over the Falcon, on October 9th, and the Ellen Rodger on October 10th.

In 1862 the Fiery Cross arrived on September 27th. The Flying Spur on September 29th, and twelve days in advance of the Min, on October 9th.

In 1863 the Bahama steamer arrived on August 19th, the Fiery Cross on September 8th, and the Ziba (to Liverpool) on September 22nd. Five other vessels reached London 5th October, and the Fiery Cross got the £1 extra, owing to the wording of her bills of lading, although it was not intended that the ships should get the premium at all if they were beaten by the steamer.

In 1864 the Serica, on September 18th, was only one day before the Fiery Cross, on September 19th, which was followed by the Robin Hood on October 5.

In 1865 the Fiery Cross, on September 10th, was again only one day in advance of the Serica, on September 11th, and seven other vessels arrived on the 7th and 8th of October, while in the present year, 1866, the Erl King steamer arrived on August 22nd, and three ships, the Taiping, Ariel, and Serica, on the same day, September 6.

We think that results of the race for the last three years prove the folly of retaining the extra premium unless some saving clause as to number of days in advance be inserted.

HONG KONG.

The *Malacca*, P. and O. steamer, newly placed on this line, has arrived. She is a splendid ship in all respects, and has evidently been fitted up under the direction of some officer practically acquainted with the requirements of the China coast service.

With reference to the fearful conflagration at Yokohama, it is said that General Gay is about to despatch a commission of officers to Japan to inquire into the conduct of the troops belonging to H.M.'s 9th Regiment, whose excesses, under the influence of liquor, have been described as abominable.

THE PHILIPPINES.

MANILA.

On the 19th ult. the Spanish steamer *Malespina* arrived from Hong Kong with the London mail of 26th October, and public telegrams up to about 10th Nov.

IMPORTS.—We have to report rather a quiet market for plain staples generally, and increased willingness on the part of holders of White Shirtings especially, to meet buyers. In coloured goods also there has been less activity, very unseasonable weather having somewhat interfered with business.

EXPORTS.—The limited nature of supplies of all kinds of produce has again prevented anything like animation in our market, and prices are almost unchanged.

TONNAGE.—There are no disengaged neutral vessels in port, and though stocks of produce are light, suitable ships would probably obtain fully last rates for England, say 40s. and 45s. for sugar and hemp.

EXCHANGE.—First class 6 months-sight. Bills on London 4s. per dollar.

(FROM A CORRESPONDENT.)

WE have some hope of liberal changes in the commercia field. Slow as the march of Free-trade has always been in Spain and her colonies (indeed the march has been frequently rather backwards and then forwards), she is now making one short and hesitating step in a right direction. At present the duties paid on goods imported by foreign ships are exactly double those on goods imported under the Spanish flag, the rates being respectively 14 per cent. and 7 per cent. But now the Madrid Government has come to the magnanimous conclusion —and we must be thankful for small mercies that goods imported by steamers direct from Europe shall only pay 50 per cent. more than if imported by Spanish ships, *i.e.*, 10½ per cent. It was hoped that goods brought by steamers to Singapore, and thence transshipped to Manila, would enjoy the benefits of the great concession. But no! The ancient *cent. per cent.* has been in such cases exacted, and the decree is said only to contemplate importations by steamers coming round the Cape direct from Europe; so that practically for any present good, or even any prospective good that our generation can contemplate, they might as well have declared that when the Philippines march into the Atlantic they are to enjoy this splendid display of Spanish foresight and wisdom. However, *Cosas de Espana* need surprise nobody. We believe, however, the new Governer to be well disposed, but as the Dunderheads at Madrid have not learnt the old Castilian proverb, that "the fool knows more of what passes in his own house than the wise man of that which passes in the house of another" ("Mas sabe el loco en lo qui pasa en su casa qui el sabis de lo qui pasa en casa agena,") of course they are better informed of our wants and interests than we ourselves are! The moderations introduced some years ago have produced such good fruits that we might have hoped experience would have taught something, though it is said "the Bourbon race never learn anything they ought to learn, and never forget anything which they ought not to remember." You recollect that a few years ago Manila was the only port into which foreigners were allowed, or in which to settle, but now there are four foreign houses in Zebu and three in Iloilo, and, *mirabile dictu*! we have steam communications with both.

MALACCA STRAITS.

SINGAPORE.

From this port our advices are to the 5th January. The French mail of the 17th November arrived out on the 22nd Dec., and the English mail of the 26th November was delivered on the 30th.

Very stormy weather has prevailed in the Straits. The north-east monsooon (says the *Straits Times*) has continued to blow with unabated fury. The casualties to shipping between Hong Kong and Singapore this year have been far in excess of that of many years past—no less than thirty vessels having already put into the latter port, having been more or less disabled in typhoons. Even between Singapore and Penang the monsoon has been blowing very strong, so much so that the *Torch*, light vessel, stationed on the north sands, parted her cables and drifted, or rather was compelled to put into Malacca. She was

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towed back to her original position on the 14th December by the Straits Government steamer *Rainbow*, and the Straits steamer *Pluto* was despatched immediately on receipt of the intelligence with anchors and chain cables for the *Torch*. The British barque *Thomas Brown*, lately arrived from Australia, had shipped twenty-two horses for Singapore, and had fallen in with such bad weather off the Natunas that all except two or three were washed overboard, and those remaining were so much injured that they had to be killed. The vessel was thirty-six hours under bare poles, and narrowly escaped being wrecked.

The *Straits Times* says that the Oriental Bank at Singapore has received from the Hong Kong Mint for distribution a quantity of half-dollars, 20-cent, 10-cent, and 5-cent pieces. These were to be given as change to all applicants, and if in sufficient quantity would partly relieve the inconvenience felt from the want of a small coinage.

Madame Anna Bishop, the well known *cantatrice*, had arrived safely at Singapore, and was giving a series of concerts there before proceeding to India. It will be remembered that Madame Bishop was shipwrecked in the ill-fated barque *Libelle* on her way from Honolulu to China, and suffered greatly from the exposure and privations.

The *Straits Times* gives a description of the *Meteor*, an American screw steamer, which had reached Singapore on her way to China and Japan. The *Meteor* is said to be 1,220 tons new measurement, but according to the old measurement would be about 1,600 tons. Her length over all is 270 feet, breadth 34½ feet, and depth of hold 24 feet. Her engines, by Messrs. Horne, of Greenock, are of 250-horse power. Her average speed under canvas with shaft disconnected is about 15 knots, and under steam and canvas about 20 knots per hour [very short knots we should imagine]. She was built for a combination of wealthy merchants of New England to hunt down the *Alabama* and other Confederate cruizers, at the time they were making their depredations on Federal merchantmen, but on account of the war between the North and South having been concluded, was left on the hands of the owners, and was subsequently bought by Mr. Walsh, her present owner. She was built for a man-of-war, of the best American white oak, and pierced for 12 guns.

The following circular has been issued by the Borneo Company (Limited):—

NOTICE:—The connection of Messrs. Samuel Gilfillan, William Adamson, Henry William Wood, and Patrick William Auchincloss with our business terminated by common consent on the 31st October last. and they have ceased to act as managers for us.—Singapore, 3rd Dec., 1866. The BORNEO COMPANY (LIMITED).

Messrs Lorrain, Gillespie, and Co. advertise that they have established a branch of their firm at Batavia under the style of Lorrain and Co., where the business will be conducted by Mr. W. H. Hill and Mr. J. G. Wilson.

The proprietors of the *Singapore Free Press* (Mr. William Marshall and others) announce a dissolution of partnership. The paper will in future be conducted by Mr. C. H. Westlake.

The French Consul at Singapore publishes the following notification:—

Notice is hereby given to the public that the light and anchorage dues at present collected in Saigon will be modified as follows from 1st January, 1867, by virtue of an order under date of 22nd November last from the Vice-Admiral Governor and Commander-in-Chief in Cochin China:—

1st. The light duty of 3 cents of a dollar per ton and per year is suppressed for vessels of all nations.

2nd. The duty of ½ or ¼ dollar, as the case may be, collected on all vessels excepting French and Spanish is reduced to a fixed and single tax of 2 francs per ton for French and foreign vessels of all nations.

3rd.—The duty will be one franc for vessels arriving in ballast and sailing with a cargo. It will not be charged to vessels arriving in ballast and sailing with same.

4th.—French and Foreign Men-of war, and Mail boats of the Messageries Imperiales are exempted from the duty before-mentioned.

Vessels chartered by the State for the Local Government are exempted in the proportion of the tonnage with which they are loaded.

These last mentioned vessels will pay, in addition, the half duty when they sail again with a cargo.

The Consul for France. C. TROPLONG.

Singapore, 18th Dec. 1866.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ALLAN—On the 22nd Nov., at Penang, the wife of John Allan, Esq., of a son.
AITKEN—On the 14th Dec., at Hankow, the wife of James Aitken, of a daughter.
BURN—On the 18th Dec., at Malacca, the wife of Major James Burn, Bengal Staff Corps, and Resident Councillor of Malacca, of a son.
BURN—On the 18th Dec., 1866, at Malacca, the wife of Major James Burn, Bengal Staff Corps, and Resident Councillor of Malacca, of a son.
COUTTS—On the 24th Nov., at Shanghai, Mrs. Coutts, of a son.
DARKE—On the 1st Dec., at Shanghai, the wife of Captain F. M. Darke, of a daughter.
FRASER—On the 6th Dec., at Yokohama, the wife of James Campbell Fraser, Esq., of a daughter.
HARVEY—On the 24th Jan., at The Green, Pembroke, the wife of Commander Frederick Harvey, R.N., of a daughter.
JOHNS—On the 19th Dec., at Shanghai, on board the ship Canvass Back, the wife of Captain Johns, of a daughter.
LAMBERT—On the 25th Jan., at Liverpool, the wife of Robert Carr Lambert, Esq., of Hong Kong, of a son.
ROSS—On the 1st Dec., at Yokohama, the wife of George Ross, Esq., of a daughter.
STANFORD—On the 26th Jan., at Canonbury Park north, Mr. George Stanford, late of Shanghai, of a daughter.
WOLFE—On the 4th Dec., at Foochow, the wife of the Rev. R. J. Wolfe, of a son.

MARRIAGES.

CAULFIELD—REDDIE.—On the 10th Dec., at Yokohama, by the Abbe Girard, and at H.B.M.'s Consulate by F. G. Myburgh, Esq., H. B.M.'s Consul, Thomas Caulfield, to Caroline, niece of Sergeant-Major Reddie.
LEONARD—BLACKWELL.—On the 3rd Dec., at Shanghai, by the Rev. C. H. Butcher, James Keith Leonard, Esq., Commissioner of Customs, Ningpo, to J. F. Blackwell, second daughter of the late T. Blackwell, Esq., Edinburgh.
PARKES—WILSON.—On the 22nd Dec., at the Union Church, Hong Kong, by the Rev. Dr. Legge, the Rev. Henry Parkes, of the Wesleyan Mission, Canton, to Miss Anne Wilson, of Staffordshire.
SHORTRIDGE—HARPER.—On the 13th Dec., at the Presbyterian Church, Singapore, by the Rev. William Jeffrey, Samuel Shortridge, Esq., of Sourabaya, Java, to Mary Anne, fourth daughter of the Rev. James Harper, of Leith, Scotland.
VYSE—NORCLIFFE.—On the 29th Jan., at St. James's Church, Piccadilly, by the Rev. Granville S. Howard Vyse, rector of Bougton, Northamptonshire, Lieut.-Colonel Edward Howard Vyse, 3rd (King's Own) Mussars, to Mary, second surviving daughter of Mrs. Norcliffe, of Langton Hall, Yorkshire, and of the late Henry Robinson, of York.

DEATHS.

AITKEN—On the 21st Dec., at Hankow, Annie Jane, the infant daughter of James Aitken, Esq.
BUTCHER—On the 2nd Dec., at Shanghai, accidentally drowned, W. Butcher, chief officer of the receiving ship Waterwitch.
HODGSON—On the 24th Dec., at Shanghai, Robert Page Hodgson, aged 20 years.
ROSS—On the 3rd Dec., at Yokohama, the wife of T. J. Ross, Esq., aged 35.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6¾d. to 4s. 7d.	4s. 7¾d. to 4s. 8d.
At Shanghai (per Tael.)	6 ditto	6s. 3¼d. to 0s. 0d.	6s. 4d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6½d.	4s. 6½d. to 4s. 7d.
At Singapore	ditto		
At Manila	ditto	4s. 0d.	4s. 1d.

At Shanghai, bills on India, Rs. 301 to 302 per 100 taels. At Hong Kong, Rs. 220 to 221 per $100. Bar Silver at Shanghai, tls. 111·20; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 74·3 per 100; and exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank shares, old, 8, new, 7 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 13 to 20 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 25 per cent. dis.; China Traders Insurance, $50 per share prem.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Nov. 30, 1866	675831	44552681	38457624		10315469	94001605	32156
Corresponding period last season	722939	40340898	37679800	747284	10426125	89917046	49565

SHIPMENTS SINCE.

	Ship.	From.		
Dec. 7	Osprey	Foochow	798,700	
— 8	Cingala	Do.	1,069,800	
— 15	Ellora (str.)		—	1,758
— 27	French mail steamer	Hong Kong	—	2,260
— —	Weymouth	Foochow	—	1,166,700

Telegrams to Jan. 1 report the total export of tea to Great Britain at 100,000,000 lbs against 102,000,000 lbs. in 1866.

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1866	...	...	...	...	...	13600322	2391
Corresponding period last season	...	...	...	...	...	15310883	66

Dec. 5	Antelope	Shanghai	1,108,400
— 8	Brothers	Amoy	426,870
— 7	Charger	Canton	45,240
— 9	Banda	Yokohama	457,751
— —	George Shotter	Foochow	522,600
— —	F. Rech	Do.	560,000
— —	Queen of the Ocean	Do.	725,600
—	Kate Krrnie	Do.	595,600

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	1986640	...

SHIPMENTS SINCE.

	Ship.	From	
Dec. 5	Yeavering Belle	Foochow	671,300

TO SAN FRANCISCO.

							Tea pkgs	Boxes
From June 1 to Nov. 30, 1866	...	...	...	...	...		35039	66
Corresponding period last season	...	...	...	...	...		18457	405

SHIPMENTS SINCE.

Dec. 8	Louis Kniffler	400

TO AUSTRALIA.

From June 1, 1865, to Nov. 30, 1866	7,601,378
Corresponding period last year	5,663,615

SHIPMENTS SINCE.—None.

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TO GREAT BRITAIN.

				Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...
„ 1845 to 1846.....	...	...	...	57,334,200	18,604
„ 1850 to 1851.....	...	...	...	63,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,827,800	61,280
„ 1855 to 1856.....	...	...	...	92,240,300	50,481
„ 1857 to 1858.....	...	...	...	76,990,255	68,314
„ 1858 to 1859.....	...	...	...	65,789,792	83,139
„ 1859 to 1860.....	...	...	...	85,560,452	64,164
„ 1860 to 1861.....	...	...	...	90,066,160	70,645
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,887
„ 1863 to 1864.....	...	...	...	117,468,586	46,603
„ 1864 to 1865.....	...	...	...	121,236,870	32,313
1865 to 1866.....	...	...	...	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1866...	2776	—	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1866...	500	...	...	955	...	417

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1866...	124836	40669	4417	7079	2635	...
SHIPMENTS SINCE.						
Dec. 7 Charger	32000 ...	9329 ...	1486 ...	— ...	— ...	—

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Nov. 30, 1866...	731		87312	5879	2747	245101
SHIPMENTS SINCE.						
Dec. 8, Louis Kniffler	— ...	— ...	3409 ...	289 ...	— ...	38500

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Nov. 30, 1866...	170	...	2469	2718		...

SHIPMENTT SINCE.—None.

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Dec. 10, Dilkhoosh; 19, James Shepherd.

At HONG KONG AND CANTON.—From Havre, Dec. 25, Taffarette; from London, 23, Sea Belle.

At MANILA.—From Rotterdam, Dec. 21, St. Helena; from New York, 17, Jeanie.

At SINGAPORE.—From London, Dec. 19, Petchelee; from United States, Dec. , U.S. Shenandoah; from Liverpool, 10, Sophie; from Sunderland, 15, Eva; from Hamburg, 17, Penguin; from New York, 16, Meteor (str.).

At PENANG.—None.

At BATAVIA—From London, Rota, Dec. 7, Erl King (st); from Glasgow, County of Lanark, Betty; from Liverpool, Oscar, Coquetdale.

DEPARTURES.

From YOKOHAMA.—For New York, Dec. 9, Banda; 12, for England, calling at the China ports, H. M.'s ship Princess Royal.

From SHANGHAI.—For London, Dec. 11, Southern Cross, 17, Harlow, 19, Dundonald; for New York, 17, Lady Louisa, 13, Assyrian, 11, Andreas.

From MACAO.—Dec. 20, for Havana, S. Vicente, 23, Henry IV.

From MANILA.—For Liverpool, Dec. 1, Rinaldo (from Zebu), for London, 22, Eleanor.

From FOOCHOW.—For London, Dec. —, Weymouth; for New York, Dec. —, George Shotter, F. Reck, Queen of the Ocean, Kate Carnie.

From SINGAPORE.—For Liverpool and Glasgow, Dec. 17, Bothwell Castle; for Falmouth, 9, Carleshaven; for Bristol, 15, Dorothea; for Hamburg, 12, Patriot; for New York, 19, Albatross; do. (*via* Penang) 8, Queen of May; 20. Ceylon.

From PENANG.—None.

CASUALTIES.

BATAVIA.

Telegraphic news from Batavia to 29th Dec. reports that the Koning Willem III. foundered in the China Sea, and the Cornelis Anthony and Isis on the Coast of Java. All partly insured in London offices.

MANILA.

The British barque Jeannie, bound from New York to Hong Kong, put into Manila with cargo shifted and otherwise damaged.

The Dutch brig St. Helena, from Rotterdam to Hong Kong, also put into Manila with loss of bulwarks, sails, &c.

COMMERCIAL POSTSCRIPT.

The French mail steamer which arrived at Marseilles on the 1st instant has brought the following cargo:—Silk, 2,671 bales; cocoons, 24 packages; silkworms' eggs, 48; silk piece goods, 27; tea, 12; curiosities, &c., 56; indigo, 108; sundries, 81; rhubarb, 12.

ARRIVALS NOT IN THE TABLES.—Feb. 1, at Liverpool, from Singapore, Lochleven Castle; Jan. 29, at Texel, from Batavia, Aquarius; 30, Ortelius; from Samarang, Dagmar; 26, at Helvoet, from Padang, Jane (not John as previously reported); Feb. 4, at Liverpool, from Singapore, Unrivalled; 2, at Falmouth, Cecrops; in the Downs, from China, Janet Mitchell, Victoria, Louisa; at London, Herald.

DEPARTURE.—From Falmouth, Feb. 2, for Hong Kong Str. Taiwan.

CASUALTIES.—About 200 bales of the cargo of the City of Delhi, Taylor, from Singapore, stranded near Dungeness Jan. 28, have been picked up; divers will be employed to raise the tin; the remains of the hull and materials will be sold.

The Maria Anna, from Java, reported arrived at Zierikzee, has gone ashore near that place Feb. 2.

Literature.

The literary productions of the fortnight have not been numerous. The only one which commends itself specially to notice as directly concerning our readers is a little work, published by Mr. Churchill, entitled *The Tropical Resident at Home*. This is the work of a physician who has himself passed a large portion of his life in India, and much of the advice tendered is the fruit of his own experience since his return to this country. The many valuable suggestions which the book contains are conveyed in that uniformly pleasant and *un*-dogmatic tone which compels the most prejudiced reader to read on, unconsciously losing his prejudice, from the utter absence of *antagonism*, as he proceeds. That he will be the wiser for his pains we have little doubt. A new Plan of Shanghai, very carefully constructed and complete in all its details, has just been published for the Municipal Council of Shanghai. Every block of buildings is distinctly shown, the foreign houses being colored red, the foreign warehouses (godowns), neutral tint and buildings occupied by Chinese yellow. We understand that a supply of these plans will be forwarded to Shanghai by next mail.

PROGRESS OF THE RUSSO-AMERICAN TELEGRAPH.—The steamer *George S. Wright*, of the Russia American Telegraph Company, Capt. Patterson, arrived November 29th in Esquimalt harbour from Russian America, having on board Colonel Bulkley, Lieut.-Col. Wicker, and Messrs. John F. Lewis, E. K. Laborne, and George A. Nunez. She left Plover Bay on the 13th October. The companies were all well when the *Wright* left, and the work was proceeding satisfactorily. The entire route is now explored. In Eastern Siberia the houses and stations were built, and many thousand poles were up. The party who left there last year under Major Abassa were progressing finely. Left a party at Plover Bay, under Capt. Kelsey, who built twelve miles of wire during the few days the steamer stopped there. Winter was setting in when the steamer left. The Russians behaved very kindly, and the Esquimaux and Tchukichi (Siberia) tribes were very well disposed, the party evincing the greatest desire to assist. Everything is ready for prosecuting the work vigorously next spring, and Colonel Bulkley purposes commencing operations earlier next year than he did this. The party are all in good health.

CONSECRATION OF COLONIAL BISHOPS.—On the 2nd inst. three colonial Bishops were consecrated in Canterbury Cathedral—the Rev. R. Milman to the bishopric of Calcutta, the Rev. W. C. Sawyer to that of Grafton and Armadale, and the Rev. C. R. Alford to the see of Victoria (Hong Kong). The Archbishop of Canterbury officiated, and was assisted by the Bishop of Oxford, the Bishop of Rochester, Bishop Smith, the Bishop of Dunedin, &c. Most of the official dignitaries of the cathedral were also present, and took part in the ceremonial, which was witnessed by a very large congregation.

THE President of the United States has issued a proclamation forbidding ship captains to put into any port on the coasts of Japan, except the open ports of Yokohama, Nagasaki, and Hakodadi, except when forced therein by stress of weather.

THE Company des Forges et Chantiers of France has built at La Seyne a plated frigate for the Japanese Government. It costs £140,000. Six large cannon are included in this sum.

THE CIVIL SERVICE.—FOREIGN-OFFICE.—Messrs. W. N. Abdy, H. A. Giles, A. R. Magnay, and B. C. G. Scott have been appointed student interpreters in China, Consular Service.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, FEBRUARY 4, 1867.

THE GREAT FIRE AT YOKOHAMA.

Owing to the receipt of our despatches *via* Brindisi some days in advance of the P. and O. mails *via* Marseilles, we were enabled to give the earliest account of this great calamity in our issue of the 26th ult. The local papers and correspondents' letters since received bring many additional details, and enable us to give a more circumstantial account of the progress of the conflagration, as well as to relate many noteworthy incidents attending it. As already related, the fire originated in a small cookshop some distance from the foreign settlement, which would in all probability have escaped injury had it not been for the proximity of the *Yoshiwarra*, or *Gankiro*, a quarter especially set apart, as is customary in Japanese towns, for prostitutes—with tea houses, bath houses, and shops of every discription for their special use. This is the "establishment for the education of young ladies" mentioned by the Duke of Newcastle in the House of Lords in the Kagosima debate of 1863, as having been half burnt and rebuilt so rapidly. It has always been an intolerable moral and physical nuisance, and besides a great source of danger to the settlement. Japanese of the lowest class, drunken soldiers and sailors from the garrison and fleet, and the dwellers in the den itself, have always made night hideous with their orgies. It should here be observed, however, that the existence of this place must not in itself be considered as evidence of unusual social depravity or unbridled licentiousness among the natives, but simply as the result of a system by which the Government endeavours, by confining the "social evil" within certain bounds, to keep it more effectually under the control of the law. But the position of this suburb with regard to the settlement was most ill-judged, and we are glad to observe that the Gorogio have promised that when rebuilt it shall be removed to a safe distance.

To resume—no sooner had the fire broken out at the spot indicated than it spread rapidly along the narrow street leading to the Yoshiwarra, which instantly caught and was soon in ashes. Surrounded by a deep moat, with water also on both sides of a narrow street, the only means of exit, the frightful position of the wretched inhabitants of that quarter, at least a thousand in number altogether, may be imagined. A large number fled to a little temple at the end of the Yoshiwarra, which, standing rather apart from the rest of the buildings, was saved, a little oasis in a waste of flame; many plunged into the moat and escaped by swimming, others got across in the few boats that happened to be moored to the banks. And here we have the pleasure of recording the valuable aid rendered by the Rev. M. Buckworth Bailey, Consular Chaplain, and Dr. Dunwoodie, R.N., of the Naval Hospital. These two gentlemen arrived early at the dreadful scene of destruction, and found of course all in confusion, with no guiding head to direct many willing hands; boats punted across and grounding halfway, some selfishly seized by one or two that could have held a score, and great loss of life imminent. By passing ropes across and thus enabling boats to be hauled quickly to and fro, many were ferried over while Messrs. Bailey and Dunwoodie were rapidly constructing a bridge of boats, by means of which ultimately all escaped who had not previously fallen victims to fire or water.

Meanwhile the fire had run up the narrow street and spread right and left in the native town. So dry were the roofs, so strong the wind, that flakes of burning shingles were lifted and carried to great distances, and the flame bursting out wherever they alighted, the fire seemed to leap to spots a hundred yards distant from the spot of the main conflagration, and the native town presented at one time the appearance of a place set on fire by incendiaries in twenty spots at once on a well-concerted plan. The Yokohama Volunteer Fire Brigade had out two of their engines immediately, and were halted in the open space between the foreign houses and the new Consulate ground. At that moment the flames had spread to a block of low bungalows immediately behind the Custom-house. In this mass of Japanese shanties—of wood, plaster, and paper—lived the subordinates in most of the Foreign Legations and Consulates, and there, too, were situated the actual offices of the American, Prussian, Swiss, and Portuguese Consulates themselves. The rapidity with which this block caught and burnt like tinder was simply marvellous. A house would be seen intact, a flake of fire would fall on the roof, and in less than five minutes the building would sink down like a house of cards collapsing under the touch of a child's finger. Here lived Mr. Satow, of the English Legation, whose valuable services to students of the Japanese language are already well appreciated and will shortly be more widely known. Many found time in the course of the disastrous day to ask whether his manuscripts had been saved, and we have the great pleasure of announcing that such was the case,—that his servants succeeded in saving his dictionary, still in manuscript, and the copy of the colloquial dialogues, now just on the point of going to press. Mr. Mitford, also of the English Legation, was not so fortunate. This gentleman has been for some time in Peking, and arrived here but a few weeks ago. His manuscripts—translations of of Chinese documents and notes for an important work on Chinese literature—have all been consumed. Mr. Siebold, also of the English Legation, has lost a quantity of valuable notes on Japan, and Mr. Schnell, of the Prussian Legation, another student, has sustained similar loss.

Here, too, lived M. Degron, the French Postmaster. His position is a very unfortunate one. His office and house were situated in the very heart of the block, and all he had in the world is destroyed—furniture, clothing, and books. He was on the point of going to France on leave. $1,500, the savings of some years from not very liberal pay, which he had economised for his expenses while at home, were in his office safe and are lost. And in that safe, too, were the proceeds, in cheques and notes, of the sale of some very considerable quantity of postage stamps and fees. The greatest exertions were used to save the chest but in vain, and M. Planton, a marine, and M. Degron's clerk, were severely injured in attempting to rescue it. We hear that this brave young man behaved so well as to have been recommended by the Commandant for a decoration.

The whole of the Japanese Custom-house soon afterwards catching fire, a great body of flame was projected against the warehouses; the roof soon caught, and in a short time the building fell, and over $160,000 worth of goods were burning. The amount of loss is justly thought small. It is fortunate that during the whole of the month large deliveries had taken place, and hardly anything sent in; and the figure we give represents the total amount of loss. Mr. Seare, the superintendent, was on the spot at the first alarm of fire, and succeeded in rescuing his books and papers, which, however, were subsequently destroyed in what was thought to be an utterly impregnable mud-built silk safe of like construction to those which may be seen dotting the wide expanse of the *debris* of Japanese houses.

Meanwhile, a flake of burning wood had flown over to the new American Consulate, a building standing nearly opposite to Messrs. Jardine's. It alighted on a small mat shed built for the workmen, which was instantly blazing, and quickly the whole house was on fire, and a great body of flame from it streaming straight out into the bay. Here it was hoped that, should the wind keep steady, the mischief would end; but a few miserable little Japanese houses made a link of connection between the native and foreign towns, and here the fire crept up, seized the nearest European house, that of Mr. Crace, agent for Messrs. Chapman, King, and Co.—then Messrs. Hooper and Clarke's—some large taverns, and finally the Yokohama Hotel and the houses at the corner of the main street. There were destroyed, the house and godowns of Messrs. Thorel, Ziegler, and Co.,

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Overweg and Co., and Eisler and Co.—the last named storekeepers, and supposed to have been uninsured, their policy having expired on the previous Saturday. A variety of stores and less important buildings in the neighbourhood were of course also consumed, and then the house and godowns of Messrs. Jardine's on the Bund caught fire, and the wind shifting slightly to the eastward, and showing symptoms of veering still farther to the same point, the foreign settlement became in imminent danger. For here we pause to note that the whole of the native town which had been attacked being down and its embers still blazing—a fierce fire raging in the bonded warehouses where the walls had long since fallen in, and a long pile of bales of goods, 16 feet high, showed like an enormous furnace of gigantics blocks of coal—the whole north-west side of the settlement proper in flames, and the large masses of the Custom-house and new American Consulate assisting to increase the fire—a shift of wind for a quarter of the compass from south-west to north-west, which about 10.30 seemed imminent, must infallibly have caused the destruction of the whole front of the place, or, in other words, the houses and godowns of nearly every important firm in Yokohama. Fortunately this change of wind did not take place until later, when much of the great wall of fire had sunk into smouldering embers. It must seem almost incredible to readers at a distance that this immense amount of destruction should have been consummated in little more than an hour! But such is the fact; and those who have had an experience of Eastern life will understand why a gentleman sitting in the Club at breakfast, and being told that his house, a Japanese built bungalow, was on fire, should have simply thanked his informant and called for more coffee; for he knew of course that, if the fact were so, the house and all in it would be a mere heap of blazing ruins long before he could have reached it. And this circumstance actually happened.

The houses contiguous to Messrs. Jardine, Matheson, and Co. along the bund were No. 2, Messrs. Walsh, Hall, and Co.; No. 3, Messrs. Wilkin and Robinson; No. 4, Messrs. Reiss and Co.; No. 5, the Dutch Trading Company, and then the Club. Nos. 2 and 3 successively fell before the advance of the flames. Messrs. Reiss and Co.'s godowns, however, with £50,000 worth of goods in them, happily resisted the attack. In the rear fell the godowns of Messrs. Lindau and Co.—the house being untouched by some almost miracle—the offices of Messrs. Schultze, Reiss, and Co., and a mass of small wooden bungalows, livery stables, Chinamen's houses and wooden godowns, which stood among their statelier neighbours. Meanwhile the sailors from the fleet, and a very large detachment from the garrison, with some engineers had appeared upon the scene, and a little after noon it was decided to blow up the house No. 5, the residence of Mr. Van der Tak, agent for the Dutch Trading Company, in the hope of saving the Club, standing on the same lot and thus preventing the flames from spreading. Lieut. Bond, R.E., conducted the operation in person, and his daring and coolness in doing his work were very remarkable. Meanwhile the houses and godowns of Messrs. Carst, Leis, and Co. had taken fire, and, being of great extent and situated close behind the Club, it was thought to be in imminent danger. A party of midshipmen and some of Mr. Van der Tak's Japanese coolies, with Mr. Smith, the well known Club Secretary, at their head, worked in the most gallant manner to save the threatened building. One end of the building was several times actually on fire, but one of Mr. Van der Tak's servants kept there at his post, and extinguished each flake of the fire as it fell on the roof. The middies were busy keeping the whole roof wet, and did indeed good service. One of these lads we are sorry to hear —Mr. Hammond—rolled off, and suffered severely from the fall. Care was at the same time given to the main building. Fortunately there happened to be upon the premises a couple of small pumps and a plentiful supply of water in large tubs and tanks. A bucket full of water here, another there, stopped each spark that lighted on the building and—almost ludicrous though it may seem when told in sober print—a few coffee cups full of water at one time saved the Yokohama Club, for fire had lighted on the roof and some timber had caught fire, when Mr. Smith, happening by good fortune to be in the upper story, saw the danger and stopped the fire by this simple means.

But while the Club was being saved, the fire had passed it and seized No. 6, an old wooden bungalow, the residence of Mr. A. O. Gay, agent for Messrs. A. Heard and Co., and then to No. 7, when the godowns of Messrs. Ross, Barber and Co. were *entirely* consumed, and their bungalow much damaged. Here it was that the sailors from the merchant ship *Chaa-ize*, under command of Captain Shewan, did good service with a little ship's engine, which they had ultimately to abandon. By this time, just when darkness was approaching to add to the difficulties of those who were working to suppress the flames, the wind suddenly shifted again, and commenced to blow right inland, threatening to ignite the houses in the rear, which had hitherto escaped. It was then deemed necessary to blow up the new house of Messrs. Textor and Co. in Water street, and this was unfortunately done. We say unfortunately, for the wind again changed immediately and blew seawards; and the house might have been spared, but at the moment the precaution seemed indispensable. And then the wind dropped, and the progress of the fire was happily arrested.

The services of the 9th Regiment were called into requisition to aid in suppressing the fire, and a large number of sailors were landed from Her Majesty's ships of war for the same purpose; and we regret to observe that, with a few exceptions, the conduct of all these men was most disgraceful. At first, the men worked well, and were under complete control of their officers; but as soon as a few store rooms had been opened, and particularly after a wine and spirit store in the main street had been gutted, many men were seen drunk, and soon, except the few good men who could be kept with their officers, the soldiers of the 9th and the sailors from the fleet threatened to become as dangerous enemies to the foreign settlement as the fire itself. There was more than one instance of that most heinous crime in a soldier—drunkenness on guard and desertion of his post. In one case where a corporal and two men were placed on an important guard, the men were both drunk and deserted one after the other, and a civilian who went to get a relief for the corporal, found him absent also on his return. In one case a resident had to drive out men from his dining-room with a revolver, and there is another of sailors of the *Princess Royal* entering the office of a merchant, opening his desk and stealing therefrom a cash-box containing property of very great value. The merchant followed the men to their boat and would have searched for his box, but was driven back, assailed with the grossest abuse and threatened absolutely with personal violence, the officer of the boat being meanwhile perfectly helpless in the hands of his men. The officers, one and all, worked with the utmost goodwill, and many showed singular presence of mind and talent for command, and they deserve the best thanks of the Yokohama community for their help.

The entire area destroyed by the fire appears to have been about fifty acres, and on the few following days this presented an extraordinary scene of devastation. A correspondent says, "By the third day the Japanese had already begun to rebuild their houses. A temple and one godown were the only buildings left standing in the Gankiro. Lying at the side of the road I observed five heaps covered with straw matting. Just then a Japanese officer, a kind of coroner, came up, and the straw covering was removed from the first heap. It was a poor girl, apparently about 22 or 23 years old. Her left arm was bent over her face, her right arm stretched out to its full extent, as though she had thrown herself on to her face to avoid the suffocating smoke. The next two heaps were girls of about the same age dreadfully burnt; the other two were a little girl and a middle-aged man. The officer took a full description of them. Thirty-seven bodies have been found, most of them drawn out of the water; one girl's remains were found in a well. It is impossible to say how many were burnt up in this place. The Japanese say that about one hundred lives were lost altogether, by fire and drowning." Great distress of course resulted to the poor people burnt out, but active measures were immediately taken by the native authorities for their relief. A large theatre in a part of the town unconsumed was made into a sort of casual ward, and in a village across the creek 500 more were billeted. All the burnt out Europeans found shelter, of course, among their friends. A charitable gentleman, Mr. Hoey, himself lying sick in the settlement, placed in the hands of the Consular Chaplain a thousand "bous" for distribution among the destitute Japanese. There has been doubtless great destruction and loss of property among Europeans, some of whom can ill bear the calamity, but in the case of the natives, there must certainly be hundreds who have lost their all, and Mr. Hoey's generous gift is worthy of the highest praise. The well-known liberality of the foreign community renders it probable that his example will find many imitators.

As far as we can gather from the roughly estimated accounts received, the loss of property in the form of merchandise is less

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than might have been supposed. Only about forty bales of silk were burnt, which were under inspection in foreign godowns. The loss of tea is estimated at between 4,000 and 5,000 piculs —about 1,600 having been lost in the foreign settlement and the remainder in the native town. In the bonded warehouses the losses were as follows:—Grey Shirtings, 6,299 pieces; Chintzes, 5,794; Ginghams, 4,000; Orleans, 1,000; Figured ditto, 100; Taffachellas, 4,000; Camlets, 2,990; Muslins, 900: Printed Cottons, 1,500; Spots, 1,048; Velvets, 156; and Cotton and Woollen Mixtures, 1,287. The total value of these and a few sundries is $162,000. A large amount of curios have of course been destroyed, the chief shops for such articles being in the locality desolated by the fire. The following statement gives the actual liabilities of the various insurance offices:—

China Fire	—	...	$341,000
Imperial	£20,000	...	—
Phœnix	—	...	66,900
North British	52,000	...	—
Northern	—	...	306,500
Commercial...	9,000	...	—
Queen	9,000	...	—
Royal	79,000	...	—
London and Lancashire ...	—	...	132,000
Liverpool and Globe ...	—	...	80,000
London	43,700	...	—
Sun...	—	...	156,500
Samarang	—	...	20,000
Albert	—	...	43,000
	£212,700		$1,145,900

Thus, reducing the sterling at a rate of 4s. 5d., the total liabilities of all the offices in dollars amount in round numbers to $2,100,000. Twenty per cent. taken from this will leave their probable actual loss. And perhaps a little less than this would represent the amount uninsured, so the total pecuniary loss in the foreign town may be roughly called four million of dollars. The natives say that they have lost another two millions, which is perhaps about the correct figure.

It appears that Sir Harry Parkes was absent on the day of the fire, having left for a short trip into the country a few days previously. On his return on the 20th November we are told that he immediately visited the scene of the conflagration, and several of those who had been sufferers. No sooner had he realised the great losses some have endured, than he commenced making active inquiries as to means of affording relief to the most urgent cases. The day after the catastrophe some of the ladies busied themselves to set measures on foot for the same purpose, and besides a public subscription, a concert is spoken of, at which they have generously offered to assist. Under such circumstances, an entertainment of the kind would be certain of success.

THE STRAITS GOVERNMENT.

The form of Government which is about to be instituted may be said to assimilate closely to that in force in the colony of Ceylon. It will consist of a Governor and Legislative Council; the latter body comprising six official members and four unofficial members, two of whom will represent Singapore and the other two Penang and Malacca respectively. The Governor is to visit Penang for three months and Malacca for one month in every year. The troops stationed in the island will be a wing of a European regiment, six companies of the Ceylon Rifles, and two batteries of Artillery. Of these, 880 men are to be considered as stationed in the settlements exclusively for colonial purposes. The Colonial Military Contribution will be £59,300 per annum.

The Executive Council will consist of the Governor, the Colonial Secretary, the Attorney-General, the Commanding Officer, the Government Agent of Penang, and the Government Agent of Malacca. The titles of the two last mentioned officers will probably be changed to that of Lieutenant-Governor. The official members composing the Legislative Council will, in addition to the Governor, be the Chief Justice of Singapore, the Colonial Secretary, the Attorney-General, the Treasurer, the Auditor-General, and the Chief Engineer. The unofficial members will be two members for Singapore, one for Penang, one for Malacca, and the Clerk of Councils.

The following is a list of the various offices under the new Government with the names of the employés where the appointments have been made. The total of the salaries amounts to £59,693.

CIVIL ESTABLISHMENT will be as follows:—Governor, Colonel Harry St. George Ord, R.E., C.B., £5,000; Private Secretary, £300, H. F. Plow; Colonial Secretary, £1,800; Chief Clerk, £300, W. S., Leicester; Second Clerk, £180, G. Perreau; Third Clerk, £96, J. A. Hawkshaw; three other Clerks and a Malay Writer; also three Cadets at £200 each. Auditor-General, £1,000, Chas. John Irving; First Clerk, £360; Second Clerk, £300; Third Clerk, £180; Chief Engineer Straits Settlements and in charge of Public Works Singapore, £1,400; First Clerk, £240; Second Clerk, £180; Estimator, £120; Draftsman, £120; Surveyor-General, £864, D. Quinton; Colonial Surgeon, £960; Government Printer, £112, L. F. D'Souza.

SINGAPORE.

TREASURY AND STAMP OFFICE.—Treasurer and Commissioner of Stamps, £1,000, W. W. Williams; First Treasury Clerk and Cashier, £390, J. B. Leicester; Second Clerk and Accountant, £120, F. R. Frois; Deputy Commissioner of Stamps, £360, G. Norris.

LAND REVENUE SURVEY OFFICE.—Assistant-Surveyor, £180, J. Peel; Draftsman, £180, Wajid Khan.

REGISTRATION OF TRADE AND SHIPPING.—Deputy Registrar, £300, John Cooper; First Clerk, £96, E. Leicester, and two other Clerks.

PUBLIC WORKS.—Head Overseer, £300, J. M. Magalhaens; Second Overseer, £180, W. D. Baylis; and a Storekeeper.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. C. J. Waterhouse.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, A. Fergusson.

LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,500, Sir P. Benson Maxwell; Clerk, £300, C. G. Baumgarten; Attorney-General, £1,000 and private practice, Thomas Braddell; Crown Soliciter, £250; Registrar, £1,200, C. Baumgarten; First Clerk, £600, G. W. Lecerf; Second, £300, W. F. Hendriks; Third, £120, A. A. Baumgarten; Chief Interpreter, £300, G. W. D. Geils; Chinese Interpreter, £120, Tan Kay Sing; and three other interpreters; Sheriff, £360, H. Hewetson; Jailor, £120, G. W. Ganno; Clerk and Bailiff, £96, Robert Jeremiah.

COURT OF SUMMARY JURISDICTION.—Judge, £1,500; First Clerk, £240, W. Norris; Second Clerk, £120, Henry Holloway, Head Jailor, £180, J. Burnett; Assistant Jailor, £60, C. Robeiro.

POLICE.—Senior Magistrate, £960, J. D. Vaughan; Junior Magistrate, £540, F. H. Gottlieb; Commissioner of Police, £1,200, T. Dunman; Deputy-Commissioner and Coroner, £528, K. B. S. Robertson; First Clerk, Magistrate's-office, £264, S. Leicester; Second, £118, R. J. Duncan; First Clerk, Commissioner's-office, £132, H. Hewetson; two other Clerks, a Writer, and three Interpreters.

CHARITABLE INSTITUTIONS.—Superintendent Lunatic Asylum and Apothecary, £216, R. Watson; Senior Apothecary, General Hospital, £132, F. G. Eade; Apothecary, Pauper Hospital, £114, J. J. L. Wheatley.

MARINE.—Master Attendant and Shipping Master, £840, Lieutenant Burn, I.N.; Deputy ditto, £360, G. T. Wright; First Clerk, £144, H. D. Chopard; Second, £120, G. S. Reutens; and three other Clerks, Gunners, Light-keepers, &c.; First Light-keeper, £108, T. Todd.

SUPPRESSION OF PIRACY.—Commander steamer *Pluto*, £420, J. Eales; Officer steamer *Pluto*, £210, D. H. Thom; First Engineer, £360, R. H. Wiseham; Second, £150, J. Akan.

POSTAL.—Postmaster; Assistant Postmaster, £600, William Cuppage; Charge Taker, £400; First Sorter, £240, James Nicholson; Second, £100, William Brown; and three other sorters.

PENANG.

TREASURY AND STAMP OFFICE.—Government Agent, £1,800; Collector of Stamps and Assistant Treasury Department, £480, Philip Jones; First Treasury Clerk, £120, J. E. Hogan, and two other Clerks.

COLLECTOR'S OFFICE.—First Clerk, Penang, £180, E. Laureiro, two other Clerks and three Collectors; First Clerk, Province Wellesley, £158, J. Hogan and three other Clerks.

REGISTRATION OF TRADE AND SHIPPING.—Deputy-Registrar, £121, J. Rodyk.

PUBLIC WORKS.—Executive Engineer, £720, J. Bennett; Head Overseer of Works, £280, E. Scully.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. J. Mackay, B.D.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, J. B. King.

LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,000, Sir W. Hackett, Knt.; Clerk, £300; Crown Solicitor, £250; Registrar, £1,080, A. Rodyk; First Clerk, £600, W. N. F. Caunter; Second, £300, A. W. S. Stewart; Third, £120, R. Scott; Chief Interpreter, £360, G. W. Symons; Chinese Interpreter, £120, Koh Ten Choon; Sheriff, £300, J. B. D. Rodyk; Jailor, £96, R. R. Reutens.

COURT OF REQUESTS.—Commissioner Penang, Police Magistrate, *ex officio*; First Clerk, £180, T. G. Mitchell; Second, £90, B. Jeremiah; Commissioner, Province Wellesley, Police Magistrate *ex officio*.

POLICE.—Magistrate, Penang, £720, C. B. Plunket; Magistrate, Province Wellesley, £720, G. W. Earl; Commissioner of Police and Coroner, £528, C. B. Walker; Deputy Commissioner and Coroner, £300; First Clerk, £180, J. Hogan; First Clerk, Commissioner's Office, £150, Martin Thomas.

CHARITABLE INSTITUTIONS.—Apothecary General Hospital, £120, J. Ash; Assistant Apothecary, Province Wellesley, £120, G. E. Lilly-white.

MARINE.—Harbour Master and Shipping Master, £660, G. F. Gottlieb First Clerk, £96, Z. C. Aeria.

SUPPRESSION OF PIRACY.—Commander steamer *Mohr*, £240, P. Earl; Engineer, £175, J. Dick.

POSTAL.—Postmaster, Harbour Master *ex officio*; Assistant Postmaster.

MALACCA.

TREASURY AND STAMP OFFICE.—Government Agent, £1,200; Collector of Stamps and Assistant Treasury Department, £240, J. Overie; Treasury Clerk, £120, L. Fernandis; Record Office Clerk, £120, H. J. Leynard; Government Surveyor, £600, P. S. Lenthall.

COLLECTOR'S OFFICE.—First Clerk, £192, H. A. Baumgarten; Second Clerk, £132, A. D. Neubronner; and four other Clerks and Writers.

PUBLIC WORKS.—Sub-Engineer, £300, C. A. Evans; First Clerk, £120, C. J. Van Braght.

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ECCLESIASTICAL.—Colonial Chaplain, £420, Reverend W. Hackett.
MEDICAL.—Acting Assistant Colonial Surgeon, A. C. Maingay.
LAW AND JUSTICE.—SUPREME COURT.—Clerk, £600, W. Rodyk; Chief Interpreter. £144, A. Neubronner; Sheriff, £180, F. D. Baumgarten; Jailor, £120, W. Boyd.
POLICE.—Magistrate, £720; Commissioner of Police and Coroner, £360, C. J. Hanson; Clerk, Magistrate's Office, £107, C. S. J. Minjoot; and three Interpreters.
MARINE.—Clerk, E. Neubronner; Deputy Registrar of Trade and Shipping, E. Neubronner; Commander Light-vessel *Torch*, £216, G. L. Baumgarten; Light-keeper, £96, J. Linehan.
SUPPRESSION OF PIRACY.—Commander steamer *Tonze*, £240, F. A. Fox; Engineer, £175, C. Goddard.
POSTAL.—Government Agent, *ex officio*.

ST. HELENA AS A PORT OF CALL.

WE are glad to find that the merchants of St. Helena have become fully alive to the importance of removing one serious impediment on trade—that arising from the tonnage dues exacted at Jamestown. Such dues constitute an unpleasant item in a captain's list of his vessel's expenses. Whilst little fault can be found with these dues in the abstract, it is certain that their operation is to restrict the number of calls; and, as in any given instance, the payment is likely to constitute but an insignificant sum compared with the total spent ashore, the aggregate loss to the community is a serious one. The Governor, it appears, has only an eye for the direct proceeds, and refuses compliance with a most influential memorial. We trust that no time will be lost in forwarding it through his hands to the Colonial-office. On the score of actual loss to a small community, possessing but a limited market, and living in the midst of ocean, this is a serious matter, and their well-considered representation must not be summarily dealt with after the style of the "old school." We find from an able article on this subject in the *St. Helena Guardian* that the merchants would willingly submit to pay a certain percentage for business done with the ships rather than continue the present impost, so that the revenue should not suffer loss. An increase of ships calling would increase the revenue from water rates, and in various ways add to the prosperity of this interesting colony.

THE steamer *Colorado*, which left San Francisco on the 1st January for Hong Kong, is announced to leave on the return voyage on the 13th February. The next steamer from San Francisco will leave on the 3rd April. Passengers from this must leave Liverpool by the West Indian and Pacific steamer of the 20th February.

TELEGRAPHIC advices from Batavia to 29th December announce the arrival of Governor Meyer from Holland.

TENDERS have been invited for the conveyance of troops to Singapore, and also from the Cape to Hong Kong. Particulars will be found in our "Shipping Intelligence."

Naval and Military.

The Urgent troop ship finally left Plymouth on the 27th Jan. for Hong Kong. The Urgent has on board a large number of naval officers, seamen, and marines for service in the gunboats and other of Her Majesty's ships now serving in the Chinese and Japanese seas. The list of naval officers going out in the Urgent for this service includes Captain Hickley, R.N.; Lieutenants Cameron, Rose, Anson, Kent, Grenfell, Griffith, Crosbie, and Broxham; Master John Tully; Paymaster J. M. Blyth; Second Masters Hedden, Packer, Fox, and Ridden; Assistant-surgeons H. R. Ryall, R. Nelson, E. W. Lesly, H. Hansford, Eugene Van Meru, and C. G. Wodeworth; Chief Engineer E. M. Avoy; Engineers Young, Foster, Coltam, Sanders, Murray, and Green; 25 assistant-engineers, 8 warrant officers, and upwards of 50 seamen and marines. The Urgent will call at Loando, the Cape of Good Hope, Mauritius, Singapore, and Ceylon during the outward voyage. The machinery of the ship since her arrival at Portsmouth from foreign service in August of last year has undergone considerable repairs, and important modifications have been made in the overhead arrangements of the boiler-room and stokehole. The engines have had new condensers and air pump, and a general overhaul and repair of all other parts. New boilers were also required, and a set which had been lying in the dockyard for some time, marked "Furious," were appropriated for the purpose, the said Furious being now a coal hulk converted from a once formidable paddle steamer.

Letters from Madeira announce the arrival on the 23rd ult. of H.M.'s armour-plated ship Zealous, 20, 800-horse power, Captain R. Dawkins, bearing the flag of Rear-Admiral the Hon. G. F. Hastings, Commander-in-Chief of the Pacific squadron. During her passage out the Zealous had encountered very severe weather, and ran short of coals, necessitating her putting into Lisbon for a supply. After receiving 200 tons at Madeira she sailed again at noon on the 27th ult., all well. The screw sloop Rinaldo, 7, 200-horse power, Commander W. K. Bush, arrived at Madeira on the afternoon of the 27th ult., and sailed late in the afternoon of the 30th for China. The sloop-corvette Reindeer, 7, 200-horse power, Commander E. Nares, arrived at Madeira on the 1st inst., after a lengthened passage, during which she encountered a succession of very high gales. On the 14th ult. the Reindeer exchanged signals with the brig Commerce, of London, standing east, in lat. 49 40 and long. 3 45. The Reindeer was at Madeira at the despatch of the mail, but would leave in a few days for China.

The Rodney, 78, screw steamship, 2,770 tons, 500-horse power, fitting in Sheerness dockyard, has been fully commissioned as Admiral Keppel's flagship for China, by Capt. Algernon C. F. Hepeage. The following officers have been appointed, and taken up their commissions:—Commander Edward White, Lieuts. W. R. C. Cookson, M'Hardy (for gunnery duties), Archibald H. Turner, Thornhaugh P. Gurdon, C. O. Woodroffe, and W. L. Bamber; Master Wm. H. Harris, Staff-Surg. Dr. Chas. Forbes, Surg., additional, Dr. Henry Fagan, Paymaster G. Grant, Chief Engineer, James Coade, Sub.-Lieut. Hugh M. Tyler, Second-Master Charles H. P. Douglas, Assist.-Surg. Bradley Gregory, Assist.-Paymasters John T. Hugo and T. A. Irwin; Midshipmen John V. Fawcett, Herbert Horner, G. H. Moore, C. Hantingford, Tyne F. Hammell, Cecil H. Whish, W. S. Taylor, Sydney A. Holt, W. M. Atkinson, Archibald E. C. Kennedy, and Henry C. A. Morshead; Naval Cadets, Henry Ponsonby, Gerald Ellis, Francis C. M. Noel, Sydney H. Abell, Herbert R. L. Phillips, Stuart R. Paltulo, and Clement C. Woodland; Clerk Francis T. Lobb; Assist.-clerks Richard H. Clark, John Hyde, and Joseph H. Potter; Engineers William Collier and Henry W. White; First-class Assist.-Engineers Frederick Hallett and W. M'Naught. Capt. W. G. Hale. First-Lieut. F. Baldwin, four non-commissioned officers, two drummers, and 102 privates of the Chatham division of Royal Marines Light Infantry have been placed under orders to embark on board the Rodney.

Racoon, 22, screw, Captain Purvis, at Devonport, was taken to Keyham to have her internal fittings completed. As soon as ready for sea she will proceed to the Cape of Good Hope station.

H.M.S. Leopard, which a few months since returned to England and was paid off after completing her term of service on the China station under the command of Captain Leckie, is advertised by the Admiralty for sale. She is described as being of 1,406 tons and 560-horse power, and now lies at Devonport, where particulars and cards to view her may be obtained from the Admiral-Superintendent. Tenders will be received at the Admiralty up to two P.M. on the 19th February.

BARRATRY CASE.—The American brig *Jackmel Packet*, of 120 tons, Capt. John A. Dawes, owner and master, reached Aspinwall on the 14th instant under very suspicious circumstances, and has been seized by the U. S. Consul at that port. It appears the vessel sailed from Singapore on the 19th August, with a cargo of pepper, mace, nutmegs, tapioca, cobre fibre, pearl sago, &c., worth, vessel and cargo, about $20,000, under a charter from Rautenberg, Schmidt and Co., of that port, and was consigned to Haege and Co., of Melbourne, Australia, for which voyage her papers were all made out in regular order. This fact alone created considerable suspicion, which was increased by the various rumours set afloat as to the cause of her coming to Aspinwall, one reason assigned by the captain being that he had put in through distress to procure new sails, &c. On obtaining her papers, Consul Rice found that the vessel was originally built in the States, afterwards transferred to the British flag, and then illegally transferred back again to the United States flag, by the U. S. Consul at Singapore. The charter party, and other papers proving a direct case of barratry, were also found in the vessel, and having procured the fullest evidence of an attempted swindle on the part of the captain, Consul Rice seized the vessel and placed a guard of marines from the U. S. ship *Mackinaw* on board of her. Immediately on her arrival at Aspinwall, and previous to seeing the Consul, the captain had disposed of the cargo for about half its value to Mr. Donalisio, but that gentleman declined having anything to do with it on hearing the circumstances. Mr. E. W. Cowan, Lloyd's agent at Aspinwall, rendered Consul Rice very efficient service in bringing evidence to light in regard to this curious affair, and to both these gentlemen great credit is due for the promptness with which they ferreted out all the particulars connected therewith, and the steps taken immediately to bring the culprit to justice. Of course, we presume, Consul Rice will place the vessel at the disposal of his government, so that the actual owners of the cargo will in the end lose nothing beyond the delay. Later advices state that "after a minute examination of the laws on the subject the authorities concluded to allow the consul to remain in possession of the vessel, and she will therefore be at once sent to New York, consigned to the collector of customs there for adjudication."

THE SUPPRESSION OF PIRACY IN CHINA.—Mr. H. N. Lay writes a long letter to the *Daily News* on the recently announced facts that a transport, carrying a large number of supernumerary officers, is under despatch to China, that the gunboats at present laid up at Hong Kong are to be recommissioned, and that orders have been issued by the Admiralty for the building of six or eight gunboats for the China squadron. The inference is that our naval force on that station is to be employed in the suppression of piracy, and against the unconditional adoption of this course Mr. Lay protests. Piracy in China, he says, is not what piracy is in other countries; it is simply a symptom of disease, and not the disease itself, and is not to be got rid of by repressive measures only, however rigorous. Its existence is but proof of bad government, and to put it down we must go to the root of the evil, Peking, where the remedial means needed must be applied. To interpose for the extermination of the pirates is to interfere between the government and the people. As to our own interests we pursue a most suicidal course when we render aid unconditionally. In delivering the Chinese Government from embarrassment and peril, without conditions of any sort, we remove the only motive, fear, calculated to incline it to mend its ways; by our own act we mar the chance of improved administration. Why should the Chinese Government be exempted from at all events bearing its share of the cost of any force organised to suppress piracy? It cannot plead impecuniosity, since it draws a large annual revenue from the foreign customs. Besides, we are not the only Power with large interests at stake. French, Americans, and Germans carry on an extensive trade, and Russian interests are growing. Why should we,

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then, incur singly the expense of suppressing piracy? If each Power provided a couple of gunboats the force would suffice for the safety of foreign shipping, which is all that devolves upon us to provide for. Why should the English tax-payer alone bear the expense of maintaining an immense naval force in China, in order that the Government may be relieved of its obligations and duties?

DIVORCE CASE—COGHILL V. COGHILL AND LOURREIRO.—Dr. Spinks Q.C., and Mr. Macrae Moir for the petitioner; Dr. Tristram for the respondent. The co-respondent did not appear. The petitioner is a physician. He married the respondent at Edinburgh in 1862, and after a short but not very happy cohabitation in this country they sailed for China, where the petitioner has since continued in the practice of his profession. They first settled at Hankow, but left it for Shanghai, where they continued to live together until September, 1864. The respondent was much given to flirtation, and this led to so many misunderstandings with her husband that they ceased for some time to occupy the same bedroom. In Sept., 1864, it was arranged that she should return to England. She embarked at Shanghai, and shortly afterwards wrote to the petitioner's brother, also a physician practising in China, thanking him for his kindness, and expressing regret for her own folly, which she endeavoured to excuse on the ground of her husband's want of love. In this letter she confessed that she had been criminally intimate with the co-respondent, Pedro Loureiro, a person in the employ of a mercantile firm at Shanghai, and added that she and not he had been the tempter. The co-respondent (who is now undergoing a sentence of penal servitude for defrauding his employers), had also confessed their guilt to a friend. His Lordship said that, although the case rested on admissions, they were yet made under such circumstances that the Court could not fail to give credence to them. He then granted a decree nisi, with costs.

A NEW FOOD FROM CHINA.—Mr. J. Hullet, Clarence Lodge, Cosham, Hants, writes calling attention to the Chinese sugar grass (*Sorghum Tartaricum*) as a valuable addition to our cereal crops. It is not only perfectly hardy, and bears from six to eight times the quantity per acre than wheat does, but the bread made from it is more nourishing, and goes further than any other. Added to this, the leaves and shoots are invaluable as food for cattle. As the true seed is not easily obtained Mr. Hullet will be happy to send a few grains to any one sending a stamped directed envelope.

THE JAPANESE TROUPE.—Messrs. Prior and Grant have arrived in London with their troupe of Japanese jugglers and acrobats, who will soon commence their performances, we believe at the Egyptian Hall. They are nine in number, two of them being women—the first that have ever visited this country.

Monetary and Commercial.

The advices from China are still far from satisfactory. Fresh difficulties are reported with each mail and also by telegrams. It was hoped that the announcement that Messrs. Dent and Co. would be able to meet their dishonoured drafts would have restored confidence and cleared the atmosphere, but it is not so; and the ultimate result of this firm's arrangements is still looked on as doubtful by many who should be good judges. This naturally weighs upon other firms who are believed to be weak; and, as usual in these cases, rumour also extends to houses known to be equal to all their engagements. It will be a considerable triumph to Messrs. Dent and Co. if they succeed, and it is most sincerely hoped that they will; but the offers made in Hong Kong for their assistance are interpreted in different ways. It is stated that they have announced to depositors their willingness to pay them at once, and indeed the statements emanating from themselves are most hopeful as to their ability and intentions to maintain their business. It is only natural that distinct points of difference should exist between them and their London agents, Messrs. Dent, Palmer, and Co., as to the dishonour of their drafts.

The last steamer from Mexico has brought only a small amount of silver. The next one is expected to bring over half a million in dollars.

The official liquidator of the Commercial Bank Corporation of India and the East has issued dividend notices of the first payment of 10s. in the pound for the 19th, 20th, and 21st of February. Creditors of £50 and under are to be paid in full on the 13th of February.

The distribution to be recommended by the directors of the London and County Bank (who are the London Bankers of the Hong Kong and Shanghai Bank) at the meeting on the 7th inst. will be 14 per cent., or £2 16s. per share, making, with the distribution of 11 per cent. in August last, a total payment of 25 per cent. for the year.

At the meeting of the National Bank who acted for the Hindustan Bank it was stated that the engagements in connection with Hindustan, which in May last stood at £2,264,000, have been reduced to £850,000, against which the bank holds securities of the nominal value of upwards of £1,000,000, and which are unquestionable for £500,000. It was therefore quite improbable that their ultimate claims to be realised out of the estate of the Bank of Hindustan will exced £350,000, and he added that if the amount involved were double that figure it would be perfectly safe of realisation to the last penny.

In addition to our notices relative to the changes in firms, we have to add that Messrs. Henry Enderby Eaton and William Meriton Eaton have been admitted partners in the firm of H. W. Eaton, silk broker. The business will be carried on in future under the name of Henry W. Eaton and Sons. Mr. Henry Rodwell will continue to sign by procuration.

The partnership of Messrs. Maitland, Ewing, and Co. has been dissolved by mutual consent, and a circular has been issued announcing that Mr. J. D. Crum Ewing will continue the business in his own name.

Mr. Woollett, sen., has retired from the firm of Messrs. Rangell, Woollett, and Co., India, China, and Australian commission merchants.

Mr. Mitchison has retired from the firm of Sanford and Mitchison, wine merchants.

In reference to the paragraph which appeared in our last as to the changes of firms, we are requested to state that the new firm under the title of Percival and Co., of 14, Mincing-lane, has no connection with the late firm of Mitchell and Aspinall, now under liquidation.

TEA.

The arrivals have been large, including no less than 25 vessels in January (and to this date), with cargoes aggregating 23,000,000 lbs. The cargoes afloat up to the mail's advices are now reduced to the following:—

				lbs.
Aug. 16	Illimani	Shanghai		494,722
„ 19	Conference	Japan		92,130
Sept. 5	Antipodes	Shanghai		691,350
„ 19	Ann Adamson	Do.		690,511
Oct. 5	Agamemnon	Do.		1,003,045
„ 9	Onsuri	Do.		423,883
„ 14	Sir W. F. Williams	Do.		703,620
„ 17	Juanpore	Do.		553,576
„ 20	Red Deer	Do.		982,460
„ 30	Ellenborough	Do.		1,061,427
„ 31	Fontenaye	Do.		778,784
„ 31	Scindia	Shanghai		1,084,886
Nov. 1	Invincible	Foochow		836,561
„ 3	Samuel	Canton		528,300
„ 19	City of Quebec	Shanghai		933,938
„ 22	Elizabeth Nicholson	Hankow		1,212,050
„ 23	Camilla	Shanghai		633,594
„ 10	Gauntlet	Foochow		919,200
„ 14	Chetah	Canton		655,500
„ 14	Cora Linn	Do.		490,646
„ 17	J. C. Munro	Foochow		862,000
„ 30	John Bunyan	Nagasaki		488,629
„ 20	Banian	Foochow		991,200
„ 20	John Temperley	Do.		1,356,900
„ 27	Patna	Do.		429,500
Dec. 7	Osprey	Foochow		798,700
„ 8	Cingala	Do.		1,069,800
„ 11	Southern Cross	Shanghai		680,000
„ 17	Harlow	Do.		822,000
„ 19	Dundonald	Do.		620,000
„ —	Weymouth	Foochow		166,700
			lbs.	24,052,612

The market has continued firm during the past week, at the rates quoted in our last, but the heavy arrivals have checked the upward tendency. The total export from China and Japan is 100,000,000 lbs. to the 31st Dec., against 102,000,000 lbs. in 1865, and 15,000,000 lbs. more may be expected to the end of the season, making a total of 115,000,000 lbs., against 115,000,000lbs. in the previous year. The struggle between the buyers and importers has been equally maintained, and considering the late increase to our stocks, the importers have maintained their position better than could be expected. The quantity to be offered at public sale this week consists of 10,000 packages. Should the export fall below 115 millions it will, of course, improve their position, but taking all points in their favour as compared with the determination of buyers, we cannot hope for an advance beyond 1d. or 2d., and these rates still leave a heavy loss on many invoices. The sooner the end of this disastrous season is reached the better for all parties, for we can hardly expect the rashness which has characterised the purchases in China in 1866 to be repeated in 1867. The native teamen in China must prepare for very different offers, and unless their Tea is brought down to the shipping ports in better condition they may expect a severe lesson. With the present stocks we can very well wait, and the best means of restoring a healthy condition is to reduce our enormous stock. If the next season's Tea is held back until the end of June it will arrive here quite as soon as wanted, and good Kaisow should be laid down at not over 1s. 8d.

SILK.

Market continues very quiet still; prices of good China keep firm, at a little under last quotations, but inferior sorts are easier; there is very little demand for them. Japan have declined 2s. to 3s. within the last week, and 4s. to 5s. on the highest rates current; but the mixture of quality and size has rendered the bulk of the Japans difficult of sale for some time past, and some holders have pressed sales. The deliveries of Silk are as follows, and in the case of Bengals are very good, but of other Silks only moderate:—Delivered, January, 1867—China, 2,810; Japan, 550 bales. January, 1866—China, 4,304; Japan, 1,016 bales. The stock of Silks this day is, comparatively, as follow:—1867. China, 17,479; Japan, 4,805 bales. 1866. China, 19,087; Japan, 2,768 bales. Messrs. Arles, Dufour, and Co., of Lyons, thus refer to the prospects of the silk trade:—We are entering the new year under unfavourable auspices; manufacturers having been unable to make sufficient supplies before the rise, have now to struggle with a consumption which is reluctant to pay for the silk goods an advance equal to the rise of the raw material. If the exceptional scarcity of thrown silk, the extreme slowness of production, and the favourable effects expected to result from the Great Exhibition, lead us to believe that high rates will be maintained up to the new crop, we must, on the other hand, look for a very limited and difficult trade. The strong increase in the export of silk goods in 1866 has been obtained only by heavy sacrifices on the part of manufacturers.

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Jan. 4	Concepcion	Tuton	Manila	Alicante.
— 8	Viscount Canning	Wright	Moulmain	Waterford.
— 10	Victor	—	Penang	Deal.
— 8	Henriette	Von Harten	Singapore	Cuxhaven.
— 11	William Melhuish	Duncan	Shanghai	Deal.
— 11	Naomi	Sayers	Foo-chow-Foo	Do.
— 11	Island Queen	Dickson	Canton, &c.	Do.
— 11	Dartmouth	Elsden	Shanghai	Do.
— 10	Luneburg	Kopper	Batavia	Off Dungeness.
Dec. 27	Franklin	Bursley	Manila	Boston.
— 27	Ocean Rover	Wilcomb	Batavia	Do.
Jan. 12	Seawfelt*	Thomson	Foo-chow-Foo	Deal.
— 15	Mary Nicholson	Freebody	Canton, &c.	London.
— 11	Isaure	Daviaud	Manila	Belle Isle.
— 13	Japan Packet	Der Brink	Batavia	Brouwershaven.
— 12	Henriette	v. Harten	Singapore	Hamburg.
— 12	Waterloo	Abrahamsz	Batavia	Texel.
— 14	Ramsay	White	Padang	Do.
— 21	Ajax (s.s.)	Kidd	Shanghai	London.
— 17	St Oswin	Atkinson	Sarawak	Off Beachy Head
— 18	Tagal	Gobel	Batavia	Off Dungeness.
— 21	Veronica	Brown	Foo-chow Foo	Liverpool.
— 7	Rangoon	Murray	Sourabaya	New York.
—	Cambrian	—	Akyab	Queenstown.
— 23	Georges	—	Nagasaki	Downs.
— 25	Monarchy	—	Foo-chow-Foo	Cowes.
Jan. 10	Tarquin	Kimball	Sumatra	New York.
— 21	Edinburgh Castle	Erskine	Singapore & Liverpool	Clyde.
— 26	Indemnity	Jenkins	Singapore	London.
— 26	John Paul	Garne	Shanghai	Do.
— 26	Knight of Snowdon	Richardson	Do.	Deal.
— 25	Insulinde	Duinker	Batavia	Off Dungeness.
— 25	Zaanstroom	Driest	Do.	Falmouth.
— 28	Lansdowne	Spowart	Shanghai	London.
— 28	Polmaise	Butler	Do.	Do.
— 18	Kelso	Black	Canton, &c.	Do.
— 28	City of Edinburgh	Loden	Singapore	Do.
— 28	Margaret Campbell	Pill	Nagasaki	Do.
— 28	Northfleet	Symington	Hong Kong &c.	Do.
— 27	Frigate Bird	Weeks	Rangoon	Liverpool.
— 26	Catherina Wilhelmina	Roca	Batavia	Scattery Boads.†
—	Marquis of Argyle	Hay	Shanghai	Off the Start.
— 26	John	Matthews	Padang	Helvoet.
— 29	General Caulfield	Richards	Shanghai	Deal.
— 29	Ruby Castle	Harris	Penang	Do.
— 27	Mary Goddard	Newhuys	Batavia	Brouwershaven.
— 27	Hendrika	Valk	Do.	Do.
— 27	Scheveningen	Annokke	Do.	Do.
— 27	Ymuden	Icke	Do.	Do.
— 30	Beautiful Star	Lees	Foo-chow-Foo	London
— 30	Wynaud	Smith	Colombo	Do.
— 29	Pauline C. Eleonore	v. Ingen	Batavia	Texel.
— 26	Peking	Deimum	Java	Off Portland.
— 28	Emily Augusta	Plumer	Akyab	Queenstown.
— 26	Drie Gezusters	Fischer	Batavia	Texel.
— 27	Bestevaer	Rosier	Do.	Do.
— 27	Noord Brabant	Loos	Sourabaya	Do.
—	Cotherstone	—	Colombo	London.
—	Empire of Peace	—	Akyab	Queenstown.
— 30	Dageraad	—	Batavia	Deal.
— 30	Cornelis Gips	—	Do.	Do.
— 30	Solent	Passmore	Sutton	Do.
— 28	Grondivet	Kamminga	Batavia	Zierikzee.
— 29	Pegasus	—	Shanghai	New York.
—	Nelly	Simpson	Do.	Deal.
— 31	John Bull	Harris	Do.	Do.
— 30	Maria Anna	v. Monnom	Batavia	Off Dover.
— 29	Belle of the South	Westcott	Samarang	Texel.
— 25	Dorsborough	Spanderman	Tjiratjap	Do.
— 29	Jason	Rusman	Batavia	Brouwershaven.
— 29	Mysore	Fayet	Do.	Belle Isle.
— 30	Prince	Goujon	Do.	Do.
— 17	Lady Blessington	Burnham	Manila	New York.
Feb. 2	Duomatt	—	Foo-chow-Foo	Downs.

*Arrived in 98 days. † Leaky.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 11	Lochnagar	Barkfill	Cardiff & Hg. Kong	London.
— 10	Fair Leader	Pierre	Hong Kong	Cardiff.
— 5	Wilhelmina & Clara	Herwerden	Batavia	Texel.
— 11	John R. Worcester	Wawn	Shanghai	Shields.
—	Titania	—	Do	Clyde.
— 12	Priam	Hendersen	Batavia & Sourabaya	Belfast.*
— 15	Zingra	Pittendrich	Singapore & Penang	London.
— 13	Nellie Hastings	Hall	Japan	Cardiff.
— 16	Challenger	Browne	Shanghai	London.
— 16	Pak Wan	Schell	H. Kong & Canton.	Do.
— 16	Sir William Wallace	Taylor	Cardiff & Shanghai	Do.
— 16	Constance	Schroot	Singapore	Falmouth.
— 18	Stuart Wortley	Showers	Cardiff & Hg. Kong	London.
—	Cornelia Adolphine	—	Batavia	Amsterdam.
— 17	Fortuna	Mory	Hong Kong	Cardiff.
— 19	Trinidad	Larringa	Manila	Liverpool.
— 21	Falcon	Guon	Hg. Kong & Canton	London.
— 21	Taiwan (s.s.)	Roper	Hong Kong	Aberdeen.
— 24	Burdwan	Douglas	Do.	London.
— 22	Frank Shaw	—	Shanghai	Shields.
— 22	Coral Nymph	Winchester	Do.	Sunderland.
— 22	Sumatra	Montechiaro	Ceylon	Do.
— 25	Everest	Clarke	Hong Kong	Liverpool.
— 24	Archos	Hopkins	Batavia & S'gapore	Do.
— 24	Condor	Schmitt	Penang	Do.
— 25	Sir John Moore	Robertson	Cardiff & H. Kong	London.
— 24	Southern Belle	Chester	Hong Kong	Cardiff.
— 26	Anazi	Robson	Yokohama	London.
— 26	Taiwan (str.)	Roper	Hong Kong	Falmouth.
—	Cortgene	Wemmerus	Batavia	Amsterdam.
— 27	Winfield Scott		Singapore	Shields.
Feb. 1	Vigil	Gilpen	Shanghai	London.
— 1	Ravensbourne	Cooper	Colombo	Do.
Jan. 31	Sir Lancelot	Robinson	Shanghai	Falmouth.*
— 31	Falcon	Grime	Hong Kong	Torbay.

*After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Philomela. For Nagasaki: Chanticleer. For Shanghai: Star of China, Wild Deer, Helen Nicholson. For Hong Kong: Solent. For Hong Kong and Canton: Naomi, Northfleet. For Manila: Ercilla. For Singapore: Benvoirlich. For Penang: Benvenue. For Batavia, Samarang, and Sourabaya: Pieter Adolf. For Colombo: St. Andrew's Castle, Boldon Lawn, Wynaud.

At LIVERPOOL.—For Yokohama: Barracouta. For Hong Kong: Veronica. For Saigon: Nelly. For Onrust: Almonde. For Singapore: Lanercost. For Manila: Adan y Eva. For Batavia and Sourabaya: Java, Susanna Elizabeth, Navigator. For Galle: Charles, Ellen.

At GLASGOW.—For Manila and Yloilo: Tis y Sobrino. For Singapore: Edinburgh Castle. For Singapore and Penang: Huntly Castle. For Batavia and Sourabaya: Annie Story. For Ceylon and Negapatam: Thomas Mitchell.

SPOKEN.

MARIA CATHERINE, Amsterdam to Batavia, Nov. 27, 11 S., 33 W.
WHITEADDER (ship), London to Shanghai, Dec. 6, 4 N., 23 W.
MARIA AND ELIZABETH, Bat. to Rotterdam, Dec. 9, off Cape Agulhas.
GUURTJE and MARIA (D. bq.), Cardiff to S'pore, Dec. 26, 15 S., 33 W.
CLAIRE, Havre and Newport to Galle, Nov. 30, 39 S., 18 E.
J. W. A. LORENZEN, Cardiff to Hong Kong, Dec. 31, 15 N., 28 E. (?)
WILD DAYRELL, Shanghai to New York, Nov. 19, 26 S., 49 E.
SEAFLOWER (? ZEEBLOEM), Sourabaya to Amtdm., Nov. 29, 32 S., 29 E.
CHOICE, of Shields, from Galle, Nov. 27, 23 S., 23 W.
SUSANNE, Bordeaux to Batavia, Dec. 8, 28 S., 29 W.
JOHANNA HENDRIKA (Dtch. brgtne.), Rotterdam to Sourabaya, Dec. 18.
BATERAES (?), (Dtch. bq.). Bat. to Amsterdam, Jan. 21, 49 N., 17 W.
ENDEAVOUR (Am. s.), N. York to Shanghai Nov. 2, in Ombay Passage.
JAMES RUSSELL (s.), London to Hong Kong, Nov. 2, in Ombay Passage.
GLENROSA (bq.), Java to Amsterdam, 75 days out, Jan. 14, 25, N. 31 W.
DIMOND (?) (bq.), Shields to Shanghai, Dec. 20, 11 S., 3 W.
LISMORE CASTLE, London to Shanghai, Dec. 31, 4 N., 20 W.
JUPITER, Amsterdam to Samarang, Jan. 12, 44 N., 14 W.
ELUTHERIA, Shields to Japan, Dec. 23, 4 N., 22 W.
STAR OF THE SOUTH, Liverpool to Galle, Nov. 29, 16 S., 32 W.
SLIEDRECHT (Dutch), Batavia to Amsterdam, Dec. 13, 27 S., 8 E.
LOUISA KROONPRINSES V. ZWEDEN (D.), Bat. to Dordt, Dec. 21, 13 S., 9W.
PAUL JOHAN (Dut. bq.), Batavia to Schiedam, Dec. 18, 17 S., 4 W.
GENERAL DE STEURS (D. bq.), Bat. to Rotterdam, Dec. 20, 14 S., 8 W.
KORTENAAR, Batavia to Rotterdam, Jan. 14, 26 N., 36 W.
MOUNTAIN ASH (barque), London to Japan, N. of Palawan.

FREIGHTS AND CHARTERS.

Inquiries for tonnage for the Eastern ports still continue brisk, and previous quotations are well maintained; coal freights from the northern outports also remain steady.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £45. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong: £2 2s. For Singapore: £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 37 tons measurement, naval common stores; 98 tons measurement, naval boilers; wg. 59 tons, and three tons measurement, Victualling Stores, from the Thames to Hong Kong, for which purpose the Naomi has been ordered to be surveyed. Also about 5 officers (including a medical officer) 2 ladies, 3 children, 101 men, 10 women and 14 children, from Liverpool or Gravesend to Singapore, and of about 16 officers, 4 ladies, 8 children, 9 staff sergeants, 3 wives, 370 men, 27 women, 50 children and 5 horses from Capetown to Singapore.

CASUALTIES.

The Zaanstroem, Driest, from Batavia to Amsterdam, arrived at Falmouth Jan. 25, with rudder broken, loss of sail, and other damage.

The Sea Wave, from the Clyde for Batavia, which went ashore, Jan. 14, on Chapel Bar, near Padstow, arrived at Milford Haven, 7an. 27, in tow.

The Catherine Wilhelmina, Roca, from Batavia, which put into Scattery Roads Jan. 26, leaky, had thrown part of her cargo overboard.

Advices from Rotterdam, dated Jan. 29, state that the Monarchy, from Foo-chow-Foo, arrived at Brouwershaven, had run down an English schooner there, the crew of which were drowned.

The Bestevaer, Rosier, which arrived at Texel Jan. 27, from Batavia, had been on her beam ends in a hurricane on Jan. 6, in 43 N., 24 W., and sustained damage to bulwarks, rigging, &c.

The Noord Brabant, Loos, arrived at Texel Jan. 27, from Sourabaya, with rudder broken and part of cargo thrown overboard.

The Pauline Constance Eleonore, Ingen, which arrived at Texel Jan. 29, from Batavia, had lost top-gallant-mast, spars, sails, &c., and sustained other damage, having experienced a hurricane.

The Ymuiden (Dutch barque), Icke, and the Mary Goddard, Newhuys, both from Batavia, which arrived at Brouwershaven Jan. 27, had been in collision near that port, the former sustained damage and the latter lost an anchor.

The City of Delhi, Taylor, from Singapore to London, with a general cargo, went ashore near Dungeness on Jan. 28th and subsequently became a total wreck, crew and passengers saved. Before the vessel broke up a few packages were got out and landed, nearly all in good condition, but since more than two-thirds of her cargo have been washed out.

MISCELLANEOUS.

The unsold portion of the cargo of the Wilhelmina Johanna, Alberts, from Batavia to Rotterdam, which vessel was sold at Algoa Bay, previous to the 15th Dec., will be sent on by the E. Shun.

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FIFTY-NINTH REPORT OF
THE LONDON JOINT-STOCK BANK.

At a GENERAL MEETING of the SHAREHOLDERS, held at the Banking-house of the Company, in Princes-street, Mansion-house, on THURSDAY, the 17th January, 1867, FREDK. JNO. JOURDAIN, Esq., Chairman, GEORGE GARDEN NICOL, Esq., Deputy-Chairman, the following REPORT was presented :—

The Directors have much pleasure in placing before the Shareholders the annexed statement of accounts of the Bank for the half-year ending the 31st ultimo, by which it will be seen that after providing for rebate of interest on bills discounted not yet due, and crediting the Guarantee Fund with the usual interest, the Bank has made a net profit of £183,055. 3s. 7d., including £26,571. 2s. 11d. brought forward from the 30th June.

Of this amount the Directors have appropriated the sum of £135,000 for the payment of the usual dividend at the rate of 12½ per centum per annum, with a bonus of 18s. 9d. per share, together £1. 17s. 6d. per share, equivalent to 25 per centum per annum, and have carried £8,055. 3s. 7d. to the Guarantee Fund, now amounting to £332,846. 10s. 9d., leaving a balance of £40,000, which the Directors have placed to special reserve, in view of accounts not yet closed, resulting from the recent severe crisis, and they trust the course they have adopted will be cordially approved by the Shareholders.

The following Directors retire by rotation, under the provisions of the Deed of Settlement, viz.:—Philip William Flower, Esq.; John George Maclean, Esq.; George Garden Nicol, Esq.; and George Tayler, Esq., who, being eligible, offer themselves for re-election.

The Meeting will be made an Extraordinary General Meeting for the election of a Director to fill the vacancy at the Board, created by the lamented death of John T. Oxley, Esq.

The dividend and bonus, free from income-tax, will be payable on and after Friday, the 25th instant.

The preceding Report having been read to the Meeting by the Secretary, a dividend for the half-year ending the 31st December, after the rate of £12½ per centum per annum, and a further division of 18s. 9d. per share, out of the net profits of the half-year ending as above, were declared by the Chairman.

Resolved unanimously,—"That the Report now read be received, adopted, and printed for the use of the Shareholders."

The following Directors, having retired by rotation, were unanimously re-elected, viz.:—Philip William Flower, Esq.; John Geo. Maclean, Esq.; George Garden Nicol, Esq.; George Tayler, Esq.

The Chairman then declared the meeting to be an Extraordinary General Meeting for the purpose of electing a Director in the room of the late Jno. Timothy Oxley, Esq., and stated that the only candidate was John Stewart Oxley, Esq.

The question having been put to the Meeting, John Stewart Oxley, Esq., was declared duly elected a Director of this Bank.

Resolved unanimously,—"That the best thanks of this Meeting be presented to the Chairman and Directors for their zealous and unremitting attention to the business of the Bank."

Resolved unanimously,—"That the thanks of this Meeting be given to Mr. Jno. Whitaker Nutter, the General Manager, the Managers, and the Staff generally, for their able services during the past half-year."

(Signed) FREDK. JNO. JOURDAIN, Chairman.
Extracted from the Minutes, ALFRED SCRIVENER, Secretary.

THE LONDON JOINT-STOCK BANK.

LIABILITIES AND ASSETS, MONDAY, December 31, 1866.

Dr.			
To capital paid up, viz:—72,000 shares, at £15 each...		£1,080,000	0 0
To amount due by the Bank on current accounts, deposit receipts, circular notes, and acceptances ...		15,306,237	0 0
To amount of "The Guarantee Fund," June 30, 1866	£319,991 9 8		
To six months' interest on ditto, at 3 per cent. per annum	4,799 17 6		
		324,791	7 2
To rebate of interest on bills discounted not yet due, carried to new account		19,400	6 0
To amount of net profit for the half-year ending December 31, including £26,571. 2s. 11d., balance of Profit and Loss Account, June 30		183,055	3 7
		£16,913,483	16 9

Cr.		
By Government stock, valued in accordance with the resolution passed by the general meeting of shareholders, on the 19th Jan., 1865, viz.:—£1,200,000 Consols, New Three per Cents., and Reduced, at 90	£1,080,000	0 0
By cash	1,767,053	18 4
By bills discounted, loans, and other securities ...	14,017,949	3 2
By buildings, furniture, &c., at head office and branches	48,480	15 3
	£16,913,483	16 9

PROFIT AND LOSS ACCOUNT for the Half-year ending December 31, 1866.

Dr.			
To current expenses, proportion of building expenses, Directors' remuneration, bad debts, income-tax, &c.	£41,198 11 6		
To rebate of interest on bills discounted not yet due, carried to new account	19,400 6 0		
To six months' interest on the "Guarantee Fund," at £3 per cent. per annum	4,799 17 6		
		£65,398	15 0
To dividend account, for the payment of half-a-year's dividend at the rate of 12½ per cent. per annum, upon £1,080,000, amount of paid-up capital upon 72,000 shares		67,500	0 0
To ditto for the payment of a bonus of 18s. 9d. per share		67,500	0 0
To special reserve		40,000	0 0
To amount carried to the "Guaranteed Fund" ...		8,055	3 7
		£248,453	18 7

Cr.	
By amount of gross profit for half-year ending Dec. 31, including £26,571. 2s. 11d., balance of Profit & Loss Account, June 30	£248,453 18 7

Dr. GUARANTEE FUND ACCOUNT.

Present amount...	£332,846 10 9
Cr.	
Amount on June 30, 1866	£319,991 9 8
By interest on ditto to Dec. 31, 1866, at £3 per cent. per annum	4,799 17 6
By balance of undivided profit	8,055 3 7
	£332,846 10 9

THE LONDON JOINT-STOCK BANK.

ESTABLISHED IN 1836.

Head Office—5, PRINCES STREET, MANSION HOUSE.

Pall-mall Branch—69, PALL MALL. | **Chancery-lane Branch—124, CHANCERY LANE.**

Directors.

WILLIAM BIRD, Esq.	PHILIP WILLIAM FLOWER, Esq.	DONALD LARNACH, Esq.	GEORGE POLLARD, Esq.
WILLIAM BLOUNT, Esq.	FRAN. BENNETT GOLDNEY, Esq.	HENRY LEE, Esq.	FREDERICK RODEWALD, Esq.
F. BOYKETT, Esq.	CHARLES JAMES HEATH, Esq.	JOHN GEORGE MACLEAN, Esq.	ROBERT RYRIE, Esq.
GEO. THOS. BROOKING, Esq.	FREDK. JNO. JOURDAIN, Esq.	GEO. GARDEN NICOL, Esq.	GEORGE TAYLER, Esq.
Alderman Sir JAMES DUKE, Bart.	JOHN KNOWLES, Esq.	JOHN STEWART OXLEY, Esq.	

Head Office—5, Princes-street, Mansion-house; J. W. NUTTER, General Manager.
Country Department—5, Princes-street, Mansion-house; W. F. NARRAWAY, Manager.
Pall-mall Branch—69, Pall-mall; R. G. BARCLAY, Manager. | Chancery-lane Branch—124, Chancery-lane; F. K. HEWITT, Manager.
Secretary—ALFRED SCRIVENER.

The capital of the Bank is £3,660,000, in 72,000 shares of £50 each. The sum of £15 has been paid on each share, and the present paid-up capital of the Bank is £1,080,000. The guarantee fund amounts to £332,846.
Current accounts are kept agreeably to the custom of London bankers.
Parties keeping current accounts with the Bank can transfer to a deposit account any portion of their balance, upon which interest at the current rate of the day will be allowed.
Sums of £10 and upwards are received on deposit at interest from parties not customers, either at seven days' notice or for fixed periods as may be agreed upon.
The agency of joint-stock banks, private bankers, and foreign banks undertaken.
Investments in and sales of all descriptions of British and foreign securities, bullion, specie, &c., effected.
Circular Notes are issued free of charge for the use of travellers, payable in the principal towns on the continent of Europe and in the chief commercial cities of the world.
Letters of credit are also granted on the same places. They may be obtained at the head office, in Princes-street, Mansion-house; or at the branches.
Dividends on English and foreign funds, or railway and other shares and debentures, received without charge to customers.

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ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVE FUND, £144,009.

COURT OF DIRECTORS.
CHAIRMAN—HARRY GEORGE GORDON, Esq.
DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq. | Lestock Robert Reid, Esq.
Duncan James Kay, Esq. | Patrick F. Robertson, Esq. M.P.
Alexander Mackenzie, Esq. | James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.
The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000
RESERVE FUND £250,000

COURT OF DIRECTORS.
George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.
The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1866-7.
CHAIRMAN.
THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.
The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection, bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that the Company having complied with all the requirements of the Hong Kong and Shanghai Banking Ordinance (No. 5, of 1866), have now become and are a corporation thereunder, and their business will from and after this date be conducted under the style or name of the "Hong Kong and Shanghai Banking Corporation."

"The Hong Kong and Shanghai Banking Corporation (Limited)" having ceased to exist, shareholders are now liable for twice the amount of their shares, as is more particularly set forth in the said Ordinance."

For convenience sake, the bills, deposit receipts, notes, and all other documents and engagements whatsoever, bearing the name of the late Company, may be retained, and continue to circulate in their present form as in accordance with the provisions of the said Ordinance, the corporation assume and take over all liabilities, contracts, and obligations of the Hong Kong and Shanghai Banking Company (Limited).

By order of the court of directors,
(Signed) V. KRESSER, Manager.
Hong Kong, Dec. 20, 1866.

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Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

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Amoy, March, 1865.

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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

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The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

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Apply to FALCONER and MERCER, 23, Leadenhall-treet, London or THOMAS HILL, Southampton.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT. BRINDISI to ALEXANDRIA—Contract Passage, 82 hours It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de l'Universite, 108; LONDON, Messrs PALMER, 41, Fenchurch, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers April 3rd, 1867; to be followed at regular intervals thereafter by the other steamers of the Line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool	... 5th February.
Leaving San Francisco ...	... 3rd April.
Due at Yokohama ...	... 23rd April.
Due at Hong Kong ...	... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama	First Cabin, £110 10s.
To Hong Kong	,, £120 10s.
To Shanghai	,, £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

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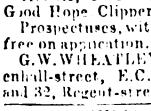
NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G.W. WHEATLEY and Co. (late Wagnern), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

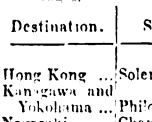
INDIA, CHINA, AND JAPAN.



ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail.
Hong Kong ...	Solent ...	A1 13 yr.	W.I.D.	With des.
Kanagawa and Yokohama ...	Philomela ...	A1 14 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.

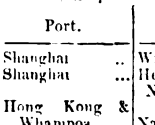
For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Wild Deer	A1 14 yr.	E.I.D.	Feb. 5
Shanghai ...	Helen Nicholson	A1 12 yr.	E.I.D.	Feb. 20
Hong Kong & Whampoa ..	Naomi ...	A1 10 yr	E.I.D.	With des.
Singapore ..	Benvoirlich	A1 9 yr.	W.I.D.	With des.
Penang	Benvenue .	A1 8 yr.	StK.D	With des.
Kanagawa (Yokohama)	Caractacus	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George yard, Lombard-street, E.C.



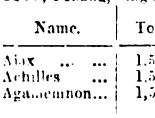
STEAM to CHINA.—The undermentioned SCREW STEAMERS are intended to be despatched from LIVERPOOL, at their respective dates, with cargo and first-class passengers, for MAURITIUS, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Day.
Ajax	1,550	Kidd	March 9
Achilles ...	1,550	Russell ...	May 18
Agamemnon...	1,550	Middleton .	To follow.

Each vessel carries a surgeon and stewardess. Apply to ALFRED HOLT, No. 1, India-buildings, Liverpool.

SHANGHAI.—Notice to Passengers.—The WILD DEER, A 1 14 years, 1,016 tons register, East India Docks, has splendid accommodation for a few cabin passengers.

Apply to KILLICK, MARTIN, & Co., 10, George-yard, Lombard-street, E.C.

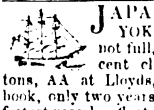


NOTICE to SHIPPERS to SHANGHAI.—The celebrated Aberdeen clipper STAR OF CHINA, A 1 14 years, 774 tons register, will receive goods in the East India Docks all To-morrow.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings.

FOR HONG KONG and WHAMPOA direct, with immediate despatch the well-known China clipper-ship NORTHFLEET, A 1 14 years, 876 tons register, W. SYMINGTON, Commander, loading in the East India Docks. This splendid vessel, newly coppered, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., 27, Leadenhall-street, E.C.; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.



JAPAN.—From LIVERPOOL for YOKOHAMA (Kanagawa), to sail full or not full, on the 6th February, the magnificent clipper barque BARRACOUTA 610 tons, AA at Lloyds, and 20 years in red in Liverpool book, only two years old. Has proved herself one of the fastest vessels afloat, and as a conveyance for fine goods cannot be surpassed. Loading in the Salt-house Dock.

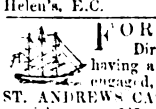
Apply to E. C. FRIEND & Co, 5, India-buildings, Liverpool.

HAYA-MARO.—The DEPARTURE of this beautiful extreme clipper twin screw steamer for CHINA and JAPAN, via Singapore (also Cape de Verds and Cape of Good Hope, should sufficient inducement offer), has been DEFERRED until February 14th Can accommodate a few more first-class passengers. Carries an experienced stewardess for ladies' attendance. No cargo taken.

For Passage apply to Captain Carnes, at Mr. John Preston's, 98, Gracechurch-street.

COLOMBO Direct (to follow the Ravensbourne), the beautiful British-built clipper ship BOLDON LAWN, A 1 11 years, 551 tons register, new newl coppered; W. B. HOPPER, Commander; West India Docks. Has a large portion of her cargo already engaged, and will meet with immediate despatch. This magnificent vessel will be found the best opportunity to shippers of fine goods, and has very good accommodation for passengers.

Apply to JOHN C. CAMPBELL, 22, Great St. Helen's, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, E.C.



FOR COLOMBO, CEYLON, Direct, will have immediate despatch, having a considerable portion of her cargo engaged, the famous China clipper-ship ST. ANDREWS CASTLE, A 1 14 years, built under special survey, 639 tons register, GEORGE MACBAIN, Commander; loading in the West India Docks. This magnificent vessel is one of the fastest afloat, offers an unusual opportunity to shippers of fine goods, and has a capacious and lofty cabin replete with every accommodation for the comfort and convenience of passengers.

For Freight or Passage, apply to F. FALLACK, 23, Birchin-lane, E.C.

CHINESE REPOSITORY.—A copy of this Work, from its commencement to its close, is for SALE; Twenty Volumes. Apply to W. B., Office of this Paper.

PARTNER WANTED, with £10,000, to establish a Firm at Shanghai. The Advertiser has good connections, and has had long experience in the China Trade. The incoming Partner can have the option of residing here or in China.—Principals can apply, by letter only, to C. B., at C. H. May's General Advertising Office, 78, Gracechurch-street, City, E.C.

A CANTON NURSE, lately arrived from Hong Kong, is desirous to return by the Overland Route with a Lady in charge of Children She has been for years accustomed to the care of Foreign children; she speaks English, and can be well recommended.

Address, ARCHING, 6, Burton-crescent, W.C., London.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; 6d. for each additional line.

Subscriptions and Advertisements received abroad the following Agents:—

Paris	G. W. YAPP, 4, Place Pentago Boulevard Pereire.
Hamburg	Mr. ONCKEN.
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Penang	SANDILANDS, BUTTERY AND CO
Bangkok..... ...	
Batavia	HUNTER, HOUGHTON, AND CO.
Anier—Straits of Sund	G. SCHUIT, Anjer Hotel.
Manila	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J B. MORRIS, Hong Kong.
Amoy	BELLAMY AND Co.
Foo-Chow-Foo	HEDGE AND CO.
Shanghai.....	H. FOGG AND CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C. (Over the Jerusalem.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 4, 1867.

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VIA BRINDISI.

The London and China 新聞紙 Telegraph

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 236.] LONDON, MONDAY, FEB. 11, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—			
Yokohama	Oct. 17	Dec. 13	Dec. 15
Nagasaki			Dec. 18
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Oct. 26	Dec. 19	Dec. 26
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Nov. 10	Dec. 27	Jan. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Oct. 26	Dec. 19	Dec. 22
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok	Oct. 26	Dec. 19	Dec. 22
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Jan. 1
MALACCA STRAITS—			
Singapore	Nov. 26	Dec. 30	Jan. 8
Penang	Nov. 26	Dec. 28	Jan. 10

Telegrams were received on the 6th inst. with dates from Hong Kong to the 15th January, Shanghai 9th. Exchange 6s. 3d., and 4s. 5½ for four months' sight. No political or commercial news of importance.

List of Passengers.

PASSENGERS INWARD.

By this mail, arrived at Marseilles Dec. 10.—For Marseilles: Mr. and Mrs. D. Smith; Messrs. P. Kracke, and J. R. Green. For Suez: Mr. H. de Turnhillon. For Southampton: Messrs. A. T. Miller, Bower, Lane, and S. Payne.

PASSENGERS OUTWARD.

Per P. and O. steamer Poonah, from Southampton, Feb. 4.—To Singapore: Mr H. F. Plow, Capt. J. R. Ord, Mr. H. Ord, Mr. A. W. Cousins, and one second-class passenger. To Ceylon: Mr. J. Le Cocq, Mr. H. Wiggin, Miss McCabe, Mr. and Mrs. Gillman, Lieut. Tegart, Mr. G. T. M. O'Brien, Mr. G. N. Withers, Mr. H. C. Hamilton. To Yokohama: Miss A. Mitchell, and one second-class passenger. To Shanghai: Mr. E. G. Head. To Hong Kong: Lieut. Lee, R.E., Mr. F. Pousford, Mr. Artnur Hunt. To Calcutta: Capt. and Mrs. Wallace, Miss Malyn, Mr. F. L. S. Dyce, Mr. H. Dumbleton, Mrs. Wakefield and child, Miss Chauce and servant, Ensign Haly. To Madras: Miss Cammerer, Mr. and Mrs. E. B. Dawson and two children. Staff Assistant-Surgeon E. B. Grant, Capt. and Mrs. Shaw. To Bombay: Lieut. W. S. Peart, Lieut. E. A. Fitzroy, Ensign Underwood, Ensign F. Battye, Mr. F. C. Boulton.

From Marseilles, Feb. 13.—To Hong Kong: Mr. J. Owen, Mr. G. Anderson, Mr. W. Odell, Don R. Perez Vento, Mr. P. Vento, jun. To Penang: Mr. F. S. Brown, two daughters, and son, Mr. and Mrs. H. J. D. Padday, Mr. and Mrs. J. Buttery, Miss Smith. To Singapore: Col. and Mrs. Ord, Miss C. Low, Mr. F. W. Mackie, Miss Zobel, Mr. J. Watson, Major McNair, Mr. Niel MacLeod, and one second-class passenger. To Ceylon: Mr. L. P. Thomas, Mrs. Anderson. To Shanghai: Mr. Blair, Dr and Mrs. C. Powles. To Calcutta: Mr. A. Butler, Mrs. Rattray, Mr. and Mrs. W. C. Wood, Lieut. and Mrs. M. C. Poole, Mr. and Mrs. D. Simson, Capt. and Mrs. Topham, Mrs. Baring Lawford, Dr. and Mrs. Brandis, Lieut. and Mrs. Shoubridge, Dr. and Mrs. Mowat, Mr. F. M. Lind, Ensign Baker, Major H. L. Nation, Mr. W. H. Edwards and servant, Mr. E. B. Ridges, Mr. C. H. Elliott, Mr. F. F. Wyman, Mr. H. Bainbridge, Mr. P. Severin. To Madras: Col. Blake, Capt. L. A. Graeme, Mr. A. and Mrs. Browning. To Bombay: Hon. W. and Mrs. Muir and servant, Mr. A. Douglas.

Per P. and O. steamer Delta, from Southampton, Feb. 20—To Ceylon: Lieut. Partridge, Mr. T. H. Taylor, Mr. E. Giles. To Hong Hong: Vice-Admiral Keppel's Secretary and Flag Lieutenant, Mr. and Mrs. Oxley and four children, Mr. H. E. Woodhouse. To Shanghai: Mr. E. Hewett, Mr. W. Dorling, Mr. A. Hutton. To Singapore: Capt. A. R. Ord and Son.

From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke, Mr. H. B. Ewald, Mr. Armstrong. To Hong Kong: Vce-Admiral the Hon. Sir. H. Keppel, K.C.B., Mr. H. B. Walker, Mr. J. Ferguson, Mr. W. Newman, Mr. A. Andrews, Mr. E. C. Smith, Mr. T. K. Ashton, Mr. R. Parr (V.B.), Mr. Pemberton. To Shanghai Mr. J. B. Hallam, Mr. P. Maclean, Mr. B. A. Mouilleseaux. To Singapore: Mr. R. B. Read, Surgeon-Major J. Rose.

Summary of News from the Far East.

We have received our despatches from China, Japan, &c., in anticipation of the usual mail, expected to be delivered to-morrow.

CHINA.

SHANGHAI.

Dates are down to December 26, or two days later than received per French mail on the 4th inst.

Accounts have been received from Tientsin, *via* Chefoo, of a considerable fire, in which English imported goods were destroyed to the value of about £100,000.

A new publication, called the *Supreme Court and Consular Gazette*, is announced for the 5th January, to be published weekly at the *Recorder* office.

The following items are from the *Recorder*:—

Beyond items of merely local interest, we have only one matter of importance to notice since the publication of our last issue, namely that a notification has been issued by Sir Rutherford Alcock respecting the residence of British subjects of Chinese descent in the interior of the country. This, the notification justly points out, is contrary to the provisions of the Treaty of Tientsin; as according to that instrument no British subject can reside permanently in the interior. Though this is unquestionably a correct view as to the law of the question, it is generally regretted that these men are precluded from settling down in China, as their being able to do so forms one of the best means of assimilating the Chinese to European ideas, and breaking down many of those barriers which prejudice on either side has raised up against a more extended intercourse between Europeans and Chinese.

The Royal Asiatic Society held their usual monthly meeting on the 20th December, when the third portion of the Rev. S. R. Browne's translation of a Japanese manuscript, entitled the "Annals of the Western Ocean," was read to the meeting by the secretary; and Mr. Alabaster read his notes upon the salt trade in China. After the latter a discussion ensued, and some interesting remarks were made by the president respecting the magnitude of the salt trade conducted at Chinkiang, and by Mr. J. G. Dunn upon the probability of salt paying as an import from foreign countries, should the Chinese ever see fit to take off the prohibition which now exists against the article. Mr. Dunn stated that the question was gone into some years ago, but in consequence of the damage which a cargo of salt did to a vessel by damping it, the rate of freight requisite was too high to admit of ships being laden in England with salt for China. Such a course, in fact, would unfit them for taking any other cargo than coal. It was observed by Mr. Alabaster that at a place called Foochow, in the Corea, salt could be obtained, that would lay down at the mouth of the Yangtsze at 4 cash per catty, which would sell, with payment of Government taxes, at 18 cash. An interesting extract from an old history of China was read to the meeting by Mr. Kingsmill. It was from a work written at the time the Manchus were overrunning China, and gave an interesting illustration of the manner in which the Chinese in those days called in the aid of the Portuguese, in precisely the same manner as within the last three years they have had recourse to the aid of other Europeans.

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A meeting of the Society for the Relief of Destitute Foreigners was held on the 21st, when it was unanimously resolved by the three or four members who attended to wind it up. The finances were found to be in not the most satisfactory condition, a large sum being due to the hospital for sick men who had been sent there. The subject of providing some permanent and organised means of relieving destitution in the settlement is attracting attention, and it is under contemplation if possible to establish a species of alms house in connection with the Municipal Council.

Information has been received from a native source that the Mahomedan rebels are giving great trouble to the Imperial forces, and that they have succeeded in capturing four important cities in the Kiangsi province, and from Hankow news has been received by steamer *Fire Queen* to the effect that the Nienfei rebels are approaching the city. At the date of the departure of the steamer, namely, the 20th inst., the rebels were stated to be about three hundred li away; but the country people were flocking into the foreign settlement, and were in apprehension of their rapid approach.

The police have by energetic measures succeeded in capturing a man named Wilson, who is charged with having shot at and killed his companion Macgrath, while up the country in a boat. He was brought up before Sir Edmund Hornby at the Supreme Court on the 24th inst., and committed for trial.

The *Hankow Times* of December 15 reports—"On Saturday last, at about 7 P.M., a clerk of the Custom House Bank was returning with some money he had been collecting, and when two doors off the bank three men run upon him out of a lane, knocked down the clerk, attacked the coolie carrying the money, wounded him in two places with some large knives they carried, and escaped with the bag of money, containing about taels 160. The robbers were recognised as Cantonese by their clothing, but up to the present time no trace has been obtained of the actual robbers. Orders prohibiting the carrying of sycee in the streets after dusk are said to have been issued by the authorities, in consequence of the number of braves and other bad characters at present in Hankow."

In consequence of the general adoption in Shanghai of the local Chamber of Commerce Circular in lieu of outside market reports, the proprietors of the *Commercial Record* have determined to discontinue its publication. The issue on Dec. 25 was therefore the last.

We notice with pleasure that in spite of the gloom which for many months has prevailed in the commercial circles at Shanghai, the model settlement is keeping up its character for enterprise. Our advices report the launch of a steamer built for the Japanese Government and constructed by Messrs. Farnham and Co. of Hongque. She is no mere pleasure-boat, but is intended for rough service as a gun vessel. Her dimensions are length 102 feet, breadth 20 feet, depth 9 feet 6 inches. She is built throughout of oak, teak, and hacmatac, and bears a free comparison with vessels of her size constructed in English dockyards. So decided a sign of vitality is not to be despised at a time when all are expecting bad news from the eastern settlements.

FOOCHOW.

A correspondent writing from Foochow under date of the 10th gives the following information respecting the dock which is being established under Messieurs Giquel and D'Aiguebelle. The establishment is to consist of a dock and a foundry, where steamers are to be made, and also a yard for the construction of the hulls. There is to be a school for shipbuilding and a naval school, each to have thirty students, who will have to commence learning a foreign language. Those in the former will be instructed in French, while the latter will learn English, and will be under the management of Englishmen and Americans. I do not, therefore, see any room for the susceptibilities which have been evinced by some people, as there will not be any exclusiveness in the conduct of the matter. The Chinese authorities have been promised that in six years the students in shipbuilding shall be able to build a steamer, for which a plan is given to them, and to be able themselves to make plans for four more years. Four years is also the time stated to the Chinese authorities as requisite for the students in the naval school to become competent to navigate out at sea; and in six years they are expected to be able to take a vessel from port to port, and to require only one or two more years to complete their education. I do not think either of these anticipations unreasonable, as the regulations of the schools will be very strict. Except upon holidays, the students will not be allowed to absent themselves upon any pretext whatever. The steamers which are to be built are transports of 600 tons burden, carrying four or six guns, with engines of 150-horse power, and gunboats of 80-horse power. These, I understand from good authority, will be the species of vessel now most required by the Chinese. Everything seems to favour the undertaking. It has been warmly approved of in an Imperial edict, and a fund of Tls. 40,000 per month is to be set aside for its completion. As the Viceroy, who proposed the scheme, is to start for the Kansuh province, the ex footai of the Kiangse, by name Shu, a native of Fokien, has been specially appointed to look after the arrangements. Mr. Giquel will leave for Europe by the next French mail.

In spite of the presence of the Honan braves on the race-course, a chosen band of trainers are, says the *Advertiser*, sticking vigorously to the ground. The course, however, is spoiled for the time, and no races can come off till the departure of the troops. It may be well to remove a misapprehension that the occupation of the ground is due to any intentional thwarting of our programme for the races in December. These 5,000 soldiers are from Honan, and the Chinese authorities are obliged to locate them in their present quarters in order to prevent quarrels with the Tartar troops. They are as good specimens of Chinese soldiers as we have seen, and although they occasionally commit petty depredations on the Foochow shopkeepers, are generally civil and well behaved. They are worth a visit, but intending visitors should be warned by former experience in Hankow that they have a special antipathy to "bell toppers" and beards.

HONG KONG.

Dates are down to the 1st January. The latest mail from London, the 10th Nov., arrived on 27th Dec. with telegrams to the 25th Nov. from London. The *Daily Press* says:—The impossibility of dealing freely in a public newspaper with the commercial rumours at present agitating the minds of men in this colony again arises. By the last mail formal intelligence was received of what was already well known, the dishonour of certain bills drawn by Messrs. Dent and Co., on Dent, Palmer and Co., of London. The London papers, which in dealing with this matter put the worst interpretation on what has taken place, appear to be writing altogether in the dark. All that can here be said is that there is probably something behind what is visible at the first glance in connection with this matter. That bills of an amount in comparison so trivial as those here in question should be the subject of a serious breach between firms like Dent and Co. and Dent, Palmer, and Co. is not readily believed in China. As for matters disconnected with this affair, it is only possible to deal with them generally by saying that confidence is severely shaken, and that the worst of the crisis may yet be to come.

Whether or not the Stamp Act is destined to come into operation, the year 1867 will be one of great financial embarrassment for the Government of Hong Kong. The colony enters the year in debt. It is already reported about the town that the Governor has on his own responsibility borrowed a lakh of dollars from one of the banks.

The first mercantile changes at the end of the year announced are the following:—

The interest and responsibility of Mr. William Hargreaves and of Mr. Justus William Henry Escherich in our firms at Hong Kong and in China cease this day.—SMITH, KENNEDY, AND CO. Hong Kong, China, December 31, 1866.

Mr. Locan Russel is authorised to sign our firm per procuration from this date.—SMITH, KENNEDY, AND CO. Hong Kong, December 31, 1866.

The following items are from the *China Mail*:—

Locally the week has been a quiet one, nothing of a startling nature having occurred to break the monotony of colonial life. The Harbour and Coasts Ordinance and the Registration Ordinance become law this day. A proclamation has been issued by the Governor to the effect that the capital of the Hong Kong and Shanghai Bank, subscribed for by deed, is five million dollars, and that more than one-half of such capital has been paid up. A resolution has been passed at a meeting of the Executive Council on the 12th, that till further notice the seignorage charge for minting at the Hong Kong Royal Mint be reduced from 2 to 1 per cent.

We observe that the Hong Kong Hotel Company have at length commenced operations in good earnest, and the house formerly occupied by Messrs. Dent and Co. will shortly be completed for the reception of guests. As a general boon to the colony the public will be glad to learn of the vitality of

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the company, and further that its prospects are highly encouraging to those interested in it. It is expected that accommodation for about thirty people will be available in about a month or six weeks, and the many single men now seeking for an establishment combining the advantages of an hotel and private boarding house will then have an opportunity of forming an opinion of the organisation of the new hotel.

The examination of the scholars at St. Saviour's School came off with great eclat the week before last, his Excellency the Governor distributing the prizes.

The Rev. C. F. Warren is appointed to officiate as Acting-Colonial Chaplain, *vice* the Rev. J. Wilson, from the 5th, until further notice.

J. C. Whyte, Esq., at present one of the police magistrates in this colony, which post we are informed he is shortly about to resign, was admitted, on introduction by the Attorney-General, a member of the Hong Kong bar by the Chief Justice. Mr. Whyte, we believe, is a member of the Queen's College, Dublin.

With reference to the prosecution for libel against the Editor of the *Evening Mail*, the Attorney-General, at the termination of the criminal business before the Court, addressed the Judge, and stated that as the above was a case of some public interest he was desirous, without expressing his opinion either upon the legal points involved or upon the merits, to which he had given very great consideration, to mention that having regard to the nature of the case, and to the circumstance that upon an ordinary information the defendant's mouth is sealed, and he is unable by the rules of criminal procedure personally to give evidence in his defence, he had come to the conclusion that the ends of justice, as well as the interests of the public, so far as they may be involved in the case, would be better served by leaving the complainant to seek his remedy by a less oppressive mode of proceeding than by a criminal information, by civil action for damages either in the Court of Summary Jurisdiction or in the Supreme Court, where both parties are equally entitled to step into the witness box. His Honour the Chief Justice also thought that as a general rule a criminal information was hard upon a defendant, more especially when he was the editor of a paper, and the person affected a private individual, and unless the libel complained of was grossly outrageous, or did not affect the public welfare. His Honour thought the procedure objected to by the Attorney-General was oppressive, and expressed his opinion that the honourable and learned prosecutor for the Crown had exercised a very wise discretion indeed in the matter.

It will occasion some surprise and much regret among the public of China and the East, to learn that the connection with Hong Kong of the Rev. Dr. Legge, the well-known Sinalogue, and whose name has become a household word in the colony, will shortly terminate. A short time ago a circular was issued stating that the rev. gentleman was desirous of being relieved of the charge of the Union Church, owing to the pressure of other duties, and in view of his departure for Europe at no distant day. Under these circumstances it became necessary to make provision for a successor, and a meeting of the congregation was held, at which certain arrangements were entered into, and the committee of management felt authorised to communicate definitely and satisfactorily with the London Missionary Society. It appears that the society have anticipated the action of the Committee. On Sunday week Dr. Legge intimated from the pulpit that before the resolution of the congregation could have reached home, the society had despatched the Rev. D. B. Morris, who might be expected in the course of a month, to take entire charge of the church. Dr. Legge remarked that it would afford him infinite pleasure if in a few weeks he ended his long direct pastoral connection with the church in the knowledge that satisfactory financial arrangements for his successor were complete. There was still a deficiency in the amount to guarantee. A few gentlemen had offered to accept the responsibility, but he felt that the privilege of supporting their minister should be shared by the congregation, and he hoped it would be recognised.

Her Majesty's gunboat *Banterer* proceeded to Aberdeen and back on a trial trip. She left her moorings at ten minutes before two P.M. and arrived at Aberdeen at three o'clock. Here the inspector of machinery, Mr. Oliver, came on board, and returned in the *Banterer* to Hong Kong; he expressed himself much pleased at the speed which she averaged, namely seven knots. The *Banterer* accomplished the return journey in exactly fifty minutes. She has lately undergone a thorough overhaul and repair, and is now reported fit for active service.

A sad affair occurred on Saturday morning, the 29th inst., near the Bogue, where a heavily armed junk was overhauled by the Canton Customs' steamer *Haiching*, in consequence of information that she had smuggled opium on board. On a boat proceeding towards the junk from the steamer no resistance was threatened until the boat was alongside, when a volley of musketry was poured into it, injuring most seriously the European about to board the junk, as also the Chinese in the boat. The wounded man, Mr. Brown, was carried back to Canton, where he now lies under medical care. The *Haiching* is said to have received several shots from the junk also.

The expedition fitted out by the Governor of Kwang-tung to operate against the piratical stronghold of Chu-choong, on the West Coast, left Canton on the 30th Dec., with a very powerful display of banners and gaily attired troops. The *Sir Jamsetjee Jeejeebhoy* has been chartered to convey troops and stores, as has also the *Cumfa*. About sixty heavily armed junks and rowing gunboats without number constitute the main body of the expedition.

We observe that in the last number of our Chinese contemporary, published at Canton, under the superintendence of Dr. Kerr, there is a drawing of the Atlantic Cable, in length and sections, together with various particulars respecting it. We should like to see a larger sheet issued, giving information to the Chinese on similar subjects of interest, but are aware that the difficulties which beset the path of any who conduct a Chinese newspaper render it almost impossible to carry out the idea as fully as could be wished.

The *Missionary Recorder* is the name of a new paper, the first number of which is dated January, 1867, and the publication of which is to be continued monthly. As its name implies, it is intended to be chiefly a record of missionary work The matter in the first number —4 pp. royal folio—is very interesting, and the typography is excellent. We wish our new contemporary success in the highly useful field of labour upon which it has entered.

The following has been sent us from Macao, being an extract from an article in the *Echo do Povo*:—"It appears that we are going to have electric telegraph in Macao as well as our neighbours of Hong Kong, and it seems also that it is intended to lay an electric cable between Hong Kong and Manila. The well known Dr. McGowan, the American Telegraphic Commissioner, has had, not long since, a conference with our Governor and also with Dom Sinibaldo de Mas, the Spanish Plenipotentiary, and with the Consul-General for Spain, Dom Aguilar, about his telegraphic schemes. Dr. McGowan proposes to join the ports of Hong Kong and Macao directly by means of a submarine cable, or indirectly and via Canton by means of poles and wires. The submarine cable offers more guarantees of durability and has less danger of interruption, but the indirect line gives the advantage of placing Macao in instantaneous communication with the city of Canton and the neigbouring towns. If poles and wires can be relied on, it would certainly be preferable to the indirect line, as it is less expensive and more useful in its results. His Excellency the Governor Ponte e Horta informed Dr. MacGowan that he will ask our Government to assist the enterprise, and it is to be hoped that the Home Government will render all the necessary assistance to carry out the undertaking. We hear also that Dr. MacGowan has already entered into communication with the Governor-General of the Phillippine Islands to lay a cable between Hong Kong and the northern point of the Island of Luzon. The Manila Government encouraged Dr. MacGowan to lay his proposal before the Spanish Government of Madrid. It is now unquestionable that Dr. MacGowan is determined to bring forward his schemes, and it is to be hoped that the Yankee tenacity will attain the desired object."

The *Daily Press* has the following remarks on the conduct of the soldiers at the late fire at Yokohama:—

"All who have read the accounts in the Japanese papers of the behaviour of the soldiers at the great Yokohama fire must be pained at the absence of any indications of an intention on the part of the military chiefs to institute a searching investigation into the truth of the charges which have been made. Col. Knox has written to the *Japan Times* giving a vague denial of the statements that had been made, and representing that the men had been perfectly well in hand and altogether innocent of the offences imputed to them. Forthwith the gentleman who wrote the long and interesting account of fire in the paper we have named, wrote a letter signed with his own name, describing minutely the acts of which he spoke in the first accounts and

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mentioning the places where they occurred, and witnesses who can give evidence about them. These acts would be crimes if committed by street vagabonds; the excitement of the fire would be no excuse if the men charged with them were of the roughest sort, but committed by British soldiers they are utterly horrible, and scarcely any punishment would be too severe for men who really acted in the way described. The honour of the regiments at Yokohama generally as much as the interest of civilians, renders a strict investigation into this matter an imperative duty on the part of the military authorities. Surely they, more than anyone else, must wish to root out from the Queen's army men so lost to all soldierly, to all manly feelings as to take advantage of the confusion incidental to a public calamity to inflict outrages on the person and property of those interests they were bound by military duty and every generous feeling which can animate honest men to protect even at the risk of their lives. If these things have been done those who would be most deeply wronged if they are passed over in silence would be the men of the 9th themselves, forced to remain in association with the guilty ruffians."

THE HAVANA COOLIE TRADE.

The *China Mail* has the following figures, which answer conclusively the questions as to why the trade is kept up :—

PROFITABLE INVESTMENT.

Now that so much is said about the profits of those employed in shipping and transporting Chinese emigrants from this coast to other parts of the world, it may be interesting to compare the profits derivable from *bona fide* African slave dealing with those arising from a participation in the philanthropic efforts of the present day to introduce free Chinese labourers into the American Continent. We therefore copy below a document for the *bona fides* of which we can vouch :—

Account of Adventure Schooner *La Fortuna*, from Rio Pongo to Havana with 217 Bozales (1856).

Expenses to Havana.—Cost of *La Fortuna*, 90 tons	$3,700 *		
Sails, carpenters' and coopers' bill	2,500 *		6,200
Provisions for crew and slaves	1,115		
Wages advanced to 18 men before the mast ...	900 *		
Wages advanced to captain 2 pilots, maestro, cook and steward	440 *		
200m Manila cigars and 500 doubloons ($8,000) cargo	10,900 *		
Clearance and hush money	200		
Commission at 5 per cent.	987		20,742
Expenses to Home.—Captain's head money, $8 per head	1,736		
Mate's head money, $4 per head	873		
2nd do. and boatswain's head money, each $2 per head	873		
Captain's wages, at $219.78; 1st mate's $175.56	395 34	*	
2nd mate, boatswain, cook, and steward's wages	581 12	*	
Sailors' wages *...	1,972 ——		27,172 46
Expenses at Havana.—Government, $8 per head	1,736		
Don Joseph, commander, on 217 Bozales ...	5,565		
Consignees	3,873		
217 dresses at $2 each	634		
Extra expenses of kinds, say, ...	1,000 ——		39,980 46
RETURNS.			
Vessel sold at auction for a Madeira Packet ...	—		3,950
Proceeds 217 Bozales	—		77,469
			81,419
Total Returns	81,419		
„ Expenses	29,980		
Net Profit, Spanish	—		$41,438 54

The average cost of Chinese coolies from the date of their engagement to their arrival at their destination is, as we showed in our last overland edition, $165 per head, which includes "Consular fees," "clothing," &c.; 217 coolies would therefore cost $35,805 from China to Havana, against $18,601 54c. for the same number of Africans from the Coast to Havana (we except the items marked* in both cases). The *gross* profits of the slaving voyage are thus raised to $60,040 08c., out of which the working expenses of the vessel have to be paid; the purchase of the vessel does not affect the question, as in the example above given she was sold for more than her cost. The average profit of an emigration voyage from China to Havana is about $110 for men and $130 for women. A cargo of emigrants consisting of 200 men and 17 females would therefore yield $24,210, which compares but poorly with the $60,040 profit on slave cargo. But it must be recollected thet the philanthropic Chinamen, who in the first place induce the coolies to emigrate for their own and their country's good, receive about $45 per head in recognition of the active benevolence they have displayed; or for 217 coolies say $9,765. Slave dealers are exempt from these charges, which, if remitted, would increase the profit of a coolie emigrant ship to $33,975. The distance between China and the West Coast of Africa is, however, much more than half that from the first-named country to the Havana. So that, taken proportionally, the coolie emigrant ship may be said to yield a larger return to its charterers than a slave ship. What an encouragement to philanthropy in China! To know that you are benefiting 217 of your fellow creatures is in itself a glorious reward, but self satisfaction plus twenty-five thousand dollars, as a tangible evidence of the good you have done, must be irresistible. No wonder coolie "emigration" is flourishing at Macao!

MALACCA STRAITS.

SINGAPORE.

We have been favoured with a copy of the Budget of the Public Works Department for 1867-68, wherein is set forth at length the proposed expenditure for that period, amounting in all to Rs. 375,000. Owing, however, to the pending transfer from the Government of India to the Colonial-office no assignment of the funds has been made by the Supreme Government, and the budget under notice has therefore been framed upon an estimated expenditure, being the average of the outgoings for the past four or five years. The appropriations are as follows :—

	Original Work.	Repairs.	Total.
Military	... 59,260	... 15,740	... 75,000
Civil Buildings	... 1,02,078	... 20,710	... 1,22,788
Agricultural	... 21,624	... 3,530	... 25,154
Communications	... 56,114	... 16,000	... 72,114
Miscellaneous / Public Improvements	... 1,760	... 3,320	... 5,080
	... 2,40,836	... 59,300	... 3,00,136
Tools and Plant			... 6,300
Establishment			... 68,564
Total Rupees			3,75,000
Total			£37,500

Among the items on which it is proposed to spend the above sum, we notice a Government-house for Singapore, which has long been a want much felt by the settlement. The official report on the subject remarks :—

"The need of a Government-house has long been admitted by the Government of India, and some years back a sum was sanctioned for a suitable residence for the chief civil authority of these settlements, but the site which had been selected was eventually required for military purposes, and the work was consequently discontinued. Although the subject has been since frequently urged for the Government of India, the requisite sanction has been delayed, pending orders on the transfer of the Straits to the charge of the Colonial-office. The present residence of the Governor is a hired building, which is by no means suitable as regards accommodation, whilst the monthly rental is very high, and forms a heavy tax on the local revenues. As a matter of economy, therefore, it is strongly recommended that the proposed expenditure be authorised.'

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

CAIRNS—On the 9th Dec., at Mosque-terrace, Hong Kong, the wife of Capt. R. H Cairns, of a daughter.

DENNYS—On the 15th Dec., the wife of N. B. Dennys, Esq., editor *China Mail*, of a son, which survived only a few minutes.

HOGG—On the 17th Dec., at Hong Kong, the wife of A. G. Hogg, Esq., of a daughter.

LAPRAIK—On the 23rd Dec., at Michael-grove, Hong Kong, the wife of John S. Lapraik, of a son.

NISSEN—On the 30th Dec., at Hong Kong, Mrs. Woldemar Nissen, of a daughter.

MARRIAGES.

PARKES—WILSON.—On the 22nd Dec., at Union Church, Hong Kong, by the Rev. Dr. Legge, the Rev. Henry Parkes, of the Wesleyan Mission, Canton, to Miss Anne Wilson, of Staffordshire.

PERRY—FIRTH.—On the 27th Dec., at St. John's Cathedral, by the Rev. C. F. Warren, Capt. Charles S. Perry, of the 2nd Battalion of H.M.'s 9th Regiment, son of the late Rev. George Perry, formerly vicar of Shudy Camps, Linton, Cambridgeshire, to Maria Marian, second daughter of the late Samuel Firth, Esq., of Sutton-at-Home, Kent.

SOLBE—SMITH.—On the 16th Dec., at St. John's Cathedral, Hong Kong, by the Rev. C. F. Warren, M.A., Edward Solbe, H.M.'s Consular Service, Amoy, to Katherine Sophia, youngest daughter of the late Rev. J. Smith, Dean of Long Buckby, Northamptonshire, and Prebendary of Lichfield. No cards.

DEATH.

BAKER—On the 2nd Feb., after a long illness, Thomas Baker, late of Shanghai, eldest son of Thomas Eld Baker, Esq., of 76, Porchester-terrace, Hyde-park, aged 45.

NEALE—On the 11th Dec. last, at the British Legation House at Quito, the capital of Ecuador, deeply deplored by his family and friends, Lieut.-Colonel Edward St. John Neale, C.B., H.M.'s Charge d'Affaires and Consul-General for the Republic of Ecuador.

SMITH—On the 22nd Dec., at Shanghai, from the results of sunstroke, William Smith, of Elgin, N.B., Inspector of Roads for the Municipal Council, aged 30 years

WOODFALL—On the 7th Feb., at Maidstone, Colonel Woodfall, formerly of the 47th Madras Native Infantry, son of the late George Woodfall, Esq., of Great Dean's-yard, Westminster, aged 62.

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EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Nov. 30, 1866	675831	44552681	38457634		10315469	94001605	32156
Corresponding period last season.....	722939	40340898	37679800	747284	10426125	89917046	49565

SHIPMENTS SINCE.

	Ship.	From.		
Dec. 7 ...	Osprey	... Foochow	... 798,700	
— 8 ...	Chingala	... Do.	... 1,069,800	
— 15 ...	Ellora (str.)	...	... —	1,758
— 28 ...	French mail steamer	... Hong Kong	... —	2,717
— — ...	Weymouth	... Foochow	... 1,166,700	—
— 17 ...	Harlaw	... Shanghai	... 1,137,641	
— 19 ...	Dundonald	... Do.	... 739,999	

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1866	...	...	...	...	...	13600322	239½
Corresponding period last season.....	...	...	...	...	...	16310883	65

SHIPMENTS SINCE.

	Ship.	From	
Dec. 5 ...	Antelope	... Shanghai	...1,108,400
— 8 ...	Brothers	... Amoy	... 426,870
— 7 ...	Charger	... Canton	... 45,240
— 9 ...	Banda	... Yokohama	... 457,751
— — ...	George Shotton	... Foochow	... 499,700
— — ...	F. Rech	... Do.	... 560,100
— — ...	Queen of the Ocean	... Do.	... 725,900
— — ...	Kate Carnie	... Do.	... 595,600
— 11 ...	Andreas	... Shanghai	... 950,122
— 14 ...	Lady Louisa	... Do.	... 716,920 5½
— 14 ...	Assyrian	... Do.	... 623,148 21½

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1866	...	...	...	...	...	957500	...
Corresponding period last season.....	...	...	...	...	...	1986640	...

Dec. 5 ... Yeavering Belle ... Foochow ... 671,300

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to Nov. 30, 1866	...	...	...	...	...	35039	66
Corresponding period last season.....	...	...	...	...	...	18457	405

SHIPMENTS SINCE.

	Ship.				From.			
Dec. 8	Louis Knifflier	—	...	—	... ...	...	...	38500 ...
— 5 ...	Archibald	—	...	—	... Yokohama	...	...	1,981* ...

* 54,440 lbs.

TO AUSTRALIA.

From June 1, 1865, to Nov. 30, 1866 7,601,378
Corresponding period last year 5,668,615

SHIPMENTS SINCE.

	Ship.	From.	
Dec. 10 ...	Albert Jurss	... Foochow	... 268,100
— 24 ...	Montrose	... Do.	... 201,700

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...
,, 1845 to 1846.....	...	...	...	57,334,200	18,604
, 1850 to 1851.....	...	...	...	63,972,000	22,143
, 1853 to 1854.....	...	...	...	77,327,800	61,280
,, 1855 to 1856.....	...	...	...	92,240,300	50,481
,, 1857 to 1858.....	...	...	...	76,990,255	68,315
,, 1858 to 1859.....	...	...	...	65,789,792	83,134
,, 1859 to 1860.....	...	...	...	85,560,452	64,169
,, 1860 to 1861.....	...	...	...	90,066,160	70,644
,, 1861 to 1862.....	...	...	...	109,854,040	79,199
,, 1862 to 1863.....	...	...	...	121,273,580	72,887
,, 1863 to 1864.....	...	...	...	117,463,586	46,603
,, 1864 to 1865.....	...	...	...	121,236,870	32,313
1865 to 1866.....	...	...	...	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1866...	9776	—	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1866...	500	...	...	955	...	417

SHIPMENTS SINCE.

Dec. 28 ... Schutz Delisch ... 900 ... ... — ... — ... —

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1866...	134836	40669	4417	7079	2635	...

SHIPMENTS SINCE.

Dec. 14 ... Earnest and Maria ... 2000 ... 1400 ... 210 ... — ... — ... ...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Nov. 30, 1866...	731		37312	5879	2747	245101

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Nov. 30, 1866...	170	...	2469	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6½d.	4s. 7½d. to 4s. 8d.
At Shanghai (per Tael.)	6 ditto	6s. 3½d.	6s. 4d. to 6s. 4½d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6½d.	4s. 7d. to 4s. 7½d.
At Singapore	ditto		
At Manila	ditto	4s. 0d.	4s. 1d.

At Shanghai, bills on India, Rs. 302 to — per 100 taels. At Hong Kong, Rs. 219 to 220 per $100. Bar Silver at Shanghai, tls. 111·20; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, tls. 74·5 per 100; and exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank shares, old, 7; new, 6 per cent. dis.; Gas Company, 2 pm; Hong Kong and Whampoa Dock, 10 to 20 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, par.

The folllowing is from Sharp and Co.'s Circular:—

Gold.—The demand for India has been very steady throughout the fortnight. The receipts represent only 220,000 dols., while the amount sent away is 690,000 dols. worth, inclusive of the Ellora's shipments on the 15th Dec., and excluding those to leave per Benares.

Silver.—Is still the favourite remittance to Calcutta, wither the greater portion of the present shipments have been directed. $210,000 have come in from the coast and $840,000 have been exported.

Dollar Currency.—Amounts inward, $330,000; outward, $1,150,000, rather more than one-third of which has gone northwards, and the remainder as remittances against drug and cotton.

SHARES.—The complications of the period have had a depressing influence, and bank shares have been forced upon the market, rendering the quotations wide and uncertain, although it is believed that there is no real cause for the depreciation.

BANKS.—The branch here of the Bank of Hindustan, China, and Japan (Limited), suspended payment on the 28th instant, in accordance with instructions received from London. The local liabilities are merely nominal. The Hong Kong and Shanghai Banking Company (Limited) having obtained its charter on the 21st instant, has now assumed the style or name of the Hong Kong and Shanghai Banking Corporation.

EXCHANGE.—The events of the fortnight have not tended to restore confidence; and the transactions in exchange have been very limited. The business in rupees has also been very small, partly owing to the late arrival of the mail.

DISCOUNT AND MORTGAGE.—Money is scarce, and the Chinese are borrowing at extreme rates for the purpose of rebuilding the houses destroyed in the late fire; these it is expected will be completed very shortly.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—CANTON.—Country Congous, further arrivals, but no offers or settlements; nor in country Greens. The settlements of Scented Orange Pekoes and Scented Capers have been 7,000 boxes, at 15 to 28 taels.

AMOY.—Since the last report the market has been very quiet, and settlements reported are only 1,827 packages Oolong, principally Common Cargo Teas, on which there appears a decline of quite $1 to $1.50. Only trifling supplies are reported during the remainder of the season, and the stock on offer comprises about 3,000 half-chests Oolong; 5,000 half-chests Common Mixed Ankoi, and 2,000 half-chests Common Ankoi kinds, besides about 1,000 packages Tea packed for Singapore. Congous.—The market may be considered closed for the season.

FOOCHOW.—Congou: Business for the fortnight has been on so limited a scale that no change in prices can be noticed, though the few purchases made have been on rather easier terms. Further arrivals are not expected to exceed 15,000 to 20,000 chests; they are at present retarded by the very low state of the river. Oolong: Large settlements have been made for New York at about former prices. The settlements reported amount to 3,324 chests and 843 half-chests at tls. 6.5 to 29.5, say 309 chests and 292 half-chests at tls. 6.5 to 11 for dust and broken leaf, 1,003 chests and 381 half-chests at tls. 12 to 14.5 for common to good common, and 2.012 chests and 170 half-chests at tls. 15.5 to 19.5 for flavory to good flavory. Souchong: Fair to good, 805 chests at tls. 18 to 28. Pekoe: Fair to good mixed leaf, 220 chests at tls. 22 to 26. Oolong: Common to fair cargo, 21,003 half-chests at tls. 17.7.5 to 22. Good cargo, 2,000 half-chests at tls. 23 to 26.

SHANGHAI.—Black Teas: A moderate business only has been done.

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the early part of the fortnight the anxiety of native holders to realise enabled buyers to obtain a further concession in price, amounting to fully one tael on the previous rates. Latterly, however, this has been lost, and the market closes firm at quotations. Foreign holders have mostly transshipped their teas on arrival, and the stock is now reduced to 15,000 chests of all descriptions. Settlements for the fortnight have been as follows:—12,000 chests common to fair Hohow and Oonam, at 14½ to 19 taels per picul; common to good Ningchow and Oopack, at 20 to 23¼ tls. per picul; one chop fine (first crop) Ningchow, at 29 tls. per picul. Green Teas: The demand for these has been more general, and an unusually large business has been done. Fine and finest teas have fully maintained their previous value, but a further decline of nearly two taels has been established on the common and medium kinds, of which the bulk of the stock now consists. It is expected that future arrivals this season, including the present stocks at Kiukiang and Ningpo, will not exceed 50,000 packages. Supplies have come in freely during the fortnight, and the stock left is still estimated at about 40,000 packages. Settlement has been as follows: Common Fychow at 26 to 28 taels; medium Fychow and Moyune at 33 to 36 taels; fine to finest Moyune and Teenkai at 39 to 46 taels.

HANKOW.—One chop fair Oonam had been settled at 16.5.0 taels, and 4,000 packages common. Oonam purchased on Russian account or bartered against goods at 13.7.5 taels, or about previous rates. The Oopack kinds are still held above the ideas of buyers. 330 chests had been shipped on native account.

KIUKIANG.—Black Teas, no business had been done in the market, but 2,000 packages had gone forward on native account. The stock was reduced to 1,600 chests, and little or nothing was expected from the interior. Green Teas, only 2,000 half-chests had been sold; medium Moyunes at 31 to 35½ taels, rates which though showing a decline of one tael were still above the Shanghai parity. The natives had preferred shipping their fine Teas to Shanghai, 10,000 packages having gone forward during the fortnight. The stock was reduced to 13,000 half-chests, and about 10,000 more were expected to complete the season's supply.

YOKOHAMA.—The Tea market remains quiet, and the small business that has been done has been confined to two or three buyers, who have been operating about equally for New York and San Francisco. The advices received by the French mail, however, are not calculated to encourage buyers, as the New York market is reported dull and lower, with a heavy stock, which is hard to move except in retail quantities. In this market fine Tea cannot be quoted lower, but for the lower grades a decline of $1 to $2 per picul has been submitted to. Settlements are estimated at 2,650 piculs. Quotations and stocks stand as follows:—Good Common, $18 to $25 to 700 piculs; Medium, $30 to $32 to 4,000 piculs; Good Medium, $33 to $34 to 3,000 piculs; Fine to Finest, $34 to $45 to 2,800 piculs.

RAW SILK.—CANTON.—Operations for the European market appear to have subsided, the settlements reported being for either the American or Indian markets. Quotations remain as last advised, and the same remark applies to stocks. Limited arrivals continue to occur, but the season may now be considered virtually closed as far as the country is concerned.

SHANGHAI.—The enhanced prices shown by the table of quotations at foot do not strictly indicate the extent to which rates have advanced, seeing that the deterioration in the quality and size of the bulk of the silk going forward by this mail has not been sufficiently considered by purchasers. Barter and other unquotable transactions have nearly cleared the market of the doubtful portion of the stocks, and the China silk season may be said to have nearly closed, as it did at the same period last year, after which the shipments were very insignificant. The dealers appear to think that no more than 3,000 bales, at most, will be brought down from the country during the remainder of the season, and that the Chinese New Year (5th February) will terminate the supplies. The quotations are:—Tsatlees, Chops No. 1, tls. 620 to 635 per picul; 2, tls. 600 to 615; 3, tls. 580 to 595; Market 3, tls. 540 to 560; 4, tls. 510 to 535; 5 and com., tls. 470 to 500. Taysaams, Chops No. 1, tls. 515 to 535; 2, tls. 495 to 505; 3, tls. 456 to 475.

YOKOHAMA.—A steady demand and extreme prices having hitherto failed to draw to this market a fair supply of the finer sorts in the several descriptions of silk, it may probably be inferred that they will continue scarce till the end of the season. However, although unusually large quantities were rejected after inspection, the settlements of the fortnight amount to 800 piculs. They consist of about 650 piculs of Hank silk and Oshio of the medium and inferior grades and 150 piculs of Coshio Ida, Echizen and Sodai. Prices have been very firm throughout the fortnight; but the news brought here on the 13th inst. by the French mail of the 19th October having checked business to some extent, and the unsold stock being now large, say about 750 to 800 piculs, it may be expected that holders will submit to some reduction. Mybash and Sincuh, best, $910 to $960 per pcl.; ditto, medium, $850 to $900 per pcl.; ditto, inferior, $740 to $820 per pcl.; Ida, best, none; ditto, medium, none; ditto, inferior, $750 to $790.

DRUGS AND OTHER EXPORTS.—CANTON.—Cassia Lignea remains nominally at $19-50, there are no stocks at present, and supplies from the interior during the next month cannot but be small. Cassia Buds $43, stocks 100 piculs, no change. China Galls are rather lower, 100 piculs have been quitted, and the remaining 60 piculs may be had at $13-50. Galangal is without any alteration, and worth only $1 80, with a stock of 300 piculs. China root, 3-50 to $3-75; Vermillion, $39 per box of 50 catties; Rhubarb, no transactions, and only poor qualities on offer. Essential Oils are here.

CAMPHOR.—HONG KONG.—A further quantity of over 2,000 piculs arrived from Formosa, and the holders asking $30 per picul; no transaction took place in the early part of the fortnight. Since, however, the holders have accepted lower prices, and 350 piculs have been sold at $28.75 per picul, and 150 piculs at $28.53 per picul unpacked, at which the remainder is held. Stock about 2,300 piculs.

CHINA GRASS.—SHANGHAI.—Transactions trifling, and confined to Chinese. Stock remains very small, and best quality almost entirely wanting. Prices are nominally the same as last quoted. No. 1 White, tls. 15, none; No. 2 White, tls. 13.0.0 to 14.0.0; No, 3 inferior, tls. 11.0.0 to 12.0.0; Green and common, tls. 9.5.0 to 10.0.0, From Hankow no hange is reported in the position of the article.

COTTON.—AMOY.—Consumption does not appear to be going on at all satisfactorily. Sales reported are only 80 bales pressed *Tientsin* at $22½ and 112 bales Shanghai at $24½. Stock, 3,721 bales, of which 3,000 bales are in the hands of Chinese. We quote New Shanghai Staple $23½ to 25. Old, $22 to 23; New Ningpo Staple, $26 to 27; Old, $25½ to $26; Tientsin $21½ to 22½; Chefoo, $22½ to 24½; Bengal, $19 to 21.

SHANGHAI.—The demand for Japan having fallen off, medium qualities have declined in value about 40 candareens per picul; best staple, however, being small in stock, and continuing in demand for Hankow, has advanced in value, and cannot be purchased under taels 16.5.0 to 17.0.0 per picul.

HANKOW.—Supplies have again been considerable. Sales by native importers have been large, and there is still a fair demand. Best Shanghai, clean and dry, can be disposed of at taels 18.50 to 19. Tung-chow, being in small stock, is inquired for at taels 20 to 20.50 for best staple. For Tientsin there is no demand.

CHINA AND JAPAN—IMPORTS.

HONG KONG.

Considering the advanced stage of the season, and the interruption during the past fortnight occasioned by the Christmas holidays, business in manufactures, though very far from being active, or even satisfactory, still shows a respectable total. Prices have been governed entirely by the law of supply and demand, and there has been apparent the same cautious policy and disinclination to purchase beyond the exigencies of the moment, that has been so conspicuous a feature in the markets for some time back. Among the natives this is perhaps due, more especially at the present time, from a reluctance on their part in view of the near approach of their new year, to make any new contracts beyond immediate necessities, while among the other members of the mercantile community there is prevalent a general feeling more or less of distrust and want of confidence that much retards the easy movement of business, and causes every one to look upon his neighbour with more or less suspicion. It is to be hoped that this latter will soon be dispelled, but in view of the former no very great amount of business can be looked for until after the middle of February, when the Chinese will have made their yearly settlements among themselves, and be in a position to begin business upon a new basis as it were. The large destruction of goods by the fire at Yokohama has had rather a stimulating effect upon the market for manufactures, and in all some 30,000 pieces 8.4 Grey Shirtings have been sent thither, including 19,000 pieces noticed in the last report. The steamer Indore has been chartered and has sailed for that port. The Chusan from London August 1st and the Sea Belle are the only arrivals during the fortnight with manufactured imports. The larger part of their cargoes consists of Plain Cottons, Dyed Cotton, and Prints, and Cotton Yarn, much of the last article having already been sold "to arrive." Grey Shirtings are without any material change in price; some small lots of 8.4 have sold as high as $3.65 among the Chinese, but the ruling price has been $3.60 and the largest quantity has been for the Japan market. The movement comprises 9,500 pieces 8.4 at $3.60 and 2,500 pieces 7 lbs. at $3.30 to $3.35. Rather an important feature is the absence of any sales in White Shirtings during the fortnight, a fact that has not occurred before during the year. The stock of T-Cloths is small and entirely in the hands of two houses, who have demanded $3.25 for their goods, but have been induced to accept lower figures. The sales consist of 4,000 pieces 7 lbs. at $3.18 to $3.20, and 5,000 pieces 6 lbs. at $2.50, a slight advance upon last quotations. Cotton Yarn has been in request, but the quantity in the market is small, more especially of the favourite counts, and much has been sold to arrive. The sales of the fortnight embrace 147 bales 16.24 at $180 to $195; 36 bales 28.32 at $190 to $200; 50 bales 38.42 at $230 to $250. The market for fancy goods is quite dull, but prices are steady. The sales embrace 1000 pieces Chintzs at $2.60 to $2.75, and 500 pieces Brocades at $4.00 to $5.25, and 750 pcs. Turkey Reds at $3.75. Of this last stocks are quite light, and holders are asking advanced prices. Woollens are in better demand than at the date of last report, and although prices are without alteration the amount of business has been in excess of that last noted. Sales for the period under review are 340 pieces assorted Spanish Stripes at 85 cents to $1, 480 pieces HH Long Ells at $10, 640 pieces SS Camlets at $20.50, and 340 pieces Lastings at $18 to $18.50. In Metals, Iron has engaged the principal attention, the demand having been quite active, and prices slightly better. The movement comprises 3780 piculs Nail Rod at $3.28 to $3.31½, and 1420 piculs small Round Rod $3.21 to $3.37. Other Metals have been quite neglected except Quicksilver, of which a sale of 30 flasks is noted at $67.25, a slight decline from last quotations.

CANTON.

There is no change to report in the market. Lead maintains a firm position, but there are large quantities on offer, so that no material improvement can be expected for the present. 500 piculs of common and 150 piculs of W.B. have been settled at $6.65 to $6.75 for the first kind, and $7 to $7.05 for the latter. 9200 piculs remain on hand. 300 flasks of Quicksilver have been sold at $72 to $73, and 200 flasks remain on the market.

AMOY.

Cotton Yarn has declined to $69 for fair 16 to 21's with no inquiry; stock 105 bales. Grey Shirtings, a sale of 1000 pieces damaged 8¼ lbs. has been made at $3.40 to $3.60, 7 lbs. is quoted at $3.20 to $3.30, 8¼ lbs. at $3.80; stock 4400 pieces. T.Cloths, 1400 pieces have been sold at $2.80 for 6 lbs., and $3.30 for 7 lbs.—these are latest quotations; stock 1,100 pieces. White Shirtings, no sales, 60 reed quoted at $3.60, 64 and 66 reed at $4.10 to $4.40; stock 2,250 pieces. Quotations for other goods, of which no sales have been made, are as under:—White Brocades, $5, Dyed Brocades $5.70, T. R. Cambrics $3.60 to $4.10, Camlets $22 to $23, Long Ells $8.50 to $11.50, Spanish Stripes $1 to $1.10 per yard. Metals, Tin, sales of 376 slabs at $23.70; stock 2566 slabs. Lead $6.90 to $7.20; no stock. Quicksilver $72.50. Nail Rod Iron $3.20 to $3.60.

SHANGHAI.

But a limited business has been transacted during the past two weeks, and a revival of demand is not looked for until after the Chinese new year, which falls on Feb. 5 next. Quotations for Grey Shirtings exhibit no change, but sales have been more difficult to effect at last mail's rates. For White Shirtings the market is depressed. T-Cloths are not much inquired for, but prices are steady. Black Velvets are in good demand at

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enhanced value. Turkey Reds are asked for at last quotations. Spanish Stripes continue difficult to move. Camlets, with the exception of black, which have been in demand for Japan, are very slow of sale. Scarlet Long Ells have been inquired for at last quotations, but assorted have met with little attention. Lastings have not found any buyers, even at the quotations. For Nail Rod Iron there has been a small inquiry at previous rates. Lead has been dull of sale. Quicksilver has further declined in value tls. 2.5.0. per picul. G. E. Grey Shirtings, sales 25,000 to 30,000 pieces; market weak. G. E. White Shirtings, sales 5000 to 6000 pieces; market depressed. American Drills, Jeans, Sheetings, and English Drills, no sales; stocks considerable. T-Cloths, sales 4000 pieces; prices steady. Handkerchiefs, sales 1000 dozen; small demand. Spotted Shirtings, white, sales 400 pieces. Dyed, sales 500 pieces. Brocades, sales 1000 pieces. Damasks, no sales. Chintz, sales 2000 pieces; fair demand. Turkey Reds, sales 1000 pieces; prices firm. Velvets, no stocks. Velveteens, sales 1000 pieces. Muslins, no demand. Union Spanish Stripes, no stock. Spanish Stripes, sales 240 pieces; dull of sale. Medium, Broad, and Habit Cloths, sales 180 pieces; dull of sale. Camlets, sales 1500 pieces for Japan. Black in great demand. Long Ells, sales 1500 pieces; scarlet and gentian wanted. Lastings, no sales. Crape Lastings, no sales. Crape Lustres, sales 500 pieces. Orleans, Figured, sales 1,500 pieces. Orleans, Plain, no sales. Iron.—Flat and Round, no demand. Nail Rod, small inquiry. Hoop and Pig, no demand. Lead, Tin Plates, and Steel, dull. Quicksilver, small demand for Hankow. Flints wanted. Stocks reduced. Window Glass, a little inquiry lately.

HANKOW.

Business in Manchester goods has been less active. Owing to tightness in the native money market and several fires in the native city, importers are more cautious in making sales unless to first-class dealers, while, on the other hand, the reports of an approach of the Neinfei, who are now supposed to be on the borders of this (Oopeh) province, has further interfered with trade, preventing the dealers buying more than their actual present requirements. Notwithstanding these drawbacks, prices of seasonable cotton goods have been fairly maintained, and in some instances can be called firmer. Woollens remain depressed; Worsteds have been more inquired after, while fancy cotton and woollen mixtures have been in good demand. Grey Shirtings: Sales of good makes of 8 lbs. 4.6 oz. have again been made on a fair scale at last quotations; heavier goods are not quite so firm, but 7½ lbs are five candareens per piece higher. White Shirtings: There has been a small demand for the Szechuen markets, 64 to 68 reeds being most inquired after; a further advance of 1 mace per piece can be quoted for these qualities. T-Cloths, the few sales made have been chiefly of 7 to 7½ lbs. goods, on which an advance of 1 mace per piece on last quotation has been obtained. Drills, American cargo has only declined about 1 mace per piece, whilst importers of English and Dutch cloth have made forced sales as low as Tls. 4.30; best makes and well-known chops are still worth Tls. 4.50 to 4.60 per piece. Dyed Spots, Brocades, and Damasks, there has been little done; the season for these goods being now nearly over, quotations are almost nominal. Chintz, the demand has fallen off, and sales are difficult to make unless for choice patterns. Camlets have met with a little inquiry, but sales are still limited even at a reduction of 3 to 5 mace per piece on last quotations. Long Ells have passed off more freely at about last quotations, HH Scarlet being still saleable at Tls. 7.50 to 7,60, and Assorted at Tls. 7.20 to 7.30 per piece. Dark Blue remain unsaleable; the nominal quotation is Tls. 6.80 to 7. Lastings, there is little alteration; a few small lots have been disposed of at rather firmer prices, Spanish stripes and other woollen goods are still neglected, and quotations may be considered nominal. Figured Orleans and crapes of good assortments and designs have been taken to a fair extent, and are still well inquired after, but at a decline of 3 to 4 mace per piece on last quotations. Plain Orleans are in no request, crape figures supplying their place. Metals—Lead, little business has transpired, and the value may be given as last quoted. Quicksilver, there was some demand early in the fortnight, and 150 flasks were placed at 54 tls. per picul, which is the present quotation. In tin and nail rod iron there is no change to notice, and no sales have been reported.

YOKOHAMA.

A fair business has been transacted in imports. The market, however, has hardly improved to the extent that was anticipated, the fear of large importations from China, no doubt, has exercised a prejudicial effect upon the market. Grey Shirtings, eagle chop 8.4 have been sold during the fortnight at $4.30, but the closing price is slightly weaker. White Shirtings 66 to 72, reeds are more inquired for, and there is some small demand for White Spots and Brocades. Turkey Red Shirtings and Black Velvets have been in active demand, and present rates show a considerable improvement. Dyed Brocades and Spots are saleable at quoted rates. Chintzes are in no inquiry. Camlets are more easily saleable at rather better prices, although the rise in this staple has been less than was generally anticipated. Black are in most demand, and sales are made at $25 to $25.50. Yarn has improved, 16 to 24s being the quality at present most wanted. Metals continue dull, and the demand for Lead appears to have fallen off.

NINGPO.

Grey Shirtings, 8¼ lbs., import 2,900 pieces, 1,000 being in foreign hands. The import of metals is confined to Nail Rod and Bar Iron. The former is in small stock, and better inquiry. Sales at $3.75 per picul. The quotations are: Grey Shirtings, 8¼ lbs., $3.70 to $3.87 per piece; Metals, Lead, $6.70 to $6.80 per picul; Tin, Malacca, $26 per picul; Tin, Canton, $25.80 per picul; Nail Rod Iron, $3.30 to $3.75 per picul; Flat Iron, $5,60 to $5.80 per picul; Tin Plates, $5.60 to $5.70 per box.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, previous to 30th December, Erl King (str.); from Newcastle, 20, Joachim Christian; from Liverpool, Jan. —, Magellan.

At FOOCHOW.—From New Plymouth, Dec. 10, Lord Clyde.

At HONG KONG and CANTON.—From London, Dec. 29, Chusan.—(Reported by telegram).—Jan. 5, Ariel, from Newcastle, Dec. 29, Sjolk.

At MANILA.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For Havana, Dec. 11, Nizam; for Buenos Ayres, 28, Bengal.

VESSELS LOADING.

At YOKOHAMA.—For London, Corea; for New York, Chaa-sze, Johanne Maria.

At SHANGHAI.—For London, Achilles (str.), Asphodel, Tamerlane (full), Tyburnia (full), John Bellamy, Beemah, James Shephard; for New York, Gabalva (full), Canvass Back (full), Dunkeld, Deucalion.

At FOOCHOW.—For London, John Lidgett (full), Charlotte; for New York, Isabella Ridley.

At HONG KONG and CANTON.—For London, Bankside, Stornoway, Acacia, Sea Bird; for New York, Amaranth, Portland, Diamant, Galatea.

At MANILA.—For London, Eleanor; for Cadiz, San Luis, Union Feliz, and via Cebu, A. Lloret; for Havana, Espana.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, cotton and tea, £2. 10s. to £3; silk, £4 to £4. 10s.

At SHANGHAI.—For the coast little inquiry exists, and rates for home and United States remain at £2 per ton of 50 cubic feet, and £2. 5s. for 40 cubic feet respectively.

FOOCHOW.—To London, £2. 5s.; to New York, £2. 5s.

HONG KONG and CANTON.—A good demand has existed for tonnage from the Burman ports to Europe. To London and New York no charters have been effected. The inquiry for Saigon and Bangkok is small. The circular of George Holmes gives the estimated number of disengaged vessels in harbonr at 57, representing 30,912 tons.

MANILA.—There have been no vessels available for charter during the fortnight, and rates remain £2 for sugar, and £2. 5s. for hemp, as the current freights to the United Kingdom, though probably a slight advance on these rates could be obtained.

REPORTS AND CASUALTIES.

SHANGHAI.

The British ship Dilkhoosh, arrived at Shanghai, reports having on August 27th passed the ship City of Palaces, from London to Hong Kong, in S. lat. 3.32 E., long. 48.0.

HONG KONG.

The British barque Sea Belle, arrived at Hong Kong, from London, reports having experienced a heavy gale, Sept. 8th, that lasted for two days, having to lighten the ship by heaving a quantity of cargo overboard. Dec. 11th experienced another severe gale, causing the loss of one man overboard. Spoke the following vessels off Borro Island, British ship James Russell, from London to Hong Kong, 126 days out; the American ship Endeavour, from New York to Shanghai, 124 days out; the British barque St. Fillan, from Antiga, bound to Nagasaki.

SINGAPORE.

Reported by Telegram.—The Contreath has been wrecked; cargo lost.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 7, off Dungeness, from Batavia, Elshout; 5, at Brouwershaven, from Batavia, Jan v. Schaffelaar, Maria Elizabeth; 9, at London, from Shanghai, Illimani.

DEPARTURES.—Feb. 9, from London, for Shanghai, Wild Deer; 11, Liverpool for Hong Kong, Senator Weber.

SPOKEN.—Delganey (?), Manila to London, 26 days out, Oct. 18, 5 N., 110 E.; Lady Ebrington, from Shanghai, 86 days out; Drydens, Amoy to New York, Dec. 5, 30 S., 43 E.; Red Deer, Shanghai to London, Nov. 1, 8 N., 109 E.; Elton (?), from Manila, Nov. 16, 1 S., 108 E.; Gillminer (? Cillminar), Manila to Bolivia (?), 10 days out, Nov. 17, 2 S., 108 E.; Broadwater, Amoy to New York, Nov. 18; Invincible, Foochow to London, Nov. 21; Fontenaye, Foochow to London, Nov. 24; Goede Nerwachting, Batavia to Amsterdam, Dec. 16, 31 S., 42 E.; Llandaff, Sourabaya to Rotterdam, Nov. 30, 61 (?) S., 26 (?) E.; Amaranth, Amoy to New York, Nov. 29, 25 S., 68 E.; Gaucho, Colombo to London Dec. 21, 35 S., 26 E.; Royal Diadem, Shanghai to New York, Nov. 11,, 5 N., 107 E.; Queen of the Sea, Foochow to New York, Nov. 13, 1 N., 107 E.; Amazon, Amoy to New York, Dec. 4, 32 S., 32 E.; Brouwershaven, Padang to Rotterdam, Nov. 11, 17 S., 85 E.

CASUALTIES.—Advices from Nieuwe Diep, dated Feb. 9. state that the Addison, Sloane, from Batavia to Amsterdam, with a general cargo, had been wrecked on the Haaks.

During the late gales, the City of Delhi (from Singapore to London) which was stranded near Dungeness, Jan. 28, went to pieces, and only a small portion of her remains visible. Divers are waiting an opportunity to commence operations for salving cargo.

Advices from Singapore, dated Jan. 22, report the Conheath, from that port to Liverpool, as having been wrecked in Banca (?) Straits.

MISCELLANEOUS.—At St. Helena, Dec. 29, Maria Adolfina, Blom, from Batavia, and sailed for Amsterdam, 30; Oscar, Gadda, from Batavia, and sailed 31 for Amsterdam; Jan. 1, Petronella, Strootman, from Batavia, and sailed for Amsterdam; 10, Konigin Augusta, Schaede, from Sourabaya, and sailed 11 for Rotterdam, 11, Brederode, Kruymel, from Tjilatjap, and sailed 12 for Rotterdam.

Off Mossel Bay, Dec. 19, Acapulca, from Hong Kong for New York.

COUNT ARESE, an officer in the Italian navy has arrived at Florence from the Far East, bringing with him the treaties of commerce concluded by Italy with China and Japan.

MAILS FOR THE NETHERLANDS POSSESSIONS IN THE EAST AND WEST INDIES.—On the 1st February, and thenceforward, the entire postage, British and foreign, upon letters addressed to the Netherlands possessions in the East or West Indies, may be paid in advance, or at the place of destination, at the option of the sender. The postage of registered letters must, in all cases, be paid in advance, and in addition, there must be paid a registration fee of 4d. each letter.—General Post-office, Jan. 22.

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The London & China Telegraph.

LONDON, MONDAY, FEBRUARY 11, 1867.

THE YOKOHAMA FIRE.

THE details brought by the last two mails of the calamity of the 26th November have naturally excited no little sympathy in the mercantile world of London; accompanied, as usual in such cases, with much speculation as to how so heavy a misfortune *might* have been foreseen and prevented. By the time this reaches our readers in Japan the "great fire of 1866" will already have become a thing of the past, and all idle regrets over the devastations it committed will have given way to energetic measures for repairing them; so that any moralisings on the evil of a "Gankiro" in close contiguity to the foreign settlement, or on the absurdity of interspersing mere lath-and-paper shanties among the so-called "fire-proof godowns," would alike be useless and out of season. But in the record of the fire and its results as published in the local papers, there is one announcement that we cannot allow to pass without a word of comment. It comprises the resolutions passed at a meeting of the agents of the several fire insurance companies, which were three in number, and worded as follows:—1st. "That a qualified surveyor be appointed to act for all the offices, and that all applications for risks be referred to him;" (2nd), "That the rates be raised all round 50 per cent.;" and (3rd), "That in future we refuse to consider as first-class risks any building when in the same compound there are uninsurable buildings, and that we look on wooden palings surrounding a compound as highly objectionable and as necessary to be considered in the risk."

With the first of these no one can cavil, for a competent surveyor is clearly as appropriate an adjunct to a fire insurance as to a marine insurance company; and the last may be dismissed in a few words as simply childish. If acted on, it would classify as "first-class" any well-constructed building standing in a separate enclosure, even though built in on all sides by wooden huts, and separated from them only by a low wall. Such an idea could only have been conceived in a moment of dire panic, for five minutes' calm consideration would surely have shown that the extent of danger to any insurable building from the proximity of a wooden shed or such like inflammable structure can be regulated only by the actual distance between the two. But it is the second resolution that will give rise to the most startling differences of opinion. The *Japan Times* unhesitatingly condemns it as unjust, suicidal, and opposed to all the fundamental principles of insurance; inasmuch as the rates of premium were originally fixed very high, on account of the known hazardous nature of the risks, and if every unexpected claim is to be followed by a further advance, the rates must soon become prohibitory. In this not unreasonable view the *Times* is doubtless supported by the bulk of the insurers; what, then, will the latter say when they hear that the head offices in London have sent instructions to their agents to raise the rates, not fifty, but a hundred per cent.? Yet such instructions are now on the way, the chief reasons given for this course being the fact of the native town having by degrees crept close up to the foreign settlement, and the absence of any properly organised fire-brigade. These will appear at the first glance quite insufficient; the first perhaps utterly worthless, for the site of the "Yoshiwarra," that standing menace to the settlement ever since its foundation, is to be removed, and the plan for rebuilding the part destroyed interposes a wide open space between the native and foreign towns, so that the risk of fire in the latter will in future be less than at any former time. The want of an efficient fire-brigade of course indicates extra risk—but this was doubtless taken into consideration in the beginning, for the lowest premium charged on a first-class risk in Japan was one per cent. while in London and elsewhere three quarters per cent. is the outside charge for "extra hazardous" risks. Viewed in this light the position taken up by the London companies would seem quite untenable, and certain, should it be persisted in, to result in their being permanently driven out of the field by the "China Fire" and other local companies. We are, however, assured that the London managers were in point of fact wholly unaware of the real nature of the risks they had accepted, having been kept in total ignorance of the close proximity of the native town to the buildings they had insured, and also of the existence of native-built houses, &c., in the midst of the foreign settlement. As soon as these causes of danger are permanently removed, it is intended to revert to the original scale.

As a rule, insurance offices should be able to base their scale of premiums upon such data as would enable them to look upon occasional heavy losses not as remote and improbable contingencies, but as matters of course, inseparable from their position; otherwise, why should people insure at all? Besides, such losses, however disastrous they may appear at the moment, ought to be certain sources of ultimate profit, inasmuch as every fire induces numbers of persons to insure who, from either carelessness or over-confidence, had neglected to do so; thus permanently extending the business of the companies. In Yokohama this rule will certainly apply, for we may be sure that no merchant or shipper will in future suffer his goods to lie there unprotected so long as it is possible to insure them at anything like a reasonable outlay. It must be remembered too that the great bulk of the merchandise stored in the godowns there is by no means of a hazardous nature, consisting as it does of piece-goods, metals, tea, and silk, which are very different from the tar, spirits, inflammable oils and other combustibles stored in such large quantities in London warehouses. The internal elements of danger being so very small, and the external ones being removed by the remodelling of the settlement and its entire separation from the native town, we can really see nothing to justify the permanent adoption of extreme measures.

THE outward mail of this day conveys several passengers for Singapore and Penang, including Colonel Ord (the Governor), Mrs. Ord, Captain Ord, a son of the Governor, appointed magistrate at Malacca, Mr. H. Ord, appointed, we understand, to a post in Penang, Mr. H. F. Plow, Governor's Secretary, Major McNair, Chief Engineer, Mr. A. W. Cousins, Clerk Colonial Secretary's Department, Mr. and Mrs. Padday, Mr. and Mrs. Buttery, Mr. Brown. By the mail of 26th Feb. Surgeon-Major Rose proceeds to Singapore.

THE first Japanese ironclad is now being built at La Seyne (Toulon), by the *Compagnie des Forges et Chantiers* of France. She will be on the frigate model, armed with six 350 and 450 pounders, and is to cost £140,000. Messrs. Dudgeon are constructing two gunboats, which are also intended for the Japanese Government.

WE are glad to be able to announce that Mr. HENRY HILL, after nineteen years' service in the P. and O. Company in various capacities, has been promoted to the post of Assistant-Secretary.

THE Kiachta Telegraph service reopens on Tuesday, the 19th February, until the 19th November. The London agency is at the Office of this Paper.

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* THE STRAITS GOVERNMENT.

The departure by to-day's outward mail of the new Governor under the Colonial administration will commence a new era for the Straits Settlements, and we augur a prosperous one. There will be more scope for carrying out the measures required than ever existed under the India-office, and we are hopeful that Colonel Ord is the right man in the right place, able to at once grapple with all the difficulties necessarily attendant on the transfer. There will be doubtless much occasion for forbearance on the part of the representatives of the old and new systems, and we hope it will be duly exercised.

* The greater portion of this article appeared in our last issue, but contained some inaccuracies, which are now corrected.

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The form of Government which is about to be instituted may be said to assimilate closely to that in force in the colony of Ceylon. It will consist of a Governor and Legislative Council; the latter body comprising six official members and four unofficial members, two of whom will represent Singapore and the other two Penang and Malacca respectively. The Governor is to visit Penang for three months and Malacca for one month in every year. The troops stationed in the island will be a wing of a European regiment, six companies of the Ceylon Rifles, and two batteries of Artillery. Of these, 880 men are to be considered as stationed in the settlements exclusively for colonial purposes. The Colonial Military Contribution will be £59,300 per annum.

The Executive Council will consist, amongst other members, of the Governor, the Colonial Secretary, the Attorney-General, the Commanding Officer, the Lieutenant-Governor of Penang, and the Lieutenant-Governor of Malacca. The official members composing the Legislative Council will, in addition to the Governor, be the Chief Justice of Singapore, the Colonial Secretary, the Attorney-General, the Treasurer, the Auditor-General, and the Chief Engineer. The unofficial members will be two members for Singapore, one for Penang, one for Malacca, and the Clerk of Councils. We believe that Colonel Ord has discretionary power to vary the establishment and to increase the number of the Executive Council should he deem it desirable.

The *Gazette* of the 5th inst. contains the official notifications to the effect that "the Queen has been pleased to erect the settlements of Prince of Wales Island, Malacca, and Singapore into one Government, to be called the 'Straits Settlements,' and to make provision for the government of those Settlements. Her Majesty has also been pleased to appoint Colonel Harry St. George Ord, R.E., C.B., heretofore Governor of the Bermudas or Somers Islands, to be Governor and Commander-in-Chief of the Straits Settlements."

An elaborate scheme of "Pension Rules" has been drawn up for the new Government, the provisions of which are briefly as follows:—All retiring pensions are based on a scale of sixtieth parts of the annual salaries. Officials of ten years' service are entitled to 15-60ths of their pay; eleven years', 16-60ths; and so on at the rate of 1-60th for each additional year of service, up to 35 years, which gives a maximum of 40-60ths (or two-thirds), beyond which no increase is allowed. The following are exceptions to this rule:—(1) Chief Justices, whose pensions commence after 7 years' service, and who become entitled to the maximum of 2-3rds after 25 years'; (2) the Judge of the Summary Jurisdiction Court, Colonial Chaplains, and Chief Engineers, whose allowance after 10 years' service commences at 20-60ths, and reaches the maximum after 30 years; (3) the present Recorders of Singapore and Penang, who are each entitled to pensions of £800 per annum after 10 years' service. These rules are subject to the following conditions:—(1.) No person to have an absolute right to claim a pension, the Government retaining full power to discharge without any compensation. (2.) No pension to be granted to a person under 55 years of age, unless incapacitated by infirmity or ill-health. (3.) In extraordinary cases higher pensions may be granted, but never above the full amount of salary. (4.) Deductions may be made where the full pension may not be considered deserved, or the allowance entirely withheld in cases of obvious inefficiency or misconduct. (5.) Pensions to be calculated in the salary of a *permanent* office, which must have been held for three years prior to retirement. (6.) Where the time of service does not justify a pension, gratuities may be given of a month's salary for each year of service; and (7,) all pensions may be cancelled or reduced on the recipient being re-appointed to any public office. The scheme includes a host of minor provisions and stipulations, but the above outline embodies the most important.

With a view to supply the Straits Civil Service with efficient interpreters a number of cadetships will be established the holders of which must study either Malay or Chinese. Three cadets will be appointed at once, after a competitive examination; they must be between the ages of twenty and twenty-three; no previous knowledge of either of the above languages is necessary. When duly qualified, the cadets will become interpreters, with salaries of £400, to be increased to £500 after two years' service as such; after three years' service they will be eligible for promotion to higher offices. After the first three shall have reached the grade of interpreter, the number of cadets will be permanently maintained at two, who will be subject to the same regulations.

The following is a list of the various offices under the new Government with the names of the employés where the appointments have been made. The total salaries amount to about £60,000. Some of these salaries appear to us most incongruous. The salary of the Judge at Penang is too high, and also the Judge of Summary Jurisdiction; that of the Secretary to the Governor far too low.

SINGAPORE.

CIVIL ESTABLISHMENT will be as follows:—Governor, Colonel Harry St. George Ord, R.E., C.B., £5,000; Private Secretary, £300, H. F. Plow; Colonial Secretary, £1,800; Chief Clerk, £300, A. W. Cousens; Second Clerk, £180, G. Perreau; Third Clerk, £96; three other Clerks and a Malay Writer; also three Cadets at £200 each. Auditor-General, £1,000, Chas. John Irving; First Clerk; £360; Second Clerk, £300; Third Clerk, £180; Chief Engineer Straits Settlements and in charge of Public Works Singapore, Major M'Nair, £1,400; First Clerk, £240; Second Clerk, £180; Estimator, £120, Draftsman, £120; Surveyor-General, £864, D. Quinton; Colonial Surgeon, £960; Government Printer, £112, L. F. D'Souza.

TREASURY AND STAMP OFFICE.—Treasurer and Commissioner of Stamps, £1,000, W. W. Willans; First Treasury Clerk and Cashier, £390, J. B. Leicester; Second Clerk and Accountant, £120, F. R. Frois; Deputy Commissioner of Stamps, £360, G. Norris.

LAND REVENUE SURVEY OFFICE.—Assistant-Surveyor, £180, J. Peel; Draftsman, £180, Wajid Khan.

REGISTRATION OF TRADE AND SHIPPING.—Deputy Registrar, £300, John Cooper; First Clerk, £96, E. Leicester, and two other Clerks.

PUBLIC WORKS.—Head Overseer, £300, J. M. Magalhaens; Second Overseer, £180, W. D. Baylis; and a Storekeeper.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. C. J. Waterhouse.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, A. Fergusson.

LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,500, Sir P. Benson Maxwell; Clerk, £300, C. G. Baumgarten; Attorney-General, £1,000 and private practice, Thomas Braddell; Crown Solicitor, £250; Registrar, £1,200, C. Baumgarten; First Clerk, £600, G. W. Lecerf; Second, £300, W. F. Hendriks; Third, £120, A. A. Baumgarten; Chief Interpreter, £300, G. W. D. Geils; Chinese Interpreter, £120, Tan Kay Sing; and three other interpreters; Sheriff, £360, H. Hewetson; Jailor, £120, G. W. Ganno; Clerk and Bailiff, £96, Robert Jeremiah.

COURT OF SUMMARY JURISDICTION.—Judge, £1,500; First Clerk, £240, W. Norris; Second Clerk, £120, Henry Holloway, Head Jailor, £180, J. Burnett; Assistant Jailor, £60, C. Robeiro.

POLICE.—Senior Magistrate, £960, J. D. Vaughan; Junior Magistrate, £540, F. H. Gottlieb; Commissioner of Police, £1,200, T. Dunman; Deputy-Commissioner and Coroner, £528, C. B. Waller; First Clerk, Magistrate's-office, £264, S. Leicester; Second, £118, R. J. Duncan; First Clerk, Commissioner's-office, £132, H. Hewetson; two other Clerks, a Writer, and three Interpreters.

CHARITABLE INSTITUTIONS.—Superintendent Lunatic Asylum and Apothecary, £216, R. Watson; Senior Apothecary, General Hospital, £132, F. G. Eade; Apothecary, Pauper Hospital, £114, J. J. L. Wheatley.

MARINE.—Master Attendant and Shipping Master, £840, Lieutenant Burn, I.N.; Deputy ditto, £360; First Clerk, £144, H. D. Chopard; Second, £120, G. S. Reutens; and three other Clerks, Gunners, Lightkeepers, &c.; First Light-keeper, £108, T. Todd.

POSTAL.—Postmaster; Assistant Postmaster, £600, William Cuppage; Charge Taker, £400; First Sorter, £240, James Nicholson; Second, £100, William Brown; and three other sorters.

SUPPRESSION OF PIRACY.—Commander steamer *Rainbow*, £420, Ellis; Officer, £210; Engineer, £360; Second ditto, £150.

PENANG.

TREASURY AND STAMP OFFICE.—Lieutenant-Governor, £1,800, Lieutenant-Colonel Anson, R.A., formerly Inspector of Police at Mauritius; Collector of Stamps and Assistant Treasury Department, £480, Philip Jones; First Treasury Clerk, £120, J. E. Hogan, and two other Clerks.

COLLECTOR'S OFFICE.—First Clerk, Penang, £180, E. Loureiro, two other Clerks and three Collectors; First Clerk, Province Wellesley, £158, J. Hogan and three other Clerks.

REGISTRATION OF TRADE AND SHIPPING.—Deputy-Registrar, £121, J. Rodyk.

PUBLIC WORKS.—Executive Engineer, £720; Head Overseer of Works, £280, E. Scully.

ECCLESIASTICAL.—Acting Colonial Chaplain, £960, Rev. J. Mackay B.D.

MEDICAL.—Acting Assistant Colonial Surgeon, £564, J. B. King.

LAW AND JUSTICE.—SUPREME COURT.—Chief Justice, £2,000, Sir W. Hackett, Knt.; Clerk, £300; Crown Solicitor, £250; Registrar. £1,080, G. Maxwell; First Clerk, £600; Second, £900, A. W. S. Stewart; Third, £120, R. Scott; Chief Interpreter, £360, G. W Symons; Chinese Interpreter, £120, Koh Ten Choon; Sheriff, £300' J. B. D. Rodyk; Jailor, £96, R. R. Reutens.

COURT OF REQUESTS.—Commissioner Penang, Police Magistrate, *ex officio*; First Clerk, £180, T. G. Mitchell; Second, £90. B. Jeremiah; Commissioner, Province Wellesley, Police Magistrate *ex officio*.

POLICE.—Magistrate, Penang, £720, C. B. Plunket; Magistrate, Province Wellesley, £720; Commissioner of Police and Coroner, £528; Deputy Commissioner and Coroner, £300, K. Robertson; First Clerk, £180, J. Hogan; First Clerk, Commissioner's Office, £150, Martin Thomas.

CHARITABLE INSTITUTIONS.—Apothecary General Hospital, £120, J. Ash; Assistant Apothecary, Province Wellesley, £120, G. E. Lillywhite.

MARINE.—Harbour Master and Shipping Master, £660; First Clerk, £96, Z. C. Aeria.

SUPPRESSION OF PIRACY.—Commander steamer *Fox*, £420; Officer, £210, D. H. Thom; First Engineer, £360, Second, £150.

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Postal.—Postmaster, Harbour Master *ex officio*; Assistant Postmaster.

MALACCA.

Treasury and Stamp Office.—Lieutenant-Governor, £1,500, W. W. Cairns, for ten years in various offices in Ceylon; Collector of Stamps and Assistant Treasury Department, £240, J. Overie; Treasury Clerk, £120, L. Fernandis; Record Office Clerk, £120, H. J. Leynard; Government Surveyor, £600.

Collector's Office.—First Clerk, £192, H. A. Baumgarten; Second Clerk, £132, A. D. Neubronner; and four other Clerks and Writers.

Public Works.—Sub-Engineer, £300, C. A. Evans; First Clerk, £120, C. J. Van Braght.

Ecclesiastical.—Colonial Chaplain, £420.

Medical.—Acting Assistant Colonial Surgeon, A. C. Maingay.

Law and Justice.—Supreme Court.—Clerk, £600, W. Rodyk; Chief Interpreter, £144, A. Neubronner; Sheriff, £180, F. D. Baumgarten; Jailor, £120, W. Boyd.

Police.—Magistrate, £720, Captain Ord; Commissioner of Police and Coroner, £360, C. J. Hanson; Clerk, Magistrate's Office, £107, C. S. J. Minjoot; and three Interpreters.

Marine.—Clerk, E. Neubronner; Deputy Registrar of Trade and Shipping, E. Neubronner; Commander Light-vessel *Torch*, £216, G. L. Baumgarten; Light-keeper, £96, J. Lineban.

Postal.—Government Agent, *ex officio*.

Monetary and Commercial.

We are glad to be able to state that satisfactory arrangements have been made for the funds of the Union Insurance Society, and that no anxiety need exist either on the part of shareholders or insurers.

We regret to announce that the drafts of Messrs. Lyall, Still, and Co., Hong Kong (for about £20,000), held by the Comptoir d'Escompte, have been refused by Messrs. Chalmers, Guthrie, and Co. Advices have been subsequently received stating that the difficulties had been arranged, but we understand that in consequence of the arrangements not duly protecting the interests of creditors in England, the firm must suspend.

In reference to the notice of the affairs of Messrs. Small and Co. in our issue of the 26th January, we have received the following letter from their solicitors, Messrs. Upton, Johnson and Upton:—

"Sir,—We are instructed by Messrs. Small and Co. to express their surprise at the paragraph in your impression of the 26th ult. in regard to their suspension, which has recently been brought to their notice; and we are directed to state that if you had taken the trouble to make further inquiry, you would have found that there was no foundation for any such complaint against them, and that their affairs became involved solely by the failure of other parties to provide for engagements entered into on their behalf. We beg to add that the liabilities are something over £410,000 and that the deficiency is estimated to amount to £50,000.—We are, Sir, your obedient servants, Upton, Johnson & Upton."

The biddings for £350,000 in bills on India took place on the 6th. The proportions allotted were—to Calcutta, £177,570; to Madras, £29,640; and to Bombay, £150,000. The *minimum* price was fixed, as before, at 1s. 10¾d. on all the Presidencies. Tenders at 1s. 10¾d. on Calcutta and Madras will receive in full, and on Bombay about 51 per cent. All tenders above price that will receive in full. These results show a slight increase in the demand for means of remittance to the East.

The dividend of the Comptoir d'Escompte for the first half of the year 1866-7, has been fixed at 32f. per share, and is to be paid from Feb. 1.

The subjoined letter refers to the proposed resuscitation of the Commercial Bank Corporation of India and the East:—

(TO THE EDITOR OF THE DAILY NEWS).

Sir,—In the notice of dividend on the above concern, which appeared n your columns some days back, I observed that you alluded to a contemplated resuscitation. It is to be hoped that in the interest of the shareholders this may be found feasible, and carried out. By allowing the assets to be realised at the present unduly depreciated values, and paying the unavoidably heavy liquidation charges, the shareholders are, to speak forcibly, "cutting their own throats;" while, looking at the fine opening at present existing in the East for more banks, coupled with the fact that the connections of the "Commercial" are of twenty years' standing, it seems a suicidal policy to allow the liquidation to be completed without an effort either to carry on the old concern, by a call, or to start a new bank on the basis of taking over the assets at a valuation to be agreed upon with the official liquidator, who, I am informed, is quite ready to entertain any fair proposal.—I am, &c.,

One of the Sufferers by the Suspension.

According to a circular addressed to the shareholders of the Scinde, Punjab, and Delhi Banking Corporation, it appears the liquidators have done all in their power to set free for distribution the sum of £200,000 and upwards which they still hold invested in Government securities, the proceeds of the liquidation to the present date. From the fact of two directors of the National Bank of India (Limited), resident here, having executed the agreement brought about by the efforts of the liquidators, and which has received the sanction of the Court of Chancery, there seems no reason to doubt that the necessary confirmation of the Board of the National Bank of India will be given, and, as it has been asked for by telegram, it may be shortly expected to arrive.

A circular has been issued by Mr. F. M. Page containing a comparative statement of the amount of bullion (gold and silver) and specie, exported from the United Kingdom during the past seven years, viz., from 1860 to 1866 inclusive. The export to China, Shanghai, Hong Kong, Amoy, Foochow, Swatow, and Japan was, during 1866, £757,078; in 1865, £1,034,382; in 1864, £2,199,156; in 1863, £3,076,364; in 1862, £2,830,477; in 1861, £1,222,151; and in 1860, £4,902,611. To Singapore, Penang, Batavia, and Saigon—the amount was, in 1866, £347,400; in 1865, £626,800; in 1864, £965,780; in 1863, £796,501; in 1862, £786,412; in 1861, £127,073; and in 1860, £415,106. The total value of the export to all parts was, in 1866, £10,032,626; in 1865, £13,933,183; in 1864, £24.318,189; in 1863, £21,455,844; in 1862, £18,168,303; in 1861, £10,141,149; and in 1860, £13,500,372. Of the amount for 1866 there was shipped per the P. and O. steamers from Southampton, £2,853,153; from Marseilles, £3,458,944; from Gibraltar, Malta, and Suez, £340,585, and per the Messageries Imperiales steamers from Marseilles, £3,362,935; from Messina and Suez, £17,009. It will be seen that the shipments during 1866 fell short of those made during 1865 by three millions and three quarters sterling, the shipments to China having decreased by half a million.

The banking house of Pollet, at Lille, which was of considerable importance, has suspended payment. The liabilities are estimated at about 15,000,000f. (£600,000); assets, it is feared, not large. Paris suffers, it is said, to the amount of 3,000,000f.; the rest of the loss falls chiefly on Lille and Roubaix, where it will be severely felt. M. Pollet died very suddenly in the night of Saturday, and it was after his death that the suspension took place.

The report of the Telegraph to India Company (Limited), to be presented on the 15th, recommends a dividend for the past half-year at the rate of 5 per cent. per annum, which has been earned by the lease of the land line in Egypt. The directors have agreed to continue the lease (which expired on the 31st of December last) on the terms of the original contract, only from month to month, as they anticipate the early and successful termination of the negotiations which have been for some time in progress for carrying out the complete and comprehensive system of telegraphic communication by the Red Sea, as recommended by the Committee of the House of Commons, between this country and India by the combination of all interests.

A meeting has been held at Boston to endeavour to establish a new American line of steamers to Liverpool, the directors of some of the New England railways being among its promoters. The project at present is to purchase the eleven steamers originally intended for the line between New York and San Francisco, by way of the Isthmus, and form with these a new service, the trip to be made semi-weekly.

At the meeting of the British and Irish Magnetic Telegraph Company at Liverpool, a dividend was declared at the rate of 6 per cent. per annum, leaving £7,025, by which the reserve fund is raised to £17.078.

The prospectus has been issued of the British and American Telegraph Company (Limited). This company proposes to adopt a new route across the Atlantic, namely from Falmouth to Halifax, by way of the Azores. The company has secured the exclusive right of using Mr. Allan's newly invented cable, which being lighter than the former Atlantic cable (one fourth the weight only), can be laid with far less difficulty and expense, besides effecting a saving of about one-third in cost of construction. This will enable the company to transmit messages at the low tariff of £4 per twenty words, which it is expected would ensure full employment and large profits. The capital is £600,000 in £20 shares.

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 4th inst., was, in silver, to Bombay, £710.

MANCHESTER MARKETS.

The demand lately reported proved of short duration; prices have again become weaker, with somewhat more pressure to make sales at and under the rates refused only some few days since. Grey Shirtings: 7 lb., 10s. 9d. to 11s.; 8¼ lb., 13s. Cotton Yarn: Nos. 16-24 1s. 6d. to 1s. 7d. Maddapollams, 4s. 9d.; Long Cloths, 13s.; T-Cloths, 8s. 3d. White Spot Shirtings, 14s. 3d.; Brocade do., 14s. 3d. Damasks, 24s. 6d. nominal

ARTICLES OF IMPORT.

Tea.—Our market during the past fortnight has been less active, the trade having bought to a fair extent, are now waiting to see the effect of the numerous arrivals on prices before adding to their stocks. Importers generally show great firmness, and there is little alteration since last mail. The deliveries for January show a large increase over last year, being 11,500,000 lbs., against 9,000,000 lbs., whilst the quantity afloat is 32,737,240 lbs., against 47,717,900 lbs., showing much in favour of this year. The stock in the United Kingdom on the 31st ultimo was estimated at 88,000,000 lbs., against 83,000,000 lbs. last year, and the quantity afloat at 32,737,000, against 47,717,900 lbs. The only

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public sale of China Tea took place on the 5th instant, when 16,893 packages were offered, and 11,400 packages were sold, the whole being without reserve. Congous.—Teas free from dust, under 1s. per lb., are very scarce, and command full prices. Good common may now be quoted 1s. 0½d. per lb., with a small supply on offer. New season's have been sold from 1s. 3d. to 1s. 5d.; good, 1s. 6d. to 1s. 11d.; fine, 2s. to 2s. 4d. per lb. Pak Lings show no change. Common to fair black-leaf Congous, of old import, remain steady at 1s. to 1s. 1d. per lb. Fair to good, of which the arrivals have mainly consisted, have sold rather easier. Fine have been firm from 1s. 11d. to 2s. 1d., and a few finest have been sold from 2s. 2d. to 2s. 4d. per lb. In new-make Canton kinds there has been no change, boxes being still in fair request. Oolongs have been firmly supported. Souchongs show no change. In Flowery Pekoes there has been little or no business. Common to fair Scented Capers have been readily saleable at from 1s. to 1s. 4d. per lb. Foo Chow kinds are rather wanted. Scented Orange Pekoes, common to fair Canton-make are very difficult of sale at 1s. to 1s. 3d. per lb.; good, from 1s. 5d. to 1s. 7d.; fine are rather more saleable from 1s. 10d. to 2s. per lb. Foo Chow kinds have been saleable at from 1s. 6d. to 1s. 10d. for fair to good kinds. Green: Though the arrivals, especially of Ping Suey kinds, have been very heavy, prices have ruled wonderfully steady. During the last few days there has been more inquiry for export, and various parcels of Young Hyson have been taken for the Canada market at ½d. to 1d. per lb. advance. The new Moyunes to hand (so fair in moderate supply), have sold quickly at satisfactory prices. The bulk of the cargo of the Margaret Campbell, from Nagasaki, has been disposed of at good prices, several large parcels of common to good Twankays selling at 7d. to 10d. per lb., and uncoloured leaf at 1s. 3d. to 1s. 6d. per lb. A few sales of uncoloured Japans of good quality are reported at 1s. 5d. to 1s. 8d. The total export from China and Japan is 100,000,000 lbs. to 31st. Dec., against 102,000,000 lbs. in 1865, and 15,000,000 lbs. more may be expected to the end of the season, making a total of 115,000,000 lbs., against 115,000,000 lbs. in the previous year. The struggle between the buyers and importers has been equally maintained, and considering the late increase to our stocks, the importers have maintained their position better than could be expected. Should the export fall below 115 millions it will, of course, improve their position, but taking all points in their favour as compared with the determination of buyers, we cannot hope for an advance beyond 1d. or 2d., and these rates still leave a heavy loss on many invoices. The sooner the end of this disastrous season is reached the better for all parties, for we can hardly expect the rashness which has characterised the purchases in China in 1866 to be repeated in 1867. The native teamen in China must prepare for very different offers, and unless their Tea is brought down to the shipping ports in better condition they may expect a severe lesson. With the present stocks we can very well wait, and the best means of restoring a healthy condition is to reduce our enormous stock. If the next season's Tea is held back until the end of June it will arrive here quite as soon as wanted, and good Kaisow should be laid down at not over 1s. 8d. The arrivals have been large including no less than 25 vessels in January, with cargoes aggregating 23,000,000 lbs. The cargoes afloat up to the mail's advices are now reduced to the following:—

SILK.—We have a very quiet heavy market in Silk—a state of things which has existed with very slight modification from the commencement of the year. The deliveries are fully on the parity with preceding months, but the arrivals are large. This was expected, and was the apparent cause of the check at the close of the year; but trade is still far from good, and our high range of prices effectually prevents any possible profit, so that with the slightest hope of easier prices all hold aloof and limit their purchases to the smallest possible extent. Japan Silk, unless very good and fine, and free from the mixture so much complained of, seems to be losing favour, hence some few sales have been made at considerably easier rates. In Cantons the position remains unchanged. The deliveries from Jan. 1 to Feb. 8 inclusive were, China, 3,398; Japan, 661 bales.

SHANGHAI.

CHINA.	Usual Imports.			
	s.	d.	s.	d
CHINA:—Tsatlee, No. 1 & 2	32	6	to 33	6
„ No. 3 & 4	27	6	to 31	0
„ Hangchow	27	0	to 28	0
Yucufa and Hamin, No. 1 & 2... ...	29	6	to 30	6
„ „ „ No. 3 & 4... ...	25	0	to 28	0
Taysaam, No. 1 & 2	28	0	to 29	6
„ No. 3 & 4	19	0	to 26	0
Long Reel	22	0	to 24	6
Skeins	22	0	to 23	0
Canton	21	0	to 24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	32	6	to 34	6
No. 3 & 4	28	6	to 31	6
Ida, Bricks, No. 1 & 2	30	0	to 33	0
No. 3 & 4	25	0	to 28	0
Sodai, No. 1 & 2	31	0	to 32	0
No. 3 & Inf.	27	0	to 30	0

COTTON.—Chiefly owing to the depressed state of the Manchester market, and the large arrivals from America, this market is extremely dull, and prices are ¼d. to ½d. lower than those current at our last report. The sales have been 7,800 bales, of which quantity 170 bales fair China sold at 10½d. to 10¾d., and 360 bales fair Rangoon at 9d. to 9¼d. per lb. The quantity sold "for arrival" has been 7,360 bales, including a small parcel of East India, but no China. During the week the Victoria has arrived with 922 bales from Hong Kong. The stock of China and Japan in the United Kingdom on the 7th inst. was 1,431 bales, against 321 bales at the corresponding period of last year, and 21,138 bales in February, 1865.

COFFEE.—A dull tone prevails in this market, especially as regards the business done in Colonial descriptions. This has been principally brought about by the early arrivals of the Ceylon crop, and an announcement of 172,000 bags Java for sale in Holland on the 13th inst. The following have been the transactions since our last:—Of Plantation Ceylon, 964 casks, 1,281 barrels and bags realised, for fine and fine fine ordinary to low middling, 72s. to 79s., and for middling to good middling, 80s. to 85s. Of Native Ceylon, 56 casks 1,400 bags were disposed of, at 64s. to 68s. for good ordinary. Of Java, 74 bags from Mauritius, chiefly damaged, sold at 52s. to 70s.; and 900 bags good greenish, from Singapore, at 66s. to 68s., one lot 70s. In addition, 1,271 bags low mixed to good ordinary, Singapore, were bought in at 42s. to 52s.; and 80 bags low garblings, Manila, sold at 12s. cwt. The stock of coffee in the United Kingdom on the 1st instant was 12,600 tons, against 13,650 tons in 1866, and 13,150 tons in 1865; the total quantity held in the five chief ports of the Continent was 46,700 tons, against 52,500 tons last, and 51,250 tons in the previous year.

COIR YARN.—Fair business has been done in Ceylon at rates similar to those of previous sales. The following offers have been made at the auctions:—13 bales Ceylon sold at £33. 15s. to £35; 34 tons Ceylon chiefly sold, medium £28. 5s. to £29. 10s., common £24; and 15 tons all sold, good £30. 15s., middling £25. 15s. to £26. 5s., common £23. 15s. per ton.

COIR FIBRE.—In public sale 24 bundles ordinary coarse Singapore realised £23. 5s., and 245 pieces (13 cwt.) Ceylon junk £24 per ton.

DRUGS.—Camphor: Rates for both China and Japan are higher, and all the offers at auction found buyers. Of China 100 cases realised £7. 5s., and a further quantity later the same price. Of Japan the sales have been 150 tubs at £7. 6s. 3d. to £7. 7s. 6d. per cwt. Dragonsblood: At auction 9 chests good lump sold at £10. 15s. to £11. 5s.; middling, £7. 15s. to £8. 5s. Rhubarb: Of 76 boxes China placed on offer, about half sold; very good, 10s. 9s. to 11s.; middling to good middling, 5s. to 5s. 4d.; mouldy and wormy, 3s. per lb.

GUMS.—Benjamin.—The offers consisted of 93 cases Sumatra, of which 12 cases fair to good seconds sold at £10. 10s. to £11. 10s., and 26 cases good fair brown thirds at £6 to £6. 2s. 6d. per cwt. Copal.—Of 30 cases soft yellow Manila 10 cases sold at 29s. 6d., the remainder, rather dark, being bought in at 25s. 6d. In addition, 74 cases bold hard coated Singapore realised 31s. 6d. to 32s. 6d. per cwt. Damar.—Scarce, and is considerably dearer, 80s. per cwt. having been paid for a small parcel sold privately.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co.'s report is as follows:—The sales of East India Hides during the past month have been 279,935 Hides. A good demand for export, assisted by a fair inquiry from the trade, has led to a large extent of business at prices ranging from the quotations of December to ¼d. per lb. advance. Singapore, &c.—Buffalo Hides have met with only a limited demand, and barely maintained late rates. 1,387 Penang Cow Hides, and 2,794 Penang and Singapore Buffalo Hides have been sold. Cow Light, 7½d. to 7¾d. per lb.; Heavy, 5¼d. to 5½d. per lb.; Thirds, 3¾d. per lb.; Buffalo Hides Best, 5¾d. to 6¼d. per lb.; Seconds, 4⅝d. per lb.; Light, 5d. to 5¾d. per lb. Manilla.—3,692 Buffalo Hides have been cleared. Best at 4d. per lb.; Seconds, 3½d. to 3⅝d. per lb.; Thirds, 2½d. per lb.

INDIA RUBBER.—The business done in East India has been of extremely limited extent.

JAPAN WAX.—The only sale reported is of 55 boxes; ordinary saucers, at 55s. to 60s. per cwt.

MANILA HEMP.—This market continues firm, at the advanced rates, and the sales on the spot have reached 475 bales; Tobasco and Albay qualities at £49. 10s. to £50; to arrive the quantity has been about 2,700 bales of November shipment, at £47 to £48 per ton.

OILS.—The demand for Cocoa Nut Oil exhibits no improvement, but small private sales of Ceylon are reported at £50. 5s. cash, and 14 pipes at auction realised the same price with three months' prompt.

PEPPER.—Black.—There is a better demand, and 1,117 bags Singapore, at auction, were partly sold rather higher—viz., 3¼d.—the remainder being held thereat; 3,935 bags West Coast Penang met few offers, and were nearly all bought in, but 2,000 bags have since been taken at 2 15-16d.; 312 bags good Trang realised 3⅛d. By private contract about 1,500 bags Eastern have been sold, Singapore at 3 3-16d., Penang 2 15-16d. to 3d., Trang 3 1-16d., and good Tellicherry 3⅝d. White.—Of Penang 117 bags middling sold at 5⅝d. to 5¾d., and small parcels Singapore at 5⅞d. per lb.

RICE.—The market remains dull, and the business reported in soft grain is at rather easier rates, viz., 12,000 bags Rangoon and Nakrenzie at 11s. 3d. to 11s. 6d. per cwt. In public sale 5,624 bags Rangoon meeting lower offers were withdrawn.

SPICES.—Cinnamon: The quarterly sales took place on the 28th ult., and comprised 2,437 bales Ceylon, which were mostly disposed of, the fine qualities at a reduction of 1d. to 2d., but the medium and lower sorts at full rates to an advance of 1d. per lb., viz., fourths, 11d. to 1s. 4d.; thirds, 1s. 4d. to 2s.; seconds, 1s. 5d. to 2s. 5d.; firsts, 1s. 8d. to 2s. 6d.; and superior, 2s. 8d. to 2s. 9d.; 57 bales in auction on the 30th ult. went at similiar rates.

MACE.—Six cases sold at 1s. 7d. to 1s. 8d. for fair red, 2s. 2d. for palish, and 3s. to 3s. 1d. for good pale. Nutmegs: About 150 cases went off steadily, small to good middling at 1s. 2d. to 2s.; bold at 3s. 10d. per lb.

SUGAR.—Since our last report the market has exhibited an inanimate appearance, buyers taking only sufficient for their immediate wants, and business has been much restricted. The home trade hold back as much as possible, while importers do not press sales, and with a continuance of scanty supplies on offer, only small transactions have been effected at the previous value. Of Penang the sales have been 3,250 bags, at 31s. 6d. to 34s.; of Manila 7,000 bags clayed (duty 8s. 2d.) at 30s., and 4,600 bags Muscovado, at 26s. to 26s. 3d. The stock of sugar in the United Kingdom on the 1st inst. (including only 2,000 tons foreign refined, against 9,500 tons last year) was 159,500 tons, against 205,800 tons in 1866, and 210,000 tons in the preceding year.

SAGO.—At auction 60 boxes fair large grain sold at 15s. 6d., and 241 bags small pearl were withdrawn at 17s. 6d. per cwt. Of Flour 2863 bags were bought in at 16s. per cwt.

TAPIOCA.—Of Penang the sales at auction amounted to 1138 bags, the greater part realising 5d., only a small portion selling at 4¾d. Private transactions are reported in good quality at 5d. per lb.

TERRA JAPONICA.—Cutch: Of Pegue 300 boxes were bought in at 50s., and of Singapore 500 boxes slightly mixed sold at 44s. per cwt. Gambier: There is a slight improvement in this market, and fair common qualities realise 20s. to 20s. 6d. Of Cubes 1000 baskets fine were bought in at 28s. per cwt.

TIN.—The great activity observable in this market at our last report has somewhat abated, but prices have not declined, Straits being still quoted at £85 10s. to £86 for cash or short prompt, and Banca at £89 per ton,

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TOBACCO.—Java: Some of the recent importations have been placed at rates which will leave a loss to the shippers, our manufacturers declining to pay prices for this growth relatively higher than those current for others. Medium sorts, when offered at moderate figure, have been taken freely; a good demand still exists. Quotations 5½d. to 13d. per lb. Japan: The Georges has arrived with 500 bales, which will be offered in public sale during the present month. Manila: No supply or offers. Manila Cheroots and Cigars: Eligible sizes are freely taken, but there is no sale for heavy descriptions. Quotations, tobacco 8d. to 3s. 6d., cigars, 5s. to 7s. 6d. per lb.

MISCELLANEOUS.—Aloe Fibre: Of Manila 58 bales sold at £29 15s. to £31 10s., and 15 bales first-class sea-damaged at £31 per ton. Blacklead: Of Ceylon 188 barrels were offered, out of which 150 barrels sold, chiefly middling fair dust, at 8s. 6d. to 9s., good lump at 24s. Also 140 barrels lump middling hard at 17s. 6d., good at 23s., and 88 barrels very low dust (without reserve) at 1s. to 2s. 6d. per cwt. Ebony-wood: At auction 216 logs (14½ tons) Ceylon realised £5 15s. to £6 2s. 6d. per ton. Orchella: Of Ceylon 87 bags 26 half-bales were bought in at 45s. Preserves: Of China, 199 cases ginger sold at 11d. per lb. Rattans: Of Singapore, 1889 bundles sold at 2s. 7d. to 3s. 6d. per hundred. Sticklac: At auction 150 boxes Siam unsifted of fair quality sold steadily at 47s. per cwt. Sapanwood: 9 tons Siam and 9 tons Manila realised £10 per ton. Isinglass: The offers at auction were 8 cases and 6 bags Penang, about half of which sold—good pale tongue at 3s. 9d.; middling 3s. 3d.; ordinary 2s. 8d. to 2s. 11d.; medium leaf 3s. 6d. to 3s. 7d.; remainder was bought in at 4s. Soy: Of 30 casks China about half sold at 3s. per gallon.

LIVERPOOL MARKETS.—Cotton: China is quoted, fair 10½d., good fair to good 11d. per lb. Pepper: The sales have consisted of 60 bags Singapore black at 3½d., and 250 bags Singapore white at 5½d. per lb. Rice: Of Rangoon 4,100 bags medium realised 11s. 9d. per cwt. Sugar: An offer of 500 mats common unclayed Manila resulted in their sale at 17s. 3d. per cwt. Sapanwood: Of Siam 27 tons sold with all faults at £9 17s. 6d. to £10 per ton.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars £5 15s. to £6; nail rod, £7 10s. to £8; hoops, £8 17s. 6d. to £9; sheets, single, £9 17s. 6d. to £10; Staffordshire bars, £8 to £8 10s.; rails, £5 15s. to £6.

STEEL.—Swedish keg, £15 15s. to £16.

COPPER.—Sheet and Sheathing, £87 to £91 per ton; yellow metal, 7½d. to 7½d. per lb.

TIN.—£90 for block; £91 for common bars. Tin plates, best charcoal I. C., 32s. to 33s.

LEAD, &c.—English pig, W.B., £22 5s. to £22 10s.; shot, patent, £23 10s. to £24; sheet, £21; spelter, £22 to £22 5s.; zinc, English sheet, £28; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—

We had a moderate business in metals during the past month, but larger transactions might have been anticipated, considering the easy money market and the low prices ruling of all metals of importance. Iron: The Welsh makers have been short of orders; Bars are veryquiet; a few specifications of rails have been given out, principally for the United States. Scotch Pig is without animation, and we quote Warrants 54s.; Calder, No. 1, 61s. 6d.; Gartsherrie, No. 1, 67s.; G. M. B., No. 1, 54s. 9d. Copper: We commenced the year with the official quotation of £86 for Tough Cake, and although there has been no declaration of reduction, yet practically the price has ruled between £82 and £84. Ores have been in good demand, and since the arrival of the Chilian mail 15s. 6d. per unit has been paid. If this price is to be maintained for Ores, £86 per ton for Tough Cake will scarcely bring the Smelters home. We quote to-day: Burra £87; Wallaroo £86; Chili Slab £77; English Tough £84. Tin: The improvement we noticed in the early part of last month in the price of Tin promises to be maintained. We had a slight check a week or ten days since in the demand, especially for Foreign, and in consequence a few small parcels were sold at rather lower rates, but since the publication of the Dutch returns the quotation in Holland has improved to 52½ to 53 guilders—equal to £92 to £93 here. Our price, however, has not advanced as yet to this figure. We quote to-day: Banca £83, Straits £86. English steady, at Smelters' quotations. We give the usual statement of stocks here and in Holland for three years. Tin Plates: Have continued in steady demand during the month; but there has been the last week or two some slight falling off in the inquiry from the United States. The shipments last month were 90,000 boxes, against 95,000 boxes January, 1866. Lead has been very quiet lately, and prices have receded in consequence. A little more activity is noticeable the last few days, owing to an order for Government. Spelter is steady, and there is a little inquiry for India.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	—
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	£1,975
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	48,628	£392
To Batavia	3,276	—
To Hong Kong	—	—
To Shanghai	—	1,316
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

There has been no Bullion shipped to Singapore, China or Japan by this mail from Southampton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 1	Lochleven Castle	McGowan	Singapore	Liverpool.
Jan. 29	Aquarius	Altmann	Batavia	Texel.
— 30	Ortelius	Groote	Do.	Do.
— 30	Dagmar	Westerstrahl	Samarang	Do.
— 26	Jane	Matthews	Padang	Helvoet.
Feb. 3	Herald	Thorpe	Canton, &c.	London.
— 3	Louisa	Hall	Foochow	Do.
— 3	Victoria	Cobby	Canton	Deal.
— 4	Janet Mitchell	Bunny	Shanghai	London.
Jan 31	Shiedrecht	Borchers	Batavia	Off Dungeness.
Feb. 2	Ceerops	Wildfang	Singapore	Off Falmouth.
— 3	Unrivalled	—	Do.	Liverpool.
Dec. 15	Benclcuch	Thomson	Canton	Buenos Ayres.
Jan. 22	Samuel Russell	Lucas	Amoy	New York.
— 31	Hendrina	van Breem	Batavia	Texel.
— 31	Glenrosa	Lonsdale	Banjoewangie	Do.
Feb. 5	Ousuri	Paton	Shanghai	Deal.
— 2	Joseph Willem	Bik	Batavia	Texel.
— 1	Imperator Alexder. II.	Wahbroos	Do.	Do.
— 3	Zeebloem	Gollards	Do.	Do.
— 6	Wm. Naizby	Burkitt	Colombo	Deal.
— 6	Nearchus	Forster	Do.	Do.
— 3	Paul Johan	Kooy	Batavia	Brouwershaven
— 3	Whampoa	Jansen	Padang	Do.
— 8	Kortenaar	Schuchards	Batavia	Zierikzee.
— 7	Persian Empire	—	Penang	Deal.
— 8	William Mitchell	Potter	Nagasaki	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
— 13	Rover	Kemble	China	Pernambuco.
— 30	Heros	Brohn	Singapore	Newport.
Feb. 2	Finzel	Hicks	Chefoo	Cardiff.
— 6	Star of China	Hodge	Shanghai	London.
— 6	Ettie	Black	Hong Kong	Sunderland.
— 7	Seawfell	Thomson	Cardiff & Hg. Kong	London.
— 5	Nelly	Fourneau	Saigon	Liverpool.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Philomela Caractacus. For Nagasaki: Chanticleer. For Shanghai: Dunmail, Wild Deer, Helen Nicholson. For Hong Kong: Solent. For Hong Kong and Canton: Naomi, Northfleet. For Manila: Ercilla. For Singapore: Benvoirlich, Norwood. For Penang: Benvenue. For Batavia, Samarang, and Sourabaya: Pieter Adolf For Colombo: St. Andrew's Castle, Boldon Lawn, Wynaud.

At LIVERPOOL.—For Yokohama: Barracouta. For Hong Kong: Veronica, Senator Weber, Sardinia, Coringa. For Onrust: Almonde. For Singapore: Lanercost. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (s.). For Manila: Adan y Eva, Doriga. For Batavia and Sourabaya: Java, Susanna Elizabeth, Navigator. For Galle: Charles, Ellen.

At GLASGOW.—For Manila and Yloilo: Tio y Sobrino. For Singapore: Edinburgh Castle. For Singapore and Penang: Huntly Castle. For Batavia and Sourabaya: Annie Story. For Ceylon and Negapatam: Thomas Mitchell.

SPOKEN.

STAATSRAAD VAN EWYCH, Batavia to Amsterdam, Jan. 9, 7, N. 27 W.
JAS. RUSSELL, London (?) to Hong Kong, Nov. 26, in Gillolo Passage.
CORSOCK. Clyde to Sourabaya, Dec. 18, 6 N., 26 W.
BING (?), London to Hong Kong, 31 days out, Dec. 31, 5 N., 26 W.
ABBY CASTLE (?), London to Penang, Nov. 25, 35 S., 20 E.
S. v. HEEL, Rotterdam to Batavia, Jan. 23, 44 N., 17 W.
MARIA ELIZABETH, Rotterdam to Singapore, Nov. 27, 15 S., 32 W.
PUNJAUB (ship), Manila to London, Dec. 22, 30 S., 13 E.
JULIUS (ship), from Colombo, Dec. 21, 15 S., 7 W.
JOHANNA (Brem. barq.), Batavia to Falmouth, Jan. 2, 5 S., 17 W.
GENERAL DE STUERS, Java to Rotterdam, Dec. 23, 9 S., 13 W.
ADDISON (Amer. ship), Sourabaya to Amsterdam, Dec. 22, 13 S., 8 W.
SHEPHERD (barq.), Japan to N. Yk., 84 days out, Nov. 27, 26 S., 56 W.
BURGERMEISTER KIRSKEIN (D. s.), Bat. to Amster., Dec. 27, 19 S. 4 W.
LAVEROCK SCOTT (D. barq.), Batavia to Rotterdam, Jan. 7, 12 N., 32 W.
LOUISA KROONPRINSES (D. barq.), Bat. to Dordt, Jan. 30, 47 N., 18 W.
LADY EBRINGTON, from Shanghai, Dec. 6.
FONTANAYE, Foo-chow-Foo to London, Dec. 25, 34 S., 24 W.

FREIGHTS AND CHARTERS.

Notwithstanding the recent numerous arrivals, we have no material alteration to note in outward freights.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £45. For Singapore: £34. For Shanghai: £53. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong: £2 2s. For Singapore: £1 12s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

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The Admiralty have invited tenders for the conveyance from the Thames to Trincomalee, of 90 tons measurement, navy provisions, and 1 ton measurement, medical stores; and to Hong Kong of 17 tons shot and shell, 27 feet combustibles, and 5 tons measurement presses, tools, &c.

The Norwood from London, and the Zenobia from Liverpool, have been accepted for the conveyance of troops to Singapore.

CASUALTIES.

The Ortelius, Groote, which arrived at Texel, Jan. 30, from Batavia, had encountered heavy weather, off the Western Islands, during which she lost some sails, had several deck beams burst open, and received other damage.

MISCELLANEOUS.

At TABLE BAY.—Dec. 30, Jessie Jamieson, West, from Batavia; Jan. 1, Charlotte, Peterson, from Manila, for Falmouth.

At PORT ELIZABETH.—Dec. 16, Don Ricardo, Jeffrey, from Hong Kong.

The *Dunmail*, Capt. Peter Thompson, which arrived in the Downs on Feb. 2nd, left Foochow Oct. 24 and Anjer Nov. 28. The passage from Foochow is very good, being only 101 days, but the passage from Anjer, 66 days, is a most extraordinary one. It has been done on the outward passage by H.M.'s *Vindictive*, the *John o'Gaunt*, and the *Cairngorm*, in even less, but 70 days is always considered an extreme clipper passage. The owners of the *Dunmail* are Messrs. Bushby and Edwards, of Liverpool, and the builders were the Workington Company.

Telegraphic advices have been received from Hong Kong that the clipper *Ariel*, Capt. Keay, owned by Messrs. Shaw, Lowther, and Maxton arrived on Jan. 5, having left London Oct. 13, and the Start on the 15th being only 82 days, which stands unprecedented for the time of the year, the North-east monsoon. The *Vindictive*, *Dumfries*, and *Chrysolite* have done it in 87 days in the South-west monsoon.

THE steamer *Tai-wan*, Captain Roper, which left Falmouth on the 2nd instant for Hong Kong, put into Ferrol, Spain, on the 9th through stress of weather.

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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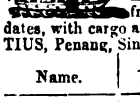

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Experience proves that the scientific and commercial success of an ocean telegraph must depend on three considerations—1st, the nature and construction of the cable; 2nd, the expense attendant on its working; and, 3rd, the tariff or cost of transmission.

This Company has secured the exclusive right to use the well-known cable and system of deep sea telegraphy perfected and patented by Mr. Allan, which effect a saving of about one-third on cost of construction, with extra working powers, on the following terms, viz.:—A charge of 5 per cent. on the capital of the Company, with a deferred royalty on profits of 10 per cent., one-half only to take effect when the nett profits exceed 10 per cent., and the remainder not to take effect until profits exceed 20 per cent.

The cable, from its peculiar principle of construction, smallness of bulk and weight (only one-fourth that of the Atlantic), renders the carrying, submerging, and raising it for ocean depths and distances a simple mechanical operation, without risk of injury to its electrical integrity.

The physical elements of this cable, therefore, admit of the selection of a route that enables the line of communication to be most cheaply constructed and productively worked, thereby permitting the adoption of a tariff so low that it not only encourages traffic, but no other scheme of transatlantic communication at present known can in any way compete with or impair the commercial value of this Company, the object of which is to establish a cheap telegraphic communication between London and New York by submarine lines from Falmouth to Halifax, Nova Scotia, thus organising direct communication between Great Britain, the Canadas, and America generally, and entirely avoiding the land lines through Newfoundland, which have already been the cause of such frequent interruption to the telegraphic communication between the two continents.

The distance from Falmouth to Flores, one of the Azores, is about 1,250 miles, thence to Halifax about 1,350, and that from Falmouth to Halifax direct 2,400 miles. The expected increase of traffic consequent on the reduced tariff adopted by this Company will in all probability render it necessary to lay a second cable next season, with extensions to Bermuda and the West Indies.

A capital of £600,000 will be sufficient to complete the communication to Halifax, including an ample allowance for all contingencies; and the following is an estimate of what may be calculated upon as a return for that outlay:

Estimating the charge for a message, not exceeding 20 words, from London to Halifax at £4, and the power of transmission at the low rate of 400 words per hour, and assuming 300 working days, of only fifteen hours each, the aggregate receipts for the year would amount to	£360,000
Less working expenses, cost of management, and royalty	60,000
	£300,000
Deduct 20 per cent. to form a reserve fund ...	60,000
Upon this low estimate of traffic, a nett profit will be available for dividend of	£240,000

It must necessarily follow that this Company being able to adopt a much lower through tariff than the Atlantic Company, would always command preferential and full employment—with ample margin to reduce the tariff as the traffic increases.

A provisional contract has been entered into for the manufacture of the cable, delivered on board.

Prospectuses and Forms of Application for Shares can be had at the Offices of the Company, or at the Broker's, where the Articles of Association may be inspected.

FORM OF APPLICATION FOR SHARES.

To the Directors of the British and American Telegraph Company (Limited).

Gentlemen,—I request that you will allot me shares in the above Company, subject to the Memorandum and Articles of Association, and I hereby agree to become a member of the Company in respect of such shares, or in respect of any less number you may allot me, and to pay on allotment the deposit of £2 per share thereon, and I request that my name may be placed on the register of members for the shares so allotted.

Name in full .....
Usual signature.....
Residence .....
Profession or business .....
Date .....

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000
RESERVE FUND £250,000

COURT OF DIRECTORS.
George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B. |
Jas. Murray Robertson, Esq. |

BANKERS.
The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.
THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.
The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection, bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.
WORKS AT BIRMINGHAM AND LONDON.
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CONTAINING Treaties, Tariffs Regulations, Tables, &c., useful in the trade of China and Eastern Asia, with an Appendix of Sailing Directions for those Seas and Coasts, by S. WELLS WILLIAMS, LL.D. Fifth Edition.

Hong Kong, SHORTREDE and Co.; London Agent, F. ALGAR, 11, Clement's-lane, E.C. Price Two Guineas.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that the Company having complied with all the requirements of the Hong Kong and Shanghai Banking Ordinance (No. 5, of 1866), have now become and are a corporation thereunder, and their business will from and after this date be conducted under the style or name of the "Hong Kong and Shanghai Banking Corporation."

"The Hong Kong and Shanghai Banking Corporation (Limited)" having ceased to exist, shareholders are now liable for twice the amount of their shares, as is more particularly set forth in the said Ordinance."

For convenience sake, the bills, deposit receipts, notes, and all other documents and engagements whatsoever, bearing the name of the late Company, may be retained, and continue to circulate in their present form as in accordance with the provisions of the said Ordinance, the corporation assume and take over all liabilities, contracts, and obligations of the Hong Kong and Shanghai Banking Company (Limited).

By order of the court of directors,
(Signed) V. KRESSER, Manager.
Hong Kong, Dec. 20, 1866.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the blocks, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., when requiring to discharge them.

Amoy, March, 1865.

NOTICE.—The undersigned have this day established a BRANCH of BUSINESS in BATAVIA, in connection with their Penang Firm, under the style of LORRAIN and CO., and its management will be under the care of Mr. Wm. Lorrain Hill and Mr. James G. Wilson, the latter signing per procuration.

WALTER SCOTT LORRAIN.
WALTER GILLESPIE.
WM. LORRAIN HILL.

Penang, Jan. 1, 1867.
Glasgow Agents: Messrs. W. S. LORRAIN and ADAM.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club)

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.
(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents. and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.
(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTREDE & CO.
Hong Kong, May 17, 1866.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,
EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.
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GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

This line, which has for its object the most rapid transmission of Telegrams between Shanghai and Europe and *vice versa*, was organised in the spring of 1866, and although during the first two months it did not realise the expectations of the projector, who proposed to forward messages between Europe and China in 12 days, yet, considering the fact of its being a new scheme and one subject to many difficulties at first, it is satisfactory to know that all the Telegrams despatched from Shanghai for London have invariably during the last three months reached their destination long before those forwarded *viâ* Galle, and the fact, which is patent to all the large mercantile houses of Shanghai, that many thousands of pounds have been saved by the earlier Telegrams which have been transmitted by this line, is a sufficient proof of its sound and practical utility.

Until recently the undertaking was a monopoly to the original subscribers, who received their private communications by this service long before the public.

The Projector having made a proposal to the original subscribers to take over all their interest in the line and pay up the whole of the outlay, a general meeting was held, at which it was unanimously agreed to accede to the proposal.

THE LINE IS NOW THROWN OPEN TO THE PUBLIC.

There are employed in the service of Grant's Trans-Mongolian Telegrams—280 Ponies, and 40 Couriers. With Agencies at Kiachta (the residence of the Manager), Urga (the Capital of Mongolia), Kalgan or Chang-kia-kow (at the Great Wall), Tien-tsin, and Shanghai.

The days of despatch from Shanghai are advertised in the *North China Daily News*. Express Telegrams may be despatched by any steamer.

Telegrams for China by the regular weekly courier must be despatched from any Telegraph Station in Europe every TUESDAY, addressed "GRANT, KIACHTA." Express Telegrams may be sent on any day of the week.

Charges from Shanghai to Europe and from Kiachta to China :—

REGULAR COURIERS.

Twenty words	Tls. 15
Thirty words...	20
Forty words ... ... —	25

And for every Ten words in addition Tls. 5 extra.

EXPRESS COURIERS.

Twenty words	Tls. 150
Thirty words	155
Forty words	160

And for every Ten words in addition Tls. 5 extra.

Telegrams from Shanghai must be addressed thus :—

TELEGRAM (20) WORDS
GRANT, KIACHTA.

If Express, the word "Express" must be written on the Envelope. Telegrams from Europe must be addressed "Grant, Kiachta." If Express, "Grant, Kiachta, Express."

Courier charges to and from Europe must be paid in China to Messrs. Hall and Holtz, Agents, Shanghai, or to Messrs. Fergusson and Co., Agents, Tien-tsin. Mercantile houses in Japan, Hong Kong, &c., must appoint Agents for the reception of their Telegrams at Shanghai, or Tien-tsin.

SUBSCRIPTIONS FOR 1867.

Annual Subscribers from Europe to China	£120 stg.
Annual Subscribers from China to Europe	100
Annual Subscribers from Europe to China and China to Europe	200

These rates are exclusive of Express Couriers and Telegraph Charges, viz. :—Twenty words, 7 roubles or Tls. 2.50 Shanghai Sycee; and for every ten words extra, Rs. 3.50, or Tls. 1.25 Shanghai Sycee. Annual Subscribers have the privilege of sending Telegrams of any number of words to any *one* person or firm; the name and address of such person or firm must be given on payment of subscription. If an Annual Subscriber or his Agent publishes in any newspaper, or allows the contents of any Telegram to be made public without the special consent of the unde signed, the said Annual Subscriber shall forfeit his subscription.

Telegrams may be despatched from Europe from Tuesday, 19th February, to Tuesday, 19th November, inclusive. From Shanghai, on the departure of the first steamer to Tien-tsin, till the freezing of the river Peiho.

C. MITCHELL GRANT,
KIACHTA.

Agency in London—"LONDON AND CHINA TELEGRAPH" OFFICE,
2, COWPER'S-COURT, CORNHILL (OVER THE JERUSALEM).

Printed for the Proprietors by Woodfall and Kinder, Milford-lane, Strand; and published by John Ellison, at the Office of the London and China Telegraph, No. 2, Cowper's-court, Cornhill, in the Parish of St. Michael's, in the City of London.—Monday, Feb. 11.

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EXTRA.
GRATIS TO SUBSCRIBERS.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 236.] LONDON, MONDAY, FEB. 18, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage included, Sup. 12s. extra.

List of Passengers.

PASSENGERS OUTWARD.

Per French steamer Said, from Marseilles, Feb. 19.—To Shanghai: R. Scheibler, Esq.

Per P. and O. steamer Delta, from Southampton, Feb. 20—To Ceylon: Ensign James, Mr. T. H. Taylor, Mr. E. Giles. To Hong Hong: Vice-Admiral Keppel's Secretary and Flag Lieutenant, Mr. and Mrs. Oxley and four children, Mr. W. A. Payne, Mr. H. E. Woodhouse. To Shanghai: Mr. E. Hewett, Mr. W. Dorling, Mr. A. Hutton. To Singapore: Capt. A. R. Ord, Capt. Kirk.

From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke, Lieut. Partridge, Mr. H. B. Ewald, Mr. Armstrong. To Hong Kong: Vice-Admiral the Hon. Sir. H. Keppel, K.C.B., Mr. H. B. Walker, Mr. J. Ferguson, Mr. W. Newman, Mr. A. Andrews, Mrs. Jackson, Mr. E. C. Smith, Mr. T. K. Ashton, Mr. R. Parr (*via* Bombay), Mr. Pemberton. To Shanghai: Mr. J. B. Hallam, Mr. P. Maclean, Mr. B. A. Mouilleseaux. To Singapore: Mr. John Brinkmann, Mr. R. B. Read, Surgeon-Major J. Rose, Mr. Ernst Krimpers.

Per P. and O. steamer Ripon, from Southampton, Feb. 27.—To Hong Kong (*via* Bombay): Capt. and Mrs. Gillson.

Per P. and O. steamer from Southampton, March 4.—To Hong Kong: Mr. Percival, Mr. H. G. Howlett. To Ceylon: Rev J. S., and Mrs. Jones and child, Miss Claughton, Miss Paterson, Mrs. Fyfe, Mr. B. T. Dowbiggin. To Singapore: Miss Robertson.

From Marseilles, March 12.—To Shanghai: Mr. W. Howie, Mrs. Winchester, Mr. A. M. White.

Per P. and O. steamer, from Solon, March 20.—To Shanghai: Mr. A. C. Margary, Mr. B. C. G. Scott, Mr. H. A. Giles, Mr. W. N. Abdy, Mr. P. Warren. To Singapore: Mr. and Mrs. Meldrum.

THE INCOMING MAILS.

As the next inward mails, with dates from Hong Kong to Jan. 15, will in all probability not be delivered until the 2nd March, we publish an extra number to-day, containing various items of news relating to the Far East (including shipping, market reports, &c.), which would by that time have in great measure lost their interest.

The P. and O. steamer *Surat* arrived at Suez on the morning of the 16th instant with the next inward mails from China, &c., and they will be conveyed by the *Poonah* from Alexandria. This vessel did not, however, leave Malta until the 17th, and cannot arrive at Alexandria until the 21st. Consequently, the mails and passengers will be again detained five days in Egypt. Surely the P. and O. Company will put an end to this unsatisfactory arrangement without waiting for the new contract.

LATEST TELEGRAMS.

(BY OVERLAND TELEGRAPH FROM GALLE.)

HONG KONG, FEB. 1.

Tea: Export for season, 105,125,000 lbs. Exchange on London: Bank bills, at 4 months' sight, 4s. 5d.

SHANGHAI, JAN. 25.

Silk: No. 3 Taatlees, 580 taels. Total export to date, 35,250. Exchange on London: Bank bills, 4 months' sight, 6s. 1d. Freights: Tea, £2 to London.

SHIPPING TELEGRAMS.—The steamer *Corea* (being the second of that name lost in China) has been wrecked on Breaker Piont. The powder hulk *Zephyr* and the Bremen schooner *Themis* have been blown up in Hong Kong harbour. The *Lady Louisa*, from Shanghai to New York, got ashore in Straits Sunda and put into Batavia. The *Glenclune* has arrived at Yokohama, the *Borealis* at Shanghai, and the *Shunlee* at Hong Kong.

Advices from Japan state that an agreement has been signed for a new settlement at Yokohama.

THE TROOPS FOR SINGAPORE.

IN a previous issue we announced that certain troops were about to be despatched to Singapore, and that the tenders for their conveyance by the *Zenobia* and *Norwood* had been accepted. We now learn that their departure is countermanded, ostensibly on account of the season of the year being unfavourable; but the real reason is, we understand, a disagreement between the Horse Guards and the War Office as to the dispatch of the troops. A very pretty quarrel this, for which of course the public will suffer. The Admiralty simply fulfilled the orders of the Horse Guards in inviting and accepting tenders, but the owners of the *Zenobia* and *Norwood* will doubtless claim compensation from that department for their detention and loss of contract, for the Admiralty would assuredly have compelled them to atone for any breach of agreement they might have committed, and it is not to be supposed that ship owners will allow themselves to be played with like shuttlecocks among the different departments of Her Majesty's Government. With regard to the time of year, the Horse Guards authorities seem to have imbibed the notion that Singapore must necessarily be included in the same category with Hong Kong; whereas all who are practically acquainted with the two places know that the climates are as different as possible, and that what would be a bad season at one is not necessarily so at the other. The sooner the relative powers of the War Office and the Horse Guards are clearly defined, the better it will be for the public service.

THE KIACHTA TELEGRAPH SERVICE TO CHINA.

ON another page will be found the prospectus of this service, which now affords the safest and most expeditious medium of communication with China. It will be open to the public tomorrow, and will be available for outward messages until the 19th November.

IT is intended that the Annual China Dinner, which has now become a recognised institution, shall take place this season (as it did last) during the Derby week. We understand that Major Brine, who as honorary secretary has hitherto arranged all matters connected with it, is now forming a strong committee to act with him.

IN reference to the proposed new postal service to India and China, we observe that H.M.'s Government has given notice to the P. and O. Company to terminate the present yearly contract, as a preliminary step.

THE launch of the screw beam engine steamer, built on the Clyde by Messrs. Napier and Co., under the superintendence of Captain Castilla, for Messrs. Jardine, Matheson, and Co., took place on the 16th. She was christened the *Lamont*.

THE decision previously given in the case of the Asiatic and Agra Banks has been reversed, and the claim of £6,000 on account of Dickson, Tatham, and Co. is allowed.

THE LATE COLONEL NEALE.—Colonel Neale, whose death was recorded in our last issue, was Secretary of Legation in China from 1860 to 1862, and Charge d'Affaires in Japan from 1862 to 1864. He wa with Sir Frederick Bruce when the British Legation was first established at Peking; was in charge of the Legation at Yedo, when the murderous attack was made on it in 1863, and was present at the battle of Kago-ima. He was made a C.B. in 1863. At the time of his death he was Charge d'Affaires at the Republic of Ecudor, where he is succeeded by Mr. F. Hamilton, Secretary of Legation at Stockholm.

TRIAL OF THE S.S. "HAYO-MARO."—On the 7th instant this fine twin-screw steamer left Cubitt Town moorings for Gravesend, and on the 8th proceeded to try her speed at the measured mile. The result of the trials gave an average speed of about 15 knots, the engines making 125 revolutions per minute. This must be considered highly satisfactory as there was a gale blowing at the time. The *Hayo-Maro* was built by Messrs. Dudgeon, of Milwall, and was originally designed for a blockade-runner. She has now been refitted with great care to adapt her for the China and Japan coast trade, and will shortly sail from Cardiff for Yokohama, calling at intermediate ports, under the command of Captain Carnes. She proceeds to the consignment of Messrs. Textor and Co., of Japan, and will doubtless prove one of the fastest and most comfortable steamers in those waters.

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

The Second Chamber of the States General assembled on the 12th instant, and the discussions were at once opened upon the definitive budgets, now that the Ministers at last have answered the section reports upon the different chapters. These papers are very interesting, but very voluminous; so that I am obliged to mention only the principal facts and promises. The general political contemplations may be passed over. They are not only very short, but they relate only to the Constitutional questions that lead to the dissolving of the Second Chamber. The Ministers of course defend themselves against the censure of their measures, and they insist that the past ought to be forgotten, and that the Opposition must seek its force in the measures and Bills that will be proposed by the Government.

According to the promise of the Minister of Justice, the Military Code will be partly revised, a new Bill about the redeeming of the right of tithing will be laid before the members, a new police-law put in operation, a commission appointed to examine the improvement of the law relating to public notaries. The Minister is also busy with a scheme of a new penal code and as far as possible revoking laws of foreign origin that are still in force. He states further that it is not his intention to abolish capital punishment, this measure not being advisable without the total revisal of the whole code now in force.

A great many pages are filled up by the Minister of the Marine department with a description of his system; of course it is impossible to reproduce these reasonings here. His principal aim is the defence of our coasts, river mouths, and colonies; without giving up the idea of an active marine he gives the assurance that there will always be plenty of seamen for the equipment of the several men of war, the more now that only two hundred men are necessary for the ironclads and monitors instead of five hundred men for the steam frigates. The minister thinks it necessary to construct fortresses at Texel, Nieuwe Diep, Durgerdam, &c. He asks further a credit of 6,175,000f. for the construction of three monitors and for three first-class ironclads, which are to be armed with Woolwich guns of 9½ inch bore, for which a further 240,000f. is wanted. Notwithstanding the India marine will in future belong to a particular administration, he wishes to have but one corps of maritime soldiers. The minister desires also that the ironclads be built in this country, not only that we may have the free disposal of the ships under all circumstances, but because the Government has already experienced difficulties with foreign shipbuilders; the iron and steel plates, however, will be ordered abroad. The Government wharfs at Flushing will be removed to Amsterdam.

The smuggling treaties with Prussia and Hanover having expired, our Government is in course of negotiation with Prussia for a new treaty. Negotiations with England about an extradition treaty are not to be opened before there are proofs that such a treaty will be concluded between France and England. Notwithstanding the war that prevailed in Japan the Government had the pleasure to receive good news as to our commercial relations with that country. The Minister denies that our Consul-General in Japan is a tradesman or an agent of the Dutch Trading Company, so that thereabout no complaints can be made. As to the remark that the indemnification paid by the Japan Government for the expedition in the Straits of Simonoseki should not be divided in equal parts, so that our Government should have received a too small amount of that sum, the Minister denies this, and declines to propose to the States-General to indemnify private persons living at Japan for losses which they might have experienced by that expedition. The Minister does not deal with the wish of some members of the States-General that our *corps diplomatique* ought to be abolished, but he thinks it necessary that our *corps consulaire* should be re-organised.

I need scarcely say that the last measure of the Minister of the Colonial Department, viz., the abolition of the alternate charterings of vessels (built in Holland) for conveying produce from the East Indies to our harbours at a very high and fixed rate for account at the Government, created much sensation here, because the monopoly of our shipowners was totally annulled. Not only the Government will profit by the lower freights when this year will have elapsed, because only those ships will be chartered whose owners subscribe the lowest rate, but also those vessels that are built abroad and bought by Dutch houses may become concurrents. Even the Liberal Government that preceded the actual Cabinet hesitated to apply this measure which was proposed by four Rotterdam shipowners some years ago.

For three years some Dutch traders have complained to the Government, stating that they experienced heavy losses by the war between England and Japan in 1863. They assert that the Dutch Government has no force in that country for the protection of the Europeans living there and their valuable merchandise, so they were obliged to engage, for their own account, shipping room to save their goods. The Minister Cremers declined to grant indemnifications or to ask them from the Japanese Government, because the losses did not issue by any unjust act of that Government. When Mr. van Zuylen succeeded Mr. Cremers they again asked for an indemnification of f.158,537,50, but he also declined to make a proposal of that kind to the States General. But now the Amsterdam and Rotterdam houses have addressed themselves direct to the Second Chamber of the States General; they fully explain their grievance, and request that one of the members will take the initiative for this step, because the Minister declines to do so. In the meanwhile they ask that a pro-memoria post will be brought upon the budget of 1867.

The memoir of the Minister for the Colonial Department is of high interest, because the Minister gives at last positive explanations about his policy, which is as Conservative as possible. He states his plans as follows:—He wishes to maintain in a conscientious way the existing laws, to enforce a more extensive system of education for Europeans and natives, to regulate the distribution of grounds so as to enlarge private industry; to improve the justice and police laws; to maintain public order; and, lastly, to adopt all such measures that will tend to improve the welfare of our colonies. With regard to the Government cultures he thinks that any alteration would prove to be premature and dangerous; the Minister has taken the necessary measures to prevent these cultures being decreased or prejudiced, and is of opinion that it would be a true disaster for the Javanese if the Government should give them the right of possessing landed property. The personal services of the natives (*heerediensten*) are, according to his opinion, gradually to be decreased, which at last must lead to a total abolition. The expenses in behalf of India cannot be decreased, but he declines to abolish taxes which now are in force. A Bill to increase the salaries of the India heads will at once be laid before the House. The plans to construct a telegraphic communication between Batavia and Singapore in connection with Rangoon, and also between Java and Australia, have failed. A Dutchman has now communicated to the Government his plans for the construction of a European-Asiatic telegraphic system, but particulars are not yet known. In the meanwhile the Government is anxious to extend telegraphic communication to Java and Sumatra. The punishment of natives by flogging with canes will, as much as possible, be decreased.

The receipts from the Colonies on behalf of our treasury are estimated for the year 1866 as follows:—

	Piculs.	Total Proceeds.
Coffee	798,599 ...	f.34,797,597·16
Sugar	749,381 ...	10,602,214·01
Tin	117,286 ...	6,257,050·38
Indigo	4,440 ...	2,200,119·62
Cochineal	18	4,235·98
Tea	7,453 ...	508,075·35
Spices and different articles ...	— ...	730,707·50
		f.55,100,000·00
Profit on insurances		550,000·00
		f.55,650,000·00
The expenditure during that year is estimated at ...		32,150,000·00
So that the net profits will be		f.23,500,000·00

From the memoir of the Minister of the Home Department I only derive that the quarantine laws are to be altered, that a law will be laid before the members to regulate academical instruction, that the pawnbrokers' shops will be regulated by a new law, that the costs of telegraphic despatches will be decreased, that a new poor-law is in construction, and that the patent rights will be maintained by this ministry.

The memoir of the Minister of War states that within a very short period 40,000 rifles will be altered into breach-loaders, and that 2,000,000 cartridges will be ready at the same time. The cost will be 8f. per rifle, and for the cartridges 2½c., so that an extraordinary credit of 624,650f. is demanded. It is not yet decided which system will be preferred for buying new rifles, but so much is certain, that another 30,000 rifles are wanted, which perhaps may be bought at 40f. each.

The Trading Company has published a very important resolution of the Minister of the Colonial Department, regarding the chartering of ships for conveying produce from the East Indies to Dutch harbours, and by which it is fixed that from the beginning of the year 1868 the alternate charterings of the East Indiamen will be abolished, and likewise the fixed rate of freights of 110f. and 105f. per last. From the said date the charterings will be made by public tender, and the lowest tender will be preferred. The tenders will be invited here as well as in India; four fifths of the required tonnage will be contracted for here and one-fifth in India. All the Dutch and Dutch-India vessels with a tonnage of more than 175 lasts will have the right of competing under the stipulations in the charter contracts of the Trading Company. Vessels built in foreign countries, but which are now navigating under the Dutch flag, are no longer excluded. Very important alterations are made also in the charter contracts, and likewise the shipbrokers' fees are abolished. I need not say that these measures, however liberal and just they may be, meet with much opposition by our shipowners, who are suddenly delivered to self-help, to which they are not accustomed at all. It was formerly customary for their ships, having returned from the East, with a cargo for the Trading Company, to wait in harbour until their turn arrived again to be chartered, and then a freight was paid of twice to thrice the rate of the open market. Even our Rotterdam owners object to this measure, notwithstanding they are obliged to applaud it, they calling themselves "Liberals."

According to the statistical returns of the cholera that prevailed here from the 21st April to the 1st December, 1866, the persons attacked were 31,655, of which number 19,490 died. The epidemic prevailed in 653 of the 1,135 communities, with a population of 2,698,448.

A good deal of sensation has been created here by the address forwarded to the Minister of the Colonial Department by thirty-seven of the principal traders of Sourabaya, in which address they protest against the "hazardous" policy during the last four years of the Government in India; further, they state their adherence to and their sympathy with the Conservative policy of this Ministry.

The rinderpest still prevails here in a very vehement manner. The attacks during the week ending 26th January amounted to 3,251, against 3,886 and 4,392 in both the previous weeks. Notwithstanding the number of attacks is somewhat decreasing, the epidemic is spreading in such a frightful way that a special commission advised the Minister to slaughter the whole stock of cattle in the provinces that were attacked, and to burn the dead bodies, with the hay and straw of the farms, to destroy in that manner this frightful contagion.

In Amsterdam a new plan has been organised by Mr. W. C. Timmerman for enlarging that town, with new harbours, new embankments, and new piers, but the cost will amount to 20 millions. In the same town a gigantic brewery was opened some days ago, that will furnish us and our colonies with good and cheap beer; last, not least, I can mention about that town, that the lottery loan in behalf of the Crystal Palace, of 1,000,000 francs, was fully subscribed.

The report of the commission appointed for the re-organisation of the Military Academy at Breda is ready; the new Governor, Schonstedt, has already entered upon his functions.

A terrific gale prevailed here last week, by which the American [ship *Addison*, Captain Sloan, was totally lost. This ship arrived on our coast with a valuable cargo from Batavia, and was bound for Amsterdam. She foundered near the Noorder Haaks (Isle of Texel). The captain, mate,

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and four men were saved by the lifeboat; twenty-three men, amongst which the wife and child of the captain, were drowned.

A telegram that was received here from Batavia (via Point de Galle), states that a fearful fire has prevailed in Palembang, by which two tobacco booths were destroyed. It is said that the damage done amounts to 200,000 francs, but undoubtedly this sum is overrated.

The Budget for 1867 shows a deficit of 6,961,028 francs.

The second iron paddle steamer *Timor*, destined for the service in the East Indies, has been launched with good success at the ironworks of Feyenoord. This steamer will be provided with engines of 200-horse power.

According to the last official returns about the rinderpest, there were attacked in the week ending the 2nd inst. 2,617 head of cattle, against 3,251 and 3,900 in both the former weeks.

In several parts of our Kingdom there is such an abundance of water, that it is feared that fearful inundations will occur.

COMMERCIAL.

COFFEE.—Before the auction of the Trading Company was known there was a very active demand for the consumption and good ord. was willingly paid with 42 to 42½c. A good deal of indignation has been created by the new stipulations on which the Trading Company will sell in future, and by which it is appointed that no samples will be given, but that the parcels may be *seen*, during the five days before the auction. The brokers will publish some days before the auction the descriptions, taste and valuations of the parcels. Undoubtedly these measures only are taken on advice of the brokers who wish to maintain themselves in that way and in favour of the first hand, because it is for the second hand and grocers made impossible to expose themselves to such an hazardous buying; they have no rights for claims at all, even should it be that green coffee should be delivered to them whilst they meant to buy brown sorts, and paid for this quality. Generally these stipulations are severely condemned. The Trading Company has held its auction of 172,498 b. Java and Padang. The white sorts were paid with ½ to ¾ c. above valuation, whilst for the other sorts the valuation was paid in full. No. 1 was paid with 40½c. to 40½c., No. 2 with 40c., No. 3 with 42½c., No. 5 with 39½c., No. 80 with 45½c., and No. 102 with 45½c. All was sold, so that the measure to give no samples any more, which caused so many claims, has not badly influenced upon this auction. The private transactions only included 3,155 b. Padang ex Ione at 40½c. to 46½c., and 500 b. Padang ex Ramsey at 45½ to 46c.

ARRACK.—75 casks Sowia Caya ex Nornew were sold at 186f.; and 33 casks Batavia alcohol ex Lammina Elizabeth at 145f.

RAW SUGAR.—There was an active demand, and the following transactions are to be reported: 1,704 kr. Passaroeang, floating, per Jane Avery, No. 15, fine and very fine, 35½f.; 200 kr. Batavia, per Ramsay, No. 15½, very good, 35½f.; 256 kr. Samarang, per Dagmar, No. 13, very good, 33½f.; 553 kr. Passaroeang, per Ymuiden, No. 15, fine, 35½f.; 2,242 kr. Passaroeang, per Glenrosa, No. 18½, fine, 37½f.; 696 kr. Sourabaya, floating per Majestic, fine 35f. The above and other parcels were sold but no particulars transpired; consignees of floating parcels now decline to sell at the actual quotations. Refined sugar very firm. The unsold Trading Co.'s stock of Java raw sugar was on the 1st, 65,866 mats and 1,528 b., against 86,950 mats and 3,539 mats in 1866. There was also a stock on warrant of 49,004 kr. The private stock was 6,211 kr.

RICE.—The market is unaltered. 13,100 bales Java afloat, per Johanna and Emilie, were sold at secret prices.

SPICES.—Firm, with a good business done, and principally in mace. The quotation now is for D, 110c.; E, 107c. For nutmegs, No 1, is offered 86c., but holders decline to sell at that price, so that an advance of 1c. is demanded. Stock: Nutmegs, 4,906 casks; mace, 800 casks; cloves, 3,115 cases; cinnamon, 53 fard, on warrants. Unsold stock: Nutmegs, 301 casks; mace, 155 casks; cinnamon, 164 fa d.

TEA.—The cargo arrived from Foo-chow-Foo per Monarchy will be offered for sale on 21st March.

DRUGS.—CAMPHOR.—The market is not so active, but holders demand 87c. for China and 88c. for Japan. Cassia Vera with a good demand—534 b. ex Ione and 475 b. ex Ramsay, both at secret prices. Nothing can be bought now under 38¼ to 39c. for fine Tigablas. Gummi Damar with an active demand; fine quality is paid with 42c., but floating parcels may be sold at 41c.

JAVA INDIGO.—There was an active demand, and 350 chests were sold at firm prices—26c. above October. The stock only amounts to 51 chests.

SAPAN WOOD.—20 tons Manila and 40 tons Bimas were sold at secret prices. Manila can be had at 7½f.

CUTCH.—Higher in price, and paid with 30f.

HIDES.—Since my last report 1,500 p. Samarang reindeer, ex Vyf Vrienden, were sold at secret prices.

MONEY.—The market has been generally dull, except for Austrian funds and some other favourites of foreign stocks, which have shown some firmness. In general, there was little business transacted. Dutch Two-and-a-Half per Cents., 55¾; Three per Cents., 65¾; Four per Cents., 87¼. Dutch Trading Company, 138¾. Spanish Two-and-a-Half per Cents., 31¼. Portuguese Three per Cents., 42. Russian Five per Cents., 93. Austrian Five per Cents., 47; Two-and-Half per Cents., 23⅜. United States 1874, 71⅛; ditto 1882, 76¼. Netherlands Indian Trade Bank, 79¾. O. J. Maatsch. van Lyfreute, 95. The Bank of Holland reduced its rate of discount on the 6th Jan. from 4 to 3½ per cent.

SHIPPING INTELLIGENCE.

ARRIVALS.—Hellevoet, Jan. 26: John, from Padang. Brouwershaven, Jan. 27: Mary Goddard, Hendrika, Scheuiningen, Ymuiden, from Batavia. Texel, Jan. 27: Three Gezusters, Insulinde, Noord-Braband, Bethevaer, Aria and Betsy, from Batavia. Brouwershaven, Jan. 29: Jason, from Batavia. Texel, Jan. 29: Peking, from Batavia; Doesbough, from Tjilatjap; Pauline Constance Eleonore, from Passaroeang; Belle of the South, from Samarang; Aquarius, from Batavia; Jan. 30: Ortelius, from Batavia; Dagmar, from Samarang; Jan. 31: Glenrosa, from Passaroeang; Hendrina, from Batavia. Brouwershaven, Feb. 1: Cornelis Gips, from Batavia. Texel, Feb. 1: Imperator Alexander II., from Batavia. Texel, Feb. 2: Dageraad, Joseph Willem, from Batavia; Slied echt, from Tagul. Zierikzee, Feb. 2: Alaria Anna, from Batavia. Texel, Feb. 3: Zeebloem, from Batavia. Zierikzee, Feb. 3: Kortenaer, from Batavia; Tayal, from Batavia. Brouwershaven, Feb. 4: Paul Johan, from Batavia; Whampoa, from Padang; Feb. 5: Jan. van Schaffelaar, Alaria Elisabeth, from Batavia; Feb. 6: General de Steurs, from Batavia; Jan. 28: Monarchy, from Foo-chow-foo. Zierikzee, Jan. 28: Grondwet, from Batavia. Texel, Feb. 7: Staatsraad van Ewyck, from Batavia. Zierikzee: Louisa Kroonprinses van Zweden, from Batavia. Texel, Feb. 8: Den Elshout, from Batavia. Brouwershaven, Feb. 9: Susanna, from Batavia; Brouwershaven, Feb. 10: Bulgersteyn, from Batavia. Brouwershaven, Feb. 12: Allegonda Jacoba, from Batavia. Texel: Nederland, Petronella Catharina, from Batavia.

DEPARTURES.—Hellevoit, Feb. 4: India, for Batavia, *via* Shields.

PASSENGERS INWARD.—From Java, per Noord-Braband: Messrs. Kach and Metselaar; per Scheveningen: Messrs. Kraayenhof and Bruynis; per Dageraad: Mr. Vetmenger; per Whampoa: Mr. Reesfanz. From Java, per Nederland: Mr. I. A. C. Enschut and family; Mrs. Nieuwenhuyzen; per Bulgersteyn: Mr. Barneveld and family; Mr. Warnaar; per den Elshout: Mr. Baron Clifford van Brengel.

According to the official returns about our commercial marine, there were floating on the 1st of Jan., 1867, 2,178 vessels, with a tonnage of 270,042 lasts, against 2,203 vessels, with a tonnage of 269,338 lasts, on the 1st Jan., 1866.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 13.

The gentlemen on the other side of the Elbe have either no luck or do not understand the way to make money as shipowners, for several attempts made at Hamburg at different times have all signally failed, and now the Joint-Stock Shipowners Company, formed to monopolise the carrying trade to the Far East, has resolved to sell all their eight ships for what they will fetch, and then wind up the concern. The Hanoverian flag, under which they sailed, is no longer in existence, it having been abolished by Royal decree, signed by the King of Prussia on the 4th of last month, and all vessels of the former kingdom of Hanover, so suddenly and unexpectedly snuffed out, are ordered to wear the Prussian colours for the present.

Apropos de bottes, it is announced that the new flag for the North German Confederation has been decided on, and is to consist of three horizontal stripes—black, white, and red—this being a combination of the Prussian colours (black and white), with those of the Hanseatic cities (white and red), and will somewhat tend to enliven the hitherto painfully *triste* and lugubrious flag of Prussia. The distinguishing mark for the ships of war in addition to the usual pennant is not yet decided; some say it will be the Prussian eagle in the centre of the white field, others that a piece will be cut out as in the Danish and Swedish navies, but nothing has yet been officially published, and I do not believe anything is settled.

Herr von Brandt, the Prussian Consul at Yokohama, left Berlin last week to return to his post in Japan. On his arrival in Germany last year, on leave of absence for the benefit of his health, hostilities were just about to commence, and in his capacity of Landwehr Officer he repaired immediately to the seat of war, where he was appointed one of the aides-de-camp of General the Duke of Ujest, subsequently Governor-General of Moravia, and, after taking part in several of the great battles in Bohemia, went through the distressing period of the cholera, which swept off so many soldiers of the Prussian army. The senior aide-de-camp of the Duke fell a victim to the epidemic, and Herr von Brandt had a severe attack of it, from which he has only just recovered, having been obliged for a long time to use the waters of Schwalbach and Wiesbaden. He now returns to his civil post at the urgent request of the Germans at Yokohama, where he will probably be the future Minister.

The civil authorities at Altona call on all persons having claims on the late Captain Peter Heinrich Ahrenholdt, of the ship *Georg Andreas*, who was murdered by pirates in the China seas on the 26th of March, 1866, to send in their claims, accompanied by the needful vouchers, either personally or by letter, on or before the 9th of May next.

As the subscriptions in aid of the "National Invalide Institution" now amount to more than 252,000 dollars it is considered high time to take some steps towards its execution, and the King has now given his Royal consent to the deed authorising its constitution and containing the "statutes" or bye-laws for its regulation. The only alteration he made was a change in the name it is to bear, which is altered from the above into that of the "Victoria National Institution," a graceful compliment to his Royal Highness the Princess Royal of England, now Crown Princess of Prussia, as it was that exalted lady who originated the idea, and it was in consequence of her urgent representations that the Crown Prince issued his memorable proclamation from Brunn last summer, calling on all Germans everywhere to subscribe to the institution, which appeal has been so largely and cheerfully responded to in all parts of the globe. It is to be a sort of Chelsea Hospital, for the residence and support of military pensioners wounded and maimed in the late war. Among the latest contributions received is the munificent sum of 5,519 dollars, collected among the Germans at Hong Kong, including the proceeds of a concert given by the German Quartett Singing Club at that port, and I further notice a remittance of £316. 19s., collected by the Prussian Consul at Kanagawa from fifty-two Germans residing there.

The Hydographical Department at St. Petersburg has received intelligence of a dangerous reef being discovered in the Bay of Possiet, in the Sea of Japan, which had been surveyed and found to be in 42 deg. 34 min. north latitude, and 130 deg. 52 min. 4 sec. long. east of Greenwich. It is 6½ miles from the island of Tourojelm and 8¼ from Cape Ostreno. It is in the form of a triangle, and the greatest depth of water on it is only ten feet. It has been named "Klykow's reef," after its discoverer.

LAUNCH.—Messrs. A. Hall and Co. launched recently from their yard at Aberdeen a very fine clipper ship, constructed on the composite principle to class A1 at Lloyd's for 13 years, of 1,075 tons builder's measurement, and 1,014 tons register. The vessel was named the *Brucklay Castle*, and is intended for the Australian and China trades. She is the property of Messrs. Donaldson, Rose, and Co., and is to be commanded by Captain Smart, formerly of the *Benlomond*.

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NOTICES TO CORRESPONDENTS

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PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, FEBRUARY 18, 1867.

ANOTHER CHINESE FLEET.

WHEN the notable scheme elaborated by Mr. LAY, and carried out by the same gentleman in conjunction with Captain SHERARD OSBORN, came to an untimely end, we were disposed to prophesy that at least many years must elapse before a similar enterprise was again undertaken. The failure of the Anglo-Chinese expedition argued either the incompetency of the leaders or the ignorance and duplicity of the Chinese Government. Some were disposed to take one view, while many inclined to the other. It would seem, however, that Monsieur GIQUEL came to the conclusion that the fault lay in the mismanagement whereof either Mr. LAY or Captain OSBORN was guilty, and that the Chinese are capable of appreciating the advantage to be gained by acquiring a powerful naval arm. At any rate such is the deduction to be drawn from the conjoined action of MM. GIQUEL and D'AIQUEBELLE, both gentlemen well known by repute to those who are interested in the march of events in China. It will be remembered that M. D'AIQUEBELLE was the officer placed in command of the Ningpo Franco-Chinese contingent at the time when WARD was engaged in drilling a native force for action against the Taiping rebels in the neighbourhood of Shanghai. His services at that time were rewarded by large pay and various titles and decorations conferred upon him by the provincial authorities. M. GIQUEL has for many years been in the service of the Chinese Government, and strange to say, he has never had to complain of neglect or obstructive interference. The plan adopted by French officers employed by the Imperial authorities has always differed considerably from those in vogue amongst English officers in analogous positions. The former have invariably acted upon their own responsibility, have made up their minds to a course, and pursued it, trusting to success as an earnest of the approbation of the native officials. The latter have, on the contrary, claimed constant instructions, and by continual reference to the responsible Chinese officers have avoided even the appearance of aggression. It is easy to perceive which course was theoretically the more just, but it is also a fact that in practice the French system worked better than did ours. The French have been satisfied with a mere *locus standi*, and are content to leave the future to take care of itself; we demanded conventions, agreements and commissions, during the preparation of which the Chinese got tired of us. The practical success of French schemes was due to the principle of treating the Chinese nation as incapable of thinking or acting for itself; the moral beauty of ours lay in the scrupulous adherence they displayed to the rights of the Chinese as a Power equal to us in respectability.

But there are many other particulars in which the new scheme differed from the old. The first and most important was, that whereas Mr. LAY designed to supply the Chinese with a fleet ready made, M. GIQUEL proposed to teach them how to make one for themselves. Mr. LAY presented a set of very beautiful, very valuable, but rather expensive golden eggs; M. GIQUEL offered to supply the very goose that lays these treasures. Mr. LAY demanded vast sums to be laid out in English dockyards for vessels which, if disabled, would be obliged to return to England or to an English possession for repair; M. GIQUEL asked for a moderate sum to start a dockyard and foundry which, while supplying vessels and guns for Government use, would help by private engagements to pay the expenses involved. Again, the LAY-OSBORN expedition was essentially English, and could claim no support or sympathy from the other great Western Powers. On the contrary, it was calculated to excite jealousy and apprehension; for, as constituted, the Anglo-Chinese fleet was virtually an addition to the English force in China waters. To quote from the memorandum to which we have already alluded:—"OSBORN engages not to "attend to any order conveyed through any other channel than "through LAY, and LAY upon his part engages to refuse to be "the medium of any orders of the reasonableness of which he is "not satisfied." M. GIQUEL proposed that, in addition to the dockyard and arsenal, there should be a school for shipbuilding and a naval school, each to have thirty students, whereof those who attended in the former were to be taught French, and those in the latter English. The naval school was likewise to be under the management of Englishmen and Americans, who would thus share in all the details of the plan. Of course the general supervision would be in the hands of MM. GIQUEL and D'AIGUEBELLE, who as the originators of the proposal are certainly entitled to the highest posts. But it speaks eloquently for the far-sightedness of these gentlemen that their proposed institution is European in character—not exclusively French. It was proposed to build transports of about 600 tons burden, carrying four or six guns, with engines of 150-horse power; and 80-horse power gunboats.

So far, the new scheme for providing the Chinese with a fleet and dockyard of their own seemed promising enough, and until very recently there appeared to be a reasonable chance of its being successfully carried out. Tso, the Viceroy, was undoubtedly a warm supporter of the project, and caused a special appropriation of funds to be made for it out of the provincial treasury, 50,000 taels of which was received by M. GIQUEL "on account" before his departure for Europe. A Foochow correspondent writes in unqualified commendation of the undertaking, representing all circumstances as being highly favourable, and its accomplishment all but a certainty. But a correspondent at Hong Kong, whose sources of information we believe to be most reliable, takes quite a different view of the matter, and states that the scheme has been from the first disapproved by the Peking Cabinet, and that the VICEROY has been removed from his post in consequence of the support he has given it. Should this prove to be the case, M. GIQUEL's plan will simply be shelved as failure number two—for which the 50,000 taels "on account" may, or may not, be adequate compensation. We are far from wishing, however, that all attempts to provide China with a fleet should prove abortive. We have nothing to gain in keeping China degraded and powerless, but, on the contrary, we consult our own interests while we assist in fulfilling the destinies of nations, by raising her to a respectable position. She can never become too powerful for us, but she may be raised to such a position as will enable her to protect her own trade, and relieve England, France, and America of the responsibilities under which they now lie in view of the extent and importance of the European and American commercial relations with China.

THE CHANGES IN THE STRAITS GOVERNMENT.

NUMEROUS complaints reach us regarding the impending changes in the Straits Government, founded, not on the transfer from one department to another, but on the immediate removal of the Resident Councillors, whose experience and knowledge of the language and customs will, it is thought, be more than ever necessary during the transitional period that must elapse before the new Governor and his staff can become quite *au fait* in the affairs of the colony. Their removal from office is also regarded as a hardship to these gentlemen themselves; but in this opinion we cannot quite concur. The necessity of ultimately superseding them is clearly unavoidable, and we doubt whether it is not better for their own interests that they should be set free at once, and thus become eligible for other posts appertaining to their own proper department than be detained for an uncertain period to act as "warming-pans" while being "pumped" of their local knowledge by their intended successors, only to be cast off when done with. Moreover, we cannot suppose that these officials will be allowed to lose either position or emolument by circumstances so entirely beyond their own control. They will simply revert to the Indian Government, and on reporting themselves at headquarters after being

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released from their present duties, will surely not have to wait long for employment at least equal in advantages to that which, through no fault of their own, they are now obliged to relinquish. For the rest, the case is simply an example of the "ups and downs" which, however inconvenient, are inevitable accompaniments of such changes of government as the force of circumstances occasionally necessitates.

THE LAST OF THE LAY-OSBORN FLEET.

A SUPPLEMENTARY estimate for the Civil Service has just been issued, and among the items it includes, we observe a sum of £101,300 which is to be voted this session, "to enable Her "MAJESTY'S Government to make good to the Chinese Govern-"ment the estimated value of certain ships which belonged to "the late Anglo-Chinese flotilla. This estimate" (it is explained) "is for the difference between the sum promised to the Chinese "Government on account of this property and the sum realised "by the sale of the ships. One of the vessels is still unsold, "and any sum which may hereafter be received from the sale "will be paid into the Exchequer." When this estimate comes before the House of Commons we trust that a well-timed question to Her MAJESTY'S Ministers will elicit some explanation regarding the gross blunder which alone could have made such a payment necessary. As we pointed out at the time, the failure of the LAY-OSBORN scheme must necessarily entail a very heavy loss upon the Chinese Government, and was in fact a misfortune which gave them every claim to our sympathy; but that is no reason why any portion of the loss should be made to fall on British taxpayers. The mischief is done, and we suppose is beyond remedy, for the present administration clearly cannot be held accountable for the faults of their predecessors. Still, the Foreign-office records must contain the details of these very misty transactions, and the estimates should not be allowed to pass without an effort to throw some light on them.

THE EASTERN ASIA TELEGRAPH.—RANGOON AND TO SINGAPORE.

THE discussion in our columns on the relative merits of a submarine cable and a land line between Rangoon and Singapore, has elicited some able arguments on both sides. So far, however, the preponderance of evidence is undoubtedly in favour of the land line, and this is further strengthened by the letter of "A Promoter" inserted below. It is true that the acts of hostile natives, and the rapid growth of the jungle in a wild and thinly inhabited country, might render the maintenance of an ordinary land line a work of some difficulty; it is true also that the ultimate cost of establishing one might prove heavier than is estimated in the company's prospectus. Still, experience shows that a submarine cable laid on a rocky bottom abounding with coral formations is exposed to far more destructive agencies than those above named, and that the enormous expense of constant repairs (to say nothing of the possible entire destruction of the cable) would be ruinous to any company. Under these circumstances it is impossible to doubt that the decision of the directors in favour of a land line is a prudent one, and we trust there will be no further unnecessary delay in commencing it. The hesitation evinced in formally launching the scheme here must, we suppose, be viewed as a concession to the public feeling that has lately prevailed against new undertakings; but in this the directors have been somewhat over-scrupulous, for the promptness with which the entire capital of the new British and American Telegraph Company has been subscribed is a clear proof that investors have once more regained the power of discriminating between *bona fide* undertakings and mere bubble schemes. The undeniable soundness of their project might, we think, embolden the directors at once to invite the public to subscribe the necessary capital, and they would soon find themselves in a position to commence active operations.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your paper of the 26th November last you gave the opinion of Sir C. T. Bright on the subject of submarine *versus* land lines of telegraph, and you inserted a letter signed "An Engineer" upon the Eastern Asia Telegraph.

The opinion of Sir Charles Bright is undoubtedly entitled to respect, but it appears to me that he understates the difficulties which a sea cable is likely to encounter in these seas from rocky bottom and coral, not to speak of ships' and boats' anchors. "The failure of the Red Sea cable was not due to the nature of the bottom, but arose from circumstances quite unconnected with the locality;" but how about the lines between Singapore and Batavia? These seas are full of busy life, and the cable was found to be quickly destroyed by the attacks of numerous enemies. The rocky bottom at shallow depths chafed it quickly through; the coral either acted in the same way, or else the cable, becoming embedded in it, could not be disengaged when it was wished to overhaul the line, so that it ceased to work a few months after it was submerged, and very little of it was ever recovered.

"An Engineer" does not carry that conviction to my mind which he would had he known more of the subject he writes about. I am not aware that Colonel Robertson ever visited these countries, and therefore I receive with caution his evidence as to the "enormous practical difficulty to be encountered from the wild nature of the country," because it does not tally with my personal experience, nor with that of others who are better acquainted with the country than I am, and who have traversed it in all directions. The Dutch lines through Java work well, and considerable progress has been made with those carried through the jungles of Sumatra, whilst the British line from Calcutta to Moulmein is carried through a country presenting more physical difficulties than that lying to the south thereof. An officer of considerable experience in Indian and Birmah telegraphs writes me: "If the rulers of the countries through which you pass will protect the line, there is no fear of its working well, and being constructed with ease and small cost;" and the chiefs having undertaken to protect the line, and being able to do so, I am at a loss to divine the nature of the enormous difficulties which are said to be in the way.

I do not pretend to estimate the value of the opinion that "the scheme put forward in the prospectus is most immature, both from an engineering and political point of view," as it is enunciated by a person who has evidently never visited the country or studied the aspect of it, and who is ignorant of the nature of the governments of the provinces through which the line may pass; but "An Engineer" may be pleased to learn that the calculations have been based upon a knowledge of the prices of the various articles required (insulators included), of the cost of similar lines in neighbouring countries, of the engineering difficulties likely to be encountered, of the facilities for the conveyance of stores and workmen; and if "the *only reason* that the telegraphs in India have so lamentably failed is because they were constructed too cheaply," it will be easy for the Eastern Asia Telegraph Company to secure perfection at an enhanced price, though at a considerably smaller expense than a sea cable, whilst, to use the words of Sir C. Bright, "the regularity of the working of a properly constructed line would soon compensate for the additional outlay."—Your obedient servant,

A PROMOTER.

Singapore, Jan. 7, 1867.

Legal.

—o—

RE THE AGRA AND MASTERMAN'S BANK (LIMITED), EX PARTE THE ASIATIC BANKING CORPORATION (LIMITED).—This appeal motion from Vice-Chancellor Wood was brought up for judgment on the 11th inst. The case involves a question as to the effect of what are known as "open letters of credit." The facts are as follows:—On the 31st of October, 1865, the Agra and Masterman's Bank granted to Messrs. Dickson, Tatham, and Co., who were merchants, carrying on business in Ceylon, a letter of credit in the following terms:—"No. 394. You are hereby authorised to draw upon this bank, at six months' sight, to the extent of £15,000 sterling, and such draughts I undertake to duly honour on presentation. This credit will remain in force for twelve months from this date, and parties negotiating bills under it are requested to indorse particulars on the back hereof. The bills must specify that they are drawn under credit No. 394, of the 31st of October, 1865." This letter was addressed to Messrs. Dickson, Tatham, and Co., and was signed by the general manager and the chief accountant of the Agra and Masterman's Bank. On the 24th of May, 1866, Dickson, Tatham, and Co. drew four bills for £1,500 each upon the Agra and Masterman's Bank, and these bills purported, on the face of them, to be drawn in pursuance of the above letter of credit. On the 26th of May, 1866, Dickson, Tatham, and Co. sold these bills to the agent in Ceylon of the Asiatic Banking Corporation. The letter of credit was then shown to this agent, and he indorsed on it the particulars of the bill so purchased by him. The official liquidator of the Agra and Masterman's Bank refused to allow the claim of the Asiatic Banking Corporation for this sum of £6,000, inasmuch as he claimed to set off against that sum a larger sum due to the bank from Dickson, Tatham, and Co. The official liquidator of the corporation carried in his claim against the bank, and on the matter being heard by Vice-Chancellor Wood, on the 21st of December last, his Honour disallowed the claim. Hence the present appeal.—Lord Justice Turner said that whatever might have been the effect at law of the letter of credit, it seemed to him that there would have been a very plain case in equity for the Court, at the instance of any person who had negotiated bills drawn in pursuance of the letter, to compel the Agra and Masterman's Bank to accept and pay those bills. The latter part of the letter was, though not in terms, yet in substance addressed to the persons who should negotiate bills drawn under the letter, and the whole effect of the letter was that the bank held out to those persons a promise that it would accept and pay those bills. It would be impossible, in his lordship's view of the principles of equity, to allow the bank to say to those persons who had read and acted upon the letter of credit that it would not pay the bills, because a larger debt was due to it from the persons to whom the letter of credit was given.—Lord Justice Cairns said that though the letter was in form addressed to Dickson, Tatham, and Co., it was evidently written with the intention that it should be shown to the persons who might negotiate bills drawn under it. The letter was, in fact, a general invitation on the part of the Agra and Masterman's Bank to all persons who should read it to negotiate the bills drawn in pursuance of it, upon the faith that they would be accepted and paid by the Agra and Masterman's Bank. The essence of the letter was that any persons taking bills drawn under it were to have the absolute benefit of the undertaking contained in it, without reference to any cross claim on the part of the bank against Dickson, Tatham, and Co.; for, if not, the letter would have been useless to them.

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The claim of the liquidator of the Asiatic Bank must, therefore, be allowed; and the liquidators of both banks must have their costs out of the estate of the Agra and Masterman's Bank.

HODGSON AND OTHERS v. BORCHARDT AND OTHERS.—This was an action in the Court of Exchequer to recover damages sustained by the plaintiffs, Messrs. Finlay, Hodgson, and Co., on the resale of 470 chests of tea sold by them to the defendants. The Solicitor-General and Mr. Cohen were counsel for the plaintiffs; Mr. Manisty, Q.C., and Mr. F. M. White appeared for the defendants. The defendants carry on a large business at Moscow, Konigsberg, and other places, under the style of the Konigsberg Commercial Association, and Messrs. Borchardt and Hirschfeld are the managers in England. The plaintiffs were the owners of 670 chests of Ly-Wa tea, *ex* the ship *Min*, warehoused at the London Docks. The plaintiffs authorised Messrs. Moffatt and Heath, tea-brokers, to sell the whole for them at a price of at least 2s. 5d. per lb. Messrs. Moffatt and Heath had also on sale 350 chests of tea, *ex* the ship *Eliza Shaw*, warehoused in the India Docks, but in this tea the plaintiffs were in no way interested. The defendants on the invitation of Messrs. Moffatt and Co. had taken samples both of the tea *ex Min* and the tea *ex Eliza Shaw*. On October 19 Messrs. Moffatt and Co. sold to certain persons 200 chests of the Ly-Wa tea *ex Min*, at 2s. 5d. per pound, and the defendants were invited to buy the remainder of the "chop" at the same price, but they then refused to do so. On the 23rd of October Mr. Borchardt, jun., called on Messrs. Moffatt and Co., and asked whether the balance of the tea sold at 2s. 5d. was still unsold, and was told that it was. On the next day Mr. Borchardt, sen., called on Messrs. Moffatt and Co. and asked whether the tea about which his son had spoken could not be sold under 2s. 5d. Some bargaining ensued, and Mr. Borchardt at last contracted to buy it at that price. The bought-note was the same day made out and delivered to the defendants. On the receipt of it, however, Mr. Borchardt, jun., called on Messrs. Moffat and Co., saying there had been a mistake, as his father had intended to purchase the tea *ex Eliza Shaw*. On the part of the defendants it was said that they had all along considered themselves as purchasers of the tea *ex Eliza Shaw;* and the learned counsel endeavoured to show that the words "Ly-Wa" and *Eliza Shaw* when spoken rapidly might easily be mistaken by a foreigner. He also dwelt upon the fact that the tea had been described at various times as 440, 450, and 470 chests; and that, in fact, the brokers had altogether mistaken Mr. Borchardt. The Solicitor-General having replied, the Lord Chief Baron summed up, and directed the jury to answer the following questions:—1. Were Messrs. Moffatt and Co. duly authorised by the defendants to purchase tea either *ex Min* or *ex Eliza Shaw*? 2. Were Messrs. Moffatt and Co., having regard to the whole of the evidence, authorised by the defendants to buy the remainder of the tea *ex Min*? The jury returned an answer of "Yes, certainly," to both questions. The Lord Chief Baron said that, as that was their answer, the contract was binding in law, and directed the jury to return a verdict for the plaintiffs. A verdict was entered for the plaintiffs,—Damages, £1,076 14s. 9d., leave being reserved to the defendants to move on the question as to what was the proper measure of damages.

ROWLEY MILLER v. SAGGROVE.—Mr. Serjeant Tindal Atkinson and Mr. Philbrick were counsel for the plaintiff; Mr. Serjeant Parry and Mr. W. T. Marriott appeared for the defendant. This was an action brought by the plaintiff to recover damages resulting from breakage to certain portions of furniture which had been purchased from the defendants for the use of Mr. Rowley Miller, at Shanghai, which was alleged to have been broken through carelessness in packing. It appeared that the plaintiff had the misfortune to lose his wife previous to the arrival of the goods at Shanghai, and, not requiring the furniture for the purpose originally intended, they were landed and placed in the godown of Mr. Gamwell, and upon their being unpacked portions were found to be more or less broken. A survey was held, signed by Mr. Gamwell and another, and recommended to be sold by public auction for account of the shipper, the sale of which realising nearly the cost laid down at Shanghai. The plaintiff, however, was of opinion that he was entitled to the difference, together with 30 to 40 per cent., the estimated value had the goods arrived perfect. The case was heard before the Right Hon. Sir Fitzroy Kelly, at the Court of Exchequer, Guildhall, on the 15th and 16th inst., and the jury, after retiring for consideration, gave a verdict for the defendants. The costs of this action amount to nearly £900, which might have been settled for £30 or £40, but for the spirit in which it was demanded of the defendants.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ALT—On the 20th Dec., at Nagasaki, Japan, the wife of W. J. Alt, Esq., of a daughter.

FRASER—On the 6th Dec., at Yokohama, Japan, the wife of James Campbell Fraser, Esq., of a daughter.

STEEDMAN—On the 13th Feb., at Fyfield Rectory, Hants, the wife of the Rev. S. W. Steedman, of a daughter.

MARRIAGES.

HILL—CHATERTON.—On the 14th Feb., at Glasmire Church, Cork, by the Rev. Canon Hill, M.A., vicar of Peterborough, father of the bridegroom, assisted by the Rev. J. N. Woodruffe, M.A., Prebendary of Cork, William Lorrain Hill, Esq., of Penang, to Anna, eldest daughter of George Chatterton, Esq., J.P., Ballynamote, Cork.

MORRISON—BUSHBY.—On the 5th Feb., at All Soul's Church, Langham-place, George Staunton Morrison, late H.B.M.'s Consul at Nagasaki, in Japan, to Emma Louisa, youngest daughter of the late A. L. Bushby, Esq., of Lewes. No cards.

DEATHS.

ELMSLIE—On the 5th Feb., at Montabelle, Weston-super-Mare, Sarah, the beloved wife of Adam Wallace Elmslie, Esq., formerly Consul at Canton.

Monetary and Commercial.

Messrs. Smith, Preston, and Killick, of Liverpool, trading in conjunction with Messrs. Preston, Breuell, and Co., of Shanghai, have executed an assignment to trustees for the benefit of creditors.

We regret that the connection of Messrs. Smith, Simpson, and Co., of 12, George-yard, Lombard-street, with Mr. Holdsworth, and the *Severn*, together with liabilities on account of Messrs. J. B. Cumming and Co. (in the Singapore trade) and Barned's Bank, have caused them to suspend, and a deed of inspection has been executed for the purpose of winding-up their affairs. The inspectors are Mr. Kemp, the accountant, and Mr. Howard, of the London and County Bank. The unfortunate connection alluded to has borne with undue severity on Messrs. Smith and Simpson, as their career in this city for some thirty years is unimpeachable, and the impression in the City among well-informed merchants is that they were simply victims in the matter.

The repudiated tea contract case between Messrs. Moffatt and Heath and the Konigsberg Association, noticed in November, has been brought into Court, and a report will be found in another column. The plaintiffs, acting for Messrs. Finlay, Hodgson, and Co., obtained a verdict for the loss occasioned, amounting to over £1,000.

The recent subscription for the new shares of the Comptoir d'Escompte produced these results:—For the 80,000 shares to be issued, there were subscriptions for 72,193, at the rate of one new share for each old one, so that there were 7,807 to be disposed of. The demands from shareholders for more shares than they were entitled to amounted to 34,793. Dividing the 7,807 among them, each will get about 20 per cent. of what he asked for.

Messrs. Cahen, Lyon, and Co., of Paris, the proprietors of the patent for the Chassepot rifles, have issued a circular stating that the royalty to English and other manufacturers is fixed as follows:—Military arms, 6s. 8d. each; sporting guns or rifles, 12s. 6d. each; for quantities of 5,000 and upwards in one year, 5s.; for converted arms on the Chassepot pattern, 3s. 4d.; or for quantities of 10,000 converted in one year, 2s. 6d. each. All requisitions for licence to be addressed to Messrs. Thomas Christy and Co., 155, Fenchurch-street.

ARTICLES OF IMPORT.

TEA.—The market is extremely quiet, dealers buying only according to requirements; prices are the same for Congous, importers generally refrain from any pressure to realise. The demand for Green Tea has been more active, and better prices are obtained for fresh arrivals of the qualities suitable for shipping purposes. Foochow Congous: In dust and broken leaf we do not hear of any transactions, fair of old import sell in limited quantities at 1s. 0½d. per lb.; new are more readily saleable at 1s. 3d. to 1s. 5d. per lb., and in these classes the chief business has been transacted; medium sell at late quotations if of the quality required by the dealers; fine and finest remain quiet. Black leaf Congous: The demand is quite trifling for common and fair, at 1s. to 1s. 1d. per lb., and those of old import have been neglected; in fair and medium, occasional sales have been made at late prices; fine and finest are in limited demand. Souchongs have been sold at 2s. to 2s. 6d. per lb. for fine to finest. New made Canton Congous: Several parcels have lately been offering, but little business has resulted. Oolongs continue scarce; the finer qualities are wanted for America. Scented Capers and Scented Orange Pekoes show no alteration since our last, the demand being moderate. Green Teas: The late arrivals of all desirable qualities have sold readily at full prices. Young Hysons and Imperials of good to finest grades have been in demand for shipping at advancing prices. Moyune descriptions are extremely scarce. Japans: Some sales of uncoloured have been made at former quotations; coloured also sell readily. The quantity to be brought forward at this week's sales consists of about 16,000 packages. The cargoes afloat up to the mail's advices are now reduced to the following:—

				lbs.
Aug. 19	Conference	Japan		92,130
Sept. 19	Ann Adamson	Shanghai		690,511
Oct. 5	Agamemnon*	Do.		1,003,045
„ 14	Sir W. F. Williams†	Do.		703,620
„ 17	Juanpore	Do.		553,576
„ 20	Red Deer	Do.		982,460
„ 30	Ellenborough	Foochow		1,061,427
„ 31	Fontenaye	Do.		778,784
„ 31	Scindia	Shanghai		1,084,886
Nov. 1	Invincible	Foochow		836,561
„ 3	Samuel	Canton		528,300
„ 19	City of Quebec	Shanghai		933,938
„ 22	Elizabeth Nicholson	Hankow		1,212,050
„ 23	Camilla	Shanghai		633,594
„ 10	Gauntlet	Foochow		919,200
„ 14	Chetah	Canton		655,500
„ 14	Cora Linn	Do.		490,646
„ 17	J. C. Munro	Foochow		862,000
„ 30	John Bunyan	Nagasaki		488,629
„ 20	Banian	Foochow		991,200
„ 20	John Temperley	Do.		1,356,900
„ 27	Patna	Do.		429,500
„ 29	Cissy	Shanghai		815,000
Dec. 7	Osprey	Foochow		798,700
„ 8	Cingala	Do.		1,069,800
„ 11	Southern Cross	Shanghai		802,500
„ 17	Harlow	Do.		1,137,641
„ 19	Dundonald	Do.		740,000
„ 12	Weymouth	Foochow		1,166,700
				lbs. 23,818,898

* Put into Singapore for repairs. † Put into Cape dismasted.

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SILK.—Since the 9th inst. we have no change to report in this market, and but little business has taken place. Prices are unaltered, but to effect sales a further concession would have to be made upon all classes, except classic chops of Tsatlee, which are still in fair demand at 31s. 6d. for best No. 3. The quarterly public sales commence on the 20th inst. The deliveries have been, 1st to 15th Feb., 1867, China, 1.223 Japan, 273.

COTTON.—At the earlier sales of the past week there was a decided improvement, and ¼d. per lb. advance established. Since then the market has been dull and inactive, and prices close without any material alteration from those of the previous week. The total sales in London have been 3,410 bales, of which 30 bales fair China realised 10½d. per lb. No Dhollerah or Rangoon has been offered, but 250 bales of the former of December shipment guaranteed fair quality sold to arrive at 11d. to 11¼d. per lb. The stock of China and Japan in the United Kingdom amounts to 1.346 bales.

COFFEE.—The dulness and inactivity previously observable in this market, has to a great extent ceased to exist, and a considerable quantity of Ceylon descriptions offered at auction has been taken off at firm and improved rate, with a demand daily increasing. The early sales of the week consisted of 537 casks, 78 barrels, 70 bags Plantation, chiefly new crop which realised, triage 34s. to 58s. 6d., fine ordinary to low middling 71s. 6d. to 78s.; middling 79s. 6d. to 82s.; good middling to bold 84s. to 86s.; pea-berry 87s. to 90s.; 3 barrels, 843 bags native, good ordinary 64s., bold 70s. 6d. to 71s.; and 1,088 bags Singapore Java, good 67s. to 69s., 1 lot 72s. Later on a further offer was made of 321 casks, 27 barrels, 223 bags Plantation which was all sold, triage at 48s. to 57s. 6d.; gray 72s. to 75s.; fine ordinary to low middling coloury 75s. to 79s; middling 79s. 6d. to 83s. 6d.; good middling 85s.; pea-berry 87s. 6d. to 89s. 6d. per cwt. The only private sale reported is of 500 bags native at 63s. 6d.

CAMPHOR.—Of China, 30 cases realised at auction £7 2s. 6d. recent weights.

CANES.—Of Malacca the sales have been 140,000 canes at 7¾d. for good middling, 5d. to 5¾d. for middling, 2¾d. to 4d. for ordinary, and 1¼d. to 1¾d. each for very ordinary. Of Borneo 13,106 canes sold at 2d. to 2¼d. and of Manila 10,000 were bought in at 1½d. each.

GUTTA PERCHA.—Of Penang 3 baskets were offered and bought in at 9d. per lb.

INDIA RUBBER.—The only offer at auction was 26 baskets low damp Singapore which realised 1s. 2¼d. to 1s. 2½d. per lb.

ISINGLASS.—Of 24 cases Penang in public sale the greater part found buyers at, for good fair leaf, 3s. 8d.; mixed, 3s. to 3s. 1d.; very low, 1s. 8d.; good tongue, 3s. 6d.; Manila sort, 1s. 6d. to 1s. 7d.

MANILA HEMP.—Very small business has been done during the week, the only sales reported being of 100 bales of fair quality, at £48 10s., and 6 bales of fourth to second class and wet, at £47 10s. per ton.

OILS.—Ceylon Cocoa Nut is in very limited request at £50 to £50 10s.

PEPPER.—Black: The demand has increased, and of the large offers at auction the greater portion sold at fully the previous rates. The sales have been 1,252 bags Singapore at 3½d. to 3¼d., grey 3¼d., 1,146 bags good bright Trang Penang at 3¼d., 1,476 bags West Coast Penang at 2¾d. to 3d., and 250 bags Batavia at 3d. to 3¼d. per lb. White: Also in fair demand, and 96 bags fair Singapore sold at 5⅛d. to 5⅜d. The sales of Penang amounted to 398 bags fair at 5⅜d. to 5¾d., good at 5¾d. to 5¼d. per lb.

PLUMBAGO.—Of Ceylon 190 barrels were bought in, lump at 16s. to 19s., dust at 8s. 6d. to 10s. and subsequently 168 barrels dust at same price.

RICE.—A cargo consisting of 17,000 bags (1,300 tons) ex Cambrian sold at 10s. 9d. for sound, but without further guarantee of quality, and at 10s. for the broken portion. Also 4,000 bags Rangoon in warehouse (ex Hindustan) 11s. 6d. full prompt, and 3,000 bags at 11s. 4½d. short prompt. For arrival a cargo of Rangoon has realised 10s. 6d. per cwt. The stock of rice in the United Kingdom amounts to 26,510 tons, against 33,421 tons at the same period last year.

RATTANS.—The following have been the sales during the week: 6,098 bundles Singapore at 3s., 3,678 bundles Penang at 3s. 5d. to 3s. 7d., and 658 bundles Borneo at 3s. 6d. to 3s. 11d. per hundred.

SUGAR.—The market is extremely quiet, with scarcely any inquiry. The previous value is, however, steadily maintained, holders firmly refusing lower offers. At auction 1,500 bags Penang sold at 31s. 6d. to 34s. and 50 tons good unclayed Manila at 26s. 6d. Privately the only sale reported is of 7,500 bags unclayed Manila at 26s. per cwt.

SAGO.—At auction 391 bags good small Singapore realised 17s. 6d. to 18s., and 862 boxes Borneo sold at firm prices, good small medium 17s. 6d. to 18s., fine small pearl 18s. 3d. to 19s.

SPICES.—Cinnamon: Of Ceylon 14 bales thirds were bought in at 9d. per lb. Mace: The public sales consisted of 8 cases freshly imported Penang, good middling to good at 2s. 8d. to 3s., middling at 2s. to 2s. 5d., and 8 cases of old import at 1s. 8d. to 2s. 6d. per lb. Nutmegs: There was a considerable supply at the sales, amounting to 192 cases Penang, all of which sold at 3d. decline for bold descriptions, 1d. to 2d. for medium, and at previous rates for the lower and common sorts, fine bold, averaging 72 to 68 nuts to the lb., realising 3s. 1d. to 3s. 7d.; 78 to 74 to lb. 2s. to 2s. 4d.; medium, 87 to 82 to lb., 1s. 6d. to 1s. 8d.; 96 to 91 to lb., 1s. 4d.; 109 to 104 to lb., 1s. 2d. to 1s. 3d.; 126 to 111 to lb., 1s. 1d. to 1s. 2d.; 133 to lb. 1s. 1d. per lb. An offer of 10 casks Java was bought in at 1s.

STICKLAC.—Of Siam 471 boxes were all bought in, fair bold rather woody at 50s.; ordinary dull small at 37s. 6d. per cwt.

TOBACCO.—The bulk of 81 bales Java sold at 5d. to 8¾d.; and 5 cases Manila cheroots at 5s. 6d. per lb.

TIN.—The market during the week has been extremely quiet, only a few tons fine Straits having sold at £85 10s. with one month's prompt.

LIVERPOOL MARKETS.—Rice: The following sales have taken place. 9,788 bags Rangoon at 12s. to 12s. 3d.; 114 barrels cleaned at 13s. 9d.; 1,000 tons new crop Rangoon afloat at 11s.; 6,000 bags Necransie first-class damaged at 10s. 9d. to 11s. per cwt. Sugar: 650 tons ordinary unclayed Manila at 17s. to 17s. 3d. per cwt. Sago: 120 boxes large grain sold at 17s. 6d. per cwt. Sago Flour: 550 bags realised 17s. 6d. per cwt. Seeds: 100 bags small grain brown Akyab Rape realised for sound 51s. per quarter. Pepper: 60 bags Singapore black sold at 3¼d. per lb.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 7	Elshout	Akkerman	Batavia	Off Dungeness.
— 5	Jan v. Schaffelaar	Duyn	Do.	Brouwershaven.
— 5	Maria Elizabeth	Bonjer	Do.	Do.
— 11	Illimani	Dimond	Shanghai	London.
— 11	William Gillies	Rhodes	Colombo	Deal.
— 7	Staatsraad v. Ewyck	Ham	Batavia	Texel.
— 6	General de Steurs	Viersma	Do.	Brouwershaven.
— 11	Antipodes	Woodruff	Shanghai	Deal.
— 9	Susannah	Vonck	Batavia	Brouwershaven.
— 7	L. Kroon. v. Zweden	Kunst	Do.	Zierikzee.
— 10	Persian Empire	Murray	Penang	London.
— 10	Bulgersteyn	Geerling	Batavia	Brouwershaven.
—	Acapulco		Hong Kong	New York.
— 11	Allegonda Jacoba	Swart	Batavia	Off Dungeness.
— 12	Nederland	Rolguns	Do.	Texel.
Jan. 31	Benefactor	Berry	Yokohama	New York.
Feb. 1	Dunmore	Robertson	Batavia	Do.
— 12	Petronella Catherina	Veen	Do.	Texel.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 9	Wild Deer	Cobb	Shanghai	London.
—	Huntly Castle	Barrett	Sing and Penang	Clyde.
— 12	Senator Weber	Hancock	Hong Kong	Liverpool.
— 9	Corneille David		Singapore	Shields.
— 10	Johanna Mathilde	Lohse	Hong Kong	Newport.
— 14	Pieter Adolf	Jaski	Batavia, Samarang	London.
— 12	Empress	Hodgson	Galle	Sunderland.
— 12	Kebroyd	Bedford	Do.	Do.
— 15	St. Andrew's Castle	Macbain	Colombo	London.
— 15	Gengis	Varey	Swansea & Shanghai	Do.
— 13	Barracouta	Goddard	Yokohama	Liverpool.
— 13	Archis	Hopkins	Batavia	Do.
— 13	Lanercost	Colgin	Singapore	Do.

(See Commercial Postscript.)

SPOKEN.

REDMOND (?), Batavia to Rotterdam, Dec. 24.

JESSIE MARIA, Shanghai to Lon., 50 days out, Nov. 24, 30 S., 43 E.

ANNA KIMBALL, New York to China, Dec. 6, 37 S., 25 E.

NINA, Hong Kong to Havana, Dec. 24, 24 S., 60 E.

ARRACAN, from Manila, Nov. 24, in Straits of Sunda.

HER MAJESTY (ship), London to Hong Kong, Nov. 10, 18 S., 33 W.

LOTA, Shanghai to New York, Dec. 4, 36 S., 21 E.

CITY OF PALACES (?), London to Hong Kong, Oct. 22, 3 S., 48 (?) W.

No. 0934, 1st d. p. (barque), Foochow to N. York, Nov. 26, 33 S., 29 E.

GRAAFSTROOM (Dut. bq.), Bat. to Rotterdam, Jan. 1, 12 S., 10 W.

CASUALTIES.

The Addison, Sloane, from Sourabaya to Amsterdam, went ashore on the Hoaks Feb. 9, and subsequently broke up; master and five men saved, master's wife and child and 19 hands drowned.

The Jacoba, Schaap, which arrived at Mauritius Dec. 18, from Batavia for Amsterdam, had experienced a severe hurricane on Dec. 1, in 13 S., 91 E., during which she lost topmasts and boats, and sprung a leak.

The Julie, Guichow, which arrived at Mauritius Dec. 19, from Sumatra for Pernambuco, had experienced a cyclone on Nov. 30, which lasted 15 hours, when she lost mizenmast and all rigging attached, and made six inches of water per hour.

The Heros, Brolin, which sailed from Newport for Singapore Jan. 30 put back on Feb. 7, with port bow much damaged, having been in collision.

The Charlotte (Hamburg barque), Petersen, from Manila to Falmouth, put in at Capetown, Dec. 31, where she will have to repair, having lost topmast, jibboom, &c.

The steamer Taiwan, Roper, from Aberdeen to Hong Kong, which put in at Ferrol, Spain, on Feb. 9, had pumps choked and compartments filled with water.

The Catherina Wilhelmina, from Batavia to Schiedam, which put into Scattery Roads leaky Jan. 26, drove from her anchors during the gale of the 8th February, and was put on the mud east of Foynes; it is expected she will come off without damage.

Three hundred and twenty-two blocks of tin and two bags of gambier have been recovered by divers from the City of Delhi (from Singapore to London), which was stranded near Dungeness on Jan. 28.

MISCELLANEOUS.

At MAURITIUS.—Dec. 18, Jacoba, Schaap, from Batavia for Amsterdam; 19. Julie, Guichon, from Sumatra for Pernambuco; 23, Casti, Louis, from Colombo; 29, Jeanne Meyer, Loesewitz, from Singapore; Jan. 20, Hortense Dusautoy, Prevel, sailed for Galle; Dec. 28, Sumroo, Ledain, sailed for Galle; Jan. 1, Amiral Protet, Dannel, sailed for Singapore.

The Miriam, Rooney, which sailed from Cardiff April 13, 1866, for Shanghai, has been posted at Lloyd's as not having since been heard of.

The Falcon, which put into Plymouth, has refitted and proceeded to Hong Kong.

BUENOS AYRES, Dec. 4.—The barque Richard Thornton, of London, which arrived here Sept. 18 from the Clyde, has been condemned and sold, having been considerably damaged by fire at sea previous to her arrival.

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GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

This line, which has for its object the most rapid transmission of Telegrams between Shanghai and Europe and *vice versa*, was organised in the spring of 1866, and although during the first two months it did not realise the expectations of the projector, who proposed to forward messages between Europe and China in 12 days, yet, considering the fact of its being a new scheme and one subject to many difficulties at first, it is satisfactory to know that all the Telegrams despatched from Shanghai for London have invariably during the last three months reached their destination long before those forwarded *vid* Galle, and the fact, which is patent to all the large mercantile houses of Shanghai, that many thousands of pounds have been saved by the earlier Telegrams which have been transmitted by this line, is a sufficient proof of its sound and practical utility.

Until recently the undertaking was a monopoly to the original subscribers, who received their private communications by this service long before the public.

The Projector having made a proposal to the original subscribers to take over all their interest in the line and pay up the whole of the outlay, a general meeting was held, at which it was unanimously agreed to accede to the proposal.

THE LINE IS NOW THROWN OPEN TO THE PUBLIC.

There are employed in the service of GRANT'S TRANS-MONGOLIAN TELEGRAMS—280 Ponies, and 40 Couriers. With Agencies at Kiachta (the residence of the Manager), Urga (the Capital of Mongolia), Kalgan or Chang-kia-kow (at the Great Wall), Tien-tsin, and Shanghai.

The days of despatch from Shanghai are advertised in the *North China Daily News*. EXPRESS Telegrams may be despatched by any steamer.

Telegrams for China by the regular weekly courier must be despatched from any Telegraph Station in Europe every TUESDAY, addressed "GRANT, KIACHTA." Express Telegrams may be sent on any day of the week.

Charges from Shanghai to Europe and from Kiachta to China :—

REGULAR COURIERS.

Twenty words	Tls. 15
Thirty words...	20
Forty words ... ... —	25

And for every Ten words in addition Tls. 5 extra.

EXPRESS COURIERS.

Twenty words	Tls. 150
Thirty words	155
Forty words	160

And for every Ten words in addition Tls. 5 extra.

Telegrams from Shanghai must be addressed thus :—

TELEGRAM (20) WORDS
GRANT, KIACHTA.

If Express, the word "Express" must be written on the Envelope. Telegrams from Europe must be addressed "GRANT, KIACHTA." If Express, "GRANT, KIACHTA, EXPRESS."

Courier charges to and from Europe must be paid in China to Messrs. HALL and HOLTZ, Agents, Shanghai, or to Messrs FERGUSSON and Co., Agents, Tien-tsin. Mercantile houses in Japan, Hong Kong, &c., must appoint Agents for the reception of their Telegrams at Shanghai, or Tien-tsin.

SUBSCRIPTIONS FOR 1867.

Annual Subscribers from Europe to China	£120 stg.
Annual Subscribers from China to Europe	100
Annual Subscribers from Europe to China and China to Europe	200

These rates are exclusive of Express Couriers and Telegraph Charges, viz. :—Twenty words, 7 roubles or Tls. 2.50 Shanghai Sycee; and for every ten words extra, Rs. 3.50, or Tls. 1.25 Shanghai Sycee. Annual Subscribers have the privilege of sending Telegrams of any number of words to any *one* person or firm; the name and address of such person or firm must be given on payment of subscription. If an Annual Subscriber or his Agent publishes in any newspaper, or allows the contents of any Telegram to be made public without the special consent of the undersigned, the said Annual Subscriber shall forfeit his subscription.

Telegrams may be despatched from Europe from Tuesday, 19th February, to Tuesday, 19th November, inclusive. From Shanghai, on the departure of the first steamer to Tien-tsin, till the freezing of the river Peiho.

C. MITCHELL GRANT,
KIACHTA.

Agency in London—"LONDON AND CHINA TELEGRAPH" OFFICE,
2 COWPER'S-COURT, CORNHILL (OVER THE JERUSALEM).

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VIA TRIESTE.

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 237.] LONDON, THURSDAY, FEB. 28, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day Via Trieste.
JAPAN—			
Yokohama			Jan. 1
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			Jan. 2
Kiu-kiang			Jan. 3
Chin-kiang			
Shanghai	Nov. 10	Jan. 1	Jan. 9
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong			Jan. 15
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore			
Penang			

List of Passengers.

PASSENGERS INWARD.

By last mail to Marseilles, arrived Feb. 9.—From Shanghai: Mr. and Mrs. D. Smith. From Hong Kong: Mr. J. A. Green, Mr. S. Trake. From Singapore: Mr. F. Scholfield. From Galle: Mr. McKenzie.

By last mail to Southampton.—From Hong Kong: Mr. A. F. Miller, Mr. Bancroft, Mr. Geo. Payne, Mr. Kane. From Singapore: Mr. H. Wyse, Mr. J. D'Almeida.

PASSENGERS OUTWARD.

Per P. and O. steamer Delta, from Southampton, Feb. 20—To Ceylon: Ensign James, Mr. T. A. Taylor, Mr. E. Giles. To Hong Hong: Vice-Admiral Keppel's Flag Lieutenant, Mr. and Mrs. Oxley and four children, Mr. W. Dorling, Mr. W. N. Payne, Mr. H. E. Woodhouse, and one second-class passenger. To Shanghai: Mr. E. Hewett, Mr. A. Hutton. To Singapore: Capt. A. R. Ord and son, Capt. Kirk, Dep. Actg. Comsy. Gen. Thompson. To Calcutta: Mrs. Morton, Mrs. Bewsher, Mrs. A. F. Corbet, Mrs. Dowell, Mr. and Mrs. F. Marshall, Ensign Kirk, Mr. W. F. Male, Miss M. Bennett, two Misses Macintyre, Miss Simpson, Mr. McRitchie, Mr. R. M. Nott, Mr. W. Walker, Mr. R. Povser, Lieut. Dowman, Mr. G. A. Oliver, Mr. N. S Mackenzie, Mr. R. L. Locke, Miss Sturmer, Mr. P. Moir, Ensign G. F. Guyon, Ensign Dalrymple, Buzloor Ruheen, and servant, and two second-class passengers. To Madras: Mr. W. H. Linton, Major Kenny, Capt. W. T. Cox, Mrs. Cox and child, Mrs. M. Williams, Lieut. Col. and Mrs. O'Connell and child, Miss Mackenzie, Mr. W. B. Edmond, Mr. W. S. Adams, Mr. J. Rostron, Mr. W. E. Bryan. To Bombay: Mrs. Hutton, Mrs. A. Cassidy, Mr. A. A. Jones, Mr. and Mrs. J. Pile, and one second-class passenger.

From Marseilles, Feb. 28.—To Ceylon: Mr. P. W. and Mrs. Braybrooke, Lieut. Partridge, Mr. H. B. Ewald, Mr. Armstrong. To Hong Kong: Vice-Admiral the Hon. Sir H. Keppel, K.C.B., and servant, Mr. H. B. Walker, Mr. J. Ferguson, Mr. W. Newman, Mr. A. Andrews, Mrs. Jackson, Mr. E. C. Smith, Mr. T. K. Ashton, Paymaster Risk, R.N., Mr. R. Parr (*via* Bombay), Mr. Pemberton. To Shanghai: Mr. J. B. Hallam, Mr. B. A. Mouillescaux. To Singapore: Mr. John Brinkmann, Mr. R. B. Read, Surgeon-Major J. Rose, Mr. E. Kumper. To Yokohama: Mr. W. A. Malcolm, Mr. Just. To Penang: Mr. R. Grey. To Calcutta: Lieut. Col. and Mrs. Fullerton, Miss A. Perkins, Major and Mrs. Harris, Miss Mathews, Lieut. Col. and Mrs. Birch, Rev. Dr. and Miss Millman, and servant, Mr. Watkins, Assistant Surgeon Baker, Mr. J. McClymont, Mr. E. W. Campbell. To Madras: Mr. Schwatz, Major and Mrs. Bayley, Colonel Freese, Sir C. Scotland, Captain G. E. Borradaile, Captain A. A. Gordon. To Bombay: Mrs. Thomas Haggard, two children, and servant, Mrs. Schneider, child and servant, Mr. and Mrs. C. A. Winter.

From Gibraltar to Ceylon: Asst. Comsy. Gen. Crookshank.

From Malta to Hong Kong: Vice Admiral Sir H. Keppel's servant.

Per P. and O. steamer Ripon, from Southampton, Feb. 27.—To Hong Kong (*via* Bombay): Capt. and Mrs. Gillson.

Per P. and O. steamer from Southampton, March 4.—To Hong Kong: Mr. Percival, Mr. E. Goodlake, Mr. T. Kydd, Mr. H. G. Howlett. To Ceylon: Rev. J. S., and Mrs. Jones and child, Miss Claughton, Mr. Ford, R.N., Hon. A. Cadogan, Miss Paterson, Mrs. Fyfe, Mr. B. T. Dowbiggin. To Singapore: Miss Robertson.

From Marseilles, March 12.—To Shanghai: Mr. W. Howie, Mrs. Winchester. To Hong Kong: Mr. J. M. Beaumont.

Per P. and O. steamer, from Southampton, March 20.—To Shanghai: Mr. A. C. Margary, Mr. B. C. G. Scott, Mr. H. A. Giles, Mr. W. N. Abdy, Mr. P. Warren. To Singapore: Mr. and Mrs. Meldrum. To Ceylon: Mr. G. Crowe, Master de Lemos.

From Marseilles, March 28.—To Shanghai: Mr. P. Maclean, Mr. A. White.

Per Mail, April 28, from Marseilles.—Mr. and Mrs. J. Fittock.

THE INCOMING MAILS.

The overdue mail, with dates from Hong Kong to the 15th Jan. is not now expected to be delivered before the 4th March, owing to an accident which compelled the *Poonah* to put back to Alexandria; we are however enabled to publish in advance, having received some portion of our despatches *via* Trieste. Our next number will be issued on the arrival of the French mail (bringing Hong Kong dates to the 28th January), which reached Suez on the 25th, and will be delivered about the 6th March.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 1st January. The following shows the state of the market:—

TEA.—The transactions of the fortnight have been confined to purchases for the American market. Settlements are estimated at 3,600 piculs, principally composed of the finest kinds, for which holders will not accept any lower rates. The total export for 1866 is given at 6,000,000 tls., against 6,150,000 in the previous year.

SILK.—Owing to a desire to realise on the part of native holders, prices had declined $20 for first qualities and $40 for inferior, at which rates about 600 bales had been settled. A few bales superior Maibash brought $1,025. The unsold stock was about 2,000 bales, chiefly coarse and inferior.

IMPORTS.—The market has been very depressed, and most decriptions of manufactured goods are quoted lower, owing in a great measure to the arrival of large supplies from China. Black Woollen goods are in great demand, and command extravagant rates, while others are quite neglected.

CHINA.

SHANGHAI.

The dates are down to the 9th January. Telegrams from London have been received up to the 6th Dec. *via* Kiachta.

The following is the report on the markets.

EXPORTS.

TEA.—In Black the settlements have been on a very limited scale, only ten chops having changed hands during the fortnight, and purchases could be made on more advantageous terms. The settlements were 2,800 chests, and reshipments on owner's account, 1,000 chests. Stock, 16,500 chests. Quotations: Oonam, common, tls. 17 to 19; Ningchow, common to fair, tls. 19¼ to 22¼. In Greens the business had been very small, and even considerable reductions by the teamen failed to induce an active demand; no actual change in prices can therefore be quoted. The settlements for the fortnight were 9,600 half-chests, and reshipment on owners' account 3,800 half-chests; stock, 60,000 half-chests, of which about 2,000 are Ping-suey and 2,000 Shanghai-packed. Gunpowder, Cargo, tls. 31 to 37; superior, 38 to 48; fine, 50 to 61, Young Hyson, Cargo, tls. 20 to 25; superior, 26 to 38; fine, 39 to 46. At Kiukiang (3rd January) no shipments of Black teas had been made by foreigners, all business being on nature account. The stock is 2242 packages. In greens no transactions whatever are reported; the stocks were 5816 packages. At Hankow (2nd January) settlements amounted to only five chops, and holders showed some anxiety to sell. Quotations were, Oopacks common to fair tls. 15 to 16.7. Oonams, common 12.5 to 18.—Stocks 4720 chests.

SILK.—A small business only has been transacted, owing to the failure of E-kee, one of the largest silk hongs, and involving several smaller ones. Settlements are estimated at only 300 bales, at prices current at the last mail, the unsold stock being about 1,500 bales. The quantity brought forward by the present mail is 250 bales China, and 750 Japan.

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PRICES.—In Taels, are per picul of 133⅓ lbs. Duty paid; in Sterling, are per lb. Overland, all charges paid to England at Exchange 6s. 4d. per tael.

		Per picul. Taels	Per lb. s. d.	s. d.	London Value Nov. 10, 1866, per lb. s. d.	s. d.
Tsatlee—Chop	No. 1	620 to 635 ...	34 1 to 34	11 ...	34 0	
Chop	No. 2	600 to 615 ...	33 0 to 33	10 ...	32 6	to 33 0
Chop	No. 3	580 to 595 ...	31 11 to 32	9 ...	31 6	to 32 0
Market	No. 3	540 to 560 ...	29 9 to 30	10 ...	31 0	
	No. 4	510 to 535 ...	28 1 to 29	6 ...	29 6	to 30 6
	No. 5 & com...	470 to 500 ...	25 11 to 27	7 ...	26 0	to 29 0
Taysaam—Chop	No. 1	515 to 535 ...	28 4 to 29	6 ...	30 0	
Chop	No. 2	495 to 505 ...	27 3 to 27	10 ...	28 6	
Chop	No. 3	455 to 475 ...	25 2 to 26	2 ...	27 0	
	No. 4, 5, & com.	385 to 445 ...	21 5 to 24	7 ...	21 0	to 25 0
Yuenfa and Haimings	No. 1	530 to 545 ...	29 3 to 30	0 ...	30 6	
	No. 2	510 to 520 ...	28 1 to 29	8 ...	29 6	
	No. 3	480 to 500 ...	26 6 to 27	7 ...	28 6	
	No. 4 & com...	440 to 460 ...	24 4 to 25	5 ...	27 6	
Hangchow Tsatlee		480 to 500 ...	26 6 to 27	7 ...	28 0	
Sewhings		380 to 430 ...	21 2 to 23	10 ...	20 0	to 24 6
Laeyongs		380 to 390 ...	21 2 to 21	8 ...	22 0	
Szechuen fine to finest		350 nomi. ...	19 6	...	14 9	to 18 0
Common		200 nomi. ...	11 6	...	11 0	to 13 0
Waste, good		50 to 60 ...	3 1 to 3	8 ...	3 0	to 3 6
Medium to inferior		37 to 45 ...	2 3 to 2	9 ...	3 0	

IMPORTS.

COTTONS.—The near approach of the Chinese New Year, coupled with the scarcity of money among native dealers, has caused business in manufactured goods to be confined to a small compass. Grey Shirtings are lower, both for 7 lb. and 8¼ lb. goods. White Shirtings and T-Cloths have also given way in value. Black Velvets and Turkey Reds have advanced in price and are enquired for.

WOOLLENS.—Spanish Stripes are very unsaleable. Black Camlets have been in demand for the Japan market at high prices, but assorted continue difficult to place. Long Ells have not been enquired for, and the market for these goods is weak. Lastings are quite unsaleable.

METALS.—Iron is dull of sale. Lead steady, but attracts little notice. Quicksilver, no demand.

COALS.—The market has continued active, but sales have been confined to Australian, Japan, and American sorts, there being no English coals on the market. The only arrival of Cardiff remains in first hands for consumption. Arrivals for the fortnight include 1,003 tons Anthracite, 965 tons Japan, 1,227 tons Cardiff, and 345 tons Australian, in all 3,540 tons. Sales have been made of Anthracite at taels 11.2.5; Australian, taels 9; Japan, (best) taels 7.5. The total importations of foreign coals into Shanghai for 1866 was 139,008 tons, of which 60,705 were English.

HONG KONG.

Dates are to the 15th of January. There was little news of interest, and no change in the state of affairs generally. Since the ordinances which lately excited so much opposition in the colony had been somewhat modified by Government, the Chinese inhabitants appeared reconciled to them. A general impression prevailed that the great apparent progress of the colony of late years was not real, but was due only to the large amount of capital which the various banks sought to employ, and which is now being withdrawn.

The Chinese authorities at Canton have at length commenced the purchase of steamers for the police of the inner waters, and in the course of a few months will probably be in possession of several such vessels. They have just purchased the *Fee Loong*, a little iron boat launched the other day at Hong Kong for Douglas, Lapraik and Co., having been got out in pieces from England. She is to be commanded by an Englishman, and will be employed as a despatch boat and transport on the interior rivers, thus both proving highly serviceable, it may be presumed, to the Government and familiarizing the Chinese with that idea of inland navigation by steamers which has been treated with so many real or affected apprehensions by the truculent Li Hung-chang, the Governor of Kiang-su.

IMPORTS.

The *James Russel*, *Chusan*, and *Ariel* have arrived with general cargoes, and the market has been freely supplied by foreigners, and also by Chinese who had bought "to arrive." In value there is hardly any change to notice either in goods or metals, but a fair business has been done as the native demand has been larger than usual, in anticipation perhaps of their new year holidays, which commence on the 5th February. Quotations: Cotton Yarn, 16-24, 170 to 180 dols.; 28-32, 180 to 190 dols.; 38-42, 220 to 230 dols.; Grey Shirtings, 7 lbs., 3 dols. 30c. to 3 dols. 40c.; 8¼ lbs., 3 dols. 60c. to 3 dols. 65c.; 8½ to 10 lbs., 3 dols. 90c. to 4 dols. 50c; White Shirtings, 54-62, 3 dols. to 3 dols. 30c.; 64-68, 3 dols. 60c. to 4 dols.; 68-72, 4 dols. to 4 dols. 50c.; T-Cloths, 32in. 6lbs., 2 dols. 60c. to 2 dols. 65c.; 7lbs. 2 dols. 85c. to 3 dols.; 36in. 8 to 9½lbs., 3 dols. 75c. to 5 dols.; Dyed Spot Shirtings, 4 dols. 25c. to 4 dols. 50c.; White Spot Shirtings, 3 dols. 90c. to 4 dols. 20c.; American Drills, 40 yards, 7 to 8 dols.; English Drills, 30 yards, 3 dols. 80c. to 4 dols. 50c.; Camlets S., 21 to 21¼ dols.; S.S., 20 to 21 dols.; B.B.B., 23 to 23¾ dols.; Dutch, 28 to 33 dols.; Long Ells, H. scarlet, 10½ to 11 dols.; H.H., 11 to to 11½ dols.; Blankets, 7 lbs., 3 dols. 40c. to 4 dols.; 10 lbs., 5 dols. 30c. to 6 dols.; Chintz assorted, 2 dols. 80c. to 3 dols.; Scarlet, 3 dols. to 3 dols. 10c.; Turkey Reds, 2½ lbs., 3 dols. 25c.; 3 lbs., 3¾ to 4 dols.; Handkerchiefs, 1 dol. to 1 dol. 20c. per dozen; Damasks assorted, 8 to 9 dols.; Brocades, white, 4 dols. 20c. to 4 dols. 30c.; assorted, 5 to 5¼ dols.; Blue Twills, 3 dols. 25c. to 3 dols. 45c.; Black Velvets, 18 to 22in., 20c. to 25c. per yard; Bombazettes, 7 dols. 50c. to 8 dols.

METALS.—Iron: Nail Rod, 3 dols. to 3 dols. 30c.; Round, Bar and Rod, 2¾ dols.; Flat Bar, 2¼ to 2¾ dols.; Hoop, 3½ to 3¾ dols.; Wire, 7 to 8½ dols.; Quicksilver, 67 dols. per picul. Lead: Small Pigs, 5½ to 5¾ dols.; L. B.. 5 dols. 90c. to 6 dols.; W. B., 6¼ to 6 dols. 30c. Steel: 3½ to 5 dols, Tin Plates: 6 to 6½ dols. Malacca Tin: 21 to 23 dols.

COTTON.—Advices of considerable supplies from India has made holders anxious to realise, but only about 3,000 bales of all kinds have found buyers and quotations are lower. Shanghai, 22½ to 23½; Tientsin, 21 to 22 dols. Ningpo, 25 to 26 dols.; Bengal, 19 to 22½ dols.; Bombay, 23½ to 24 dols.

CAMPHOR.—Packed, 26½ to 29 dols.

EXPORTS.

TEA.—CONGOU.—Canton: No settlements have taken place, and the position of the market is unchanged. Macao: Shippers have been operating to a small extent at greatly reduced rates. Amoy: There is nothing to report.

OOLONG.—Amoy: About 5,500 packages common cargo kind have been taken at 15 dols. 50c. to 17 dols. 50c. per picul. The stock consists of about 5,000 packages, of which only 3,500 are fit for exportation.

SCENTED TEAS.—Canton: The only settlement reported is of 500 boxes Orange Pekoe at 26 to 29 taels, and of 4,000 boxes Caper at tls. 11.5 to 23. These prices show but little alteration from those previously ruling.

GREEN TEAS.—Of Canton make 1000 boxes Gunpowder changed hands at 22 to 25 tls., and 600 boxes Young Hyson at 17 tls.

SILK.—Canton: We hear that buyers have taken 100 bales re-reeled Tsatlee at 515 to 610 dols., and 200 boxes re-reeled Cumchuck at 560 to 565 dols. per picul.

DRUGS.—250 piculs Cassia have been placed at 19 dols. 75c. to 20 dols. per picul. Of Camphor, small quantities have been placed at 28 dols. 75c. per picul packed.

FOOCHOW.

Dates from this port are to the 8th of January. Prior to the Christmas holidays the tea market continued inactive, but subsequently, holders of Congous having given way 1½ to 2 taels, considerable settlements were effected, and, teamen again becoming firm, prices recovered ½ to 1 tael. Pekoes show 3 to 5 taels reduction. Considerable transactions have been effected in Oolongs, but rates have been so irregular that no actual decline can be quoted. The arrivals of Congou and Souchong amount to 621,100 chests; of Oolong, 178,600 half chests. Settlements from Dec. 21:—Congou: 17,400 chests, dust to common, at 5¾ to 12½ taels; 13 400 half chests, coarse to good flavoury, at 12¾ to 17½ taels. Souchong: 900 chests, 150 half chests, at 16 to 25 taels. Pekoe: 800 chests, at 18 to 30 taels. Oolong: 11,800 half chests, at 18 to 35 taels. Stocks:—Congou, 47,000 chests; Souchong, 1,700 chests; Pekoe, 1,400 chests; Oolong, 19,900 half chests; Scented, 2,400 boxes.

THE PHILIPPINES.

MANILA.

(FROM A CORRESPONDENT.)

The appointment of Mr. Ricketts to this Consulate, confirmed in your last number, although it is to be hoped that it will prove satisfactory, was quite unexpected, it having been supposed by the English residents here that the absolute fitness for the post and the great lingual powers of Mr. Loney, the present Acting Consul, would have caused his appointment. It is questionable whether an officer of dragoons is exactly the man qualified to conduct the purely commercial interests of our countrymen.

The new Captain General, La Gandara, seems to be an intelligent and energetic man, quite different to the usual run of Spanish functionaries. To the disgust and alarm of petty official and local red-tapists he insists upon mixing himself up with such paltry but necessary things as roads, light, drainage, &c., initiating sundry reforms in the municipality, which may give a chance for Manila to retrieve its bad name of "a disgrace to the civilised world." He stopped a month in Singapore on his way here, and seems to have been greatly impressed by what he saw and heard. He declares he will not leave this place without inaugurating water and gas. As we said at school, *tempus monstrabit*, but meantime, *tempus fugit*, and if he do not carry these measures through during his first year of office he may find increased difficulty hereafter. People here have adopted the idea that "foreign capital" is to regenerate the colony, and the General propounded to me afew days ago the postulate, that "capital, like water, will always find its level." Notwithstanding this abstract doctrine we have to consider the material obstacles to be overcome 'ere foreign capital can flow hitherwards, amongst which the discredit of the Government and its obstructive and obsolete system of administration are not least.

The measures required most calculated at present to assist the development of this colony, are the abolition of the differential duties of such restrictions upon the free circulation of commerce as the various vexatious prohibitions affecting the purchase of foreign vessels by Spaniards, and the trammels and fetters with which both exportation and importation have been loaded in days gone by. And the angel that shall conduct these islands to immense prosperity and importance one day is, according to my idea, John Chinaman. The Chinese have now the monopoly of internal trade throughout the Phi-

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lippines, the lethargic nature of the Indian impeding him from successful competition in any way. And when the Chinese shall be freely invited and encouraged to flow over here they will fill up every department of industry and agriculture, at which they excel. Production will begin without limits, but the population will be radically changed; and this is what actuates the Government in discouraging Chinese immigration. The Spaniard cannot be made to see that John Chinaman with all his faults is a better subject and fulfiller of the duties of humanity than the actual Indian occupant of the soil. Spain has Christianised the Indian (or imagines she has; really having only substituted one idolatry for another), and the religious element in Spanish affairs watches over him with protective and fatherly interest. Nevertheless, most Europeans, long residents in the country, agree in the opinion founded upon a painful experience, "That the Philippine Indian is by nature unfitted for the responsibilities of civilised life." I am aware that this same was formerly declared of the negro, and that nowadays the "everlasting" is expected to live it down, and whilst I affirm it as regards the present condition of the race, I by no means deny that with time and care the mind could be developed and imbued with the moral elements required.

November and December are exceedingly wet months this year, which very seldom happens, and the rice crops not got in may be expected to suffer considerably. The *Numancia*, ironclad, was to have sailed this week ostensibly for Madagascar, where she was to coal, &c. The Lenton troupe of acrobats is delighting the Manilese ladies, and drawing crowded houses, paying them better, so they state, than any other place they have visited in the East. What we greatly want here is a good opera company. High and low are passionately fond of music, and a company would find here a remunerative permanent abode. I have no doubts of that. The Mangard Company left last year and have not returned, on account of a quarrel with the authorities; but people had such a taste of regular operatic performances that to secure similar delights they will in future put up with any vagaries of managers or singers rather than lose them again.

LATEST TELEGRAMS.

Telegrams from Tientsin *via* Kiachta reach to the 3rd Feb. These come by the ordinary Russian service, the transmission of homeward messages by Grant's Trans-Mongolian Line not having commenced.

(RECEIVED VIA GALLE.)

SINGAPORE, Feb. 15.—The prisoners* in the *Erin* (barratry) case transported for life. Policies cancelled.

THE ANNUAL CHINA DINNER.

The committee recently formed to undertake the management of this annual banquet will hold their first meeting at Willis's Rooms on the 4th inst., for the purpose of electing a chairman, appointing an honorary secretary (pro tem.), fixing the date of the dinner for the present year, and making some arrangement to place the undertaking on a permanent footing. With this view it is proposed to constitute a sort of club, every member of which must have visited China or Japan, and must pay an annual subscription of a guinea, by which means also the price of the tickets can be reduced. The following are the names of the gentlemen who compose the committee:—Major the Hon. A. Anson, M.P.; Major-General George Balfour; Sir John Bowring; Major Frederic Brine, R.E.; Sir John Francis Davis, Bart., K.C.B.; Captain Roderick Dew; Sir James Elphinstone, Bart.; R. J. Gilman, Esq.; Lord Richard Grosvenor, M.P.; John Holliday, Esq.; H. M. Hozier, Esq., 2nd Life Guards; Rev. Hugh Huleatt, M.A.; Commander James Hunter, R.N.; Vice-Admiral the Hon. Sir Henry Keppel, K.C.B.; James J. Mackenzie, Esq.; R. Montgomery Martin, Esq.; Walter Ormiston, Esq.; Edward Pereira, Esq.; Sir W. J. Tyrone Power, K.C.B.; Colonel J. N. Sargent, C.B.; Admiral Sir Michael Seymour, G.C.B.; Charles J. F. Stuart, Esq.; T. Sutherland, Esq. Two of the above are ordered on foreign service, namely, Vice-Admiral Keppel and Major Brine.

* The prisoners here alluded to include, we believe, the captain, mate, and portion of the crew of the *Erin*. No fuller particulars are yet to hand, and we are at present unable to state whether the sentence includes Mr. Scott, of Bangkok, who had been arrested on a charge of complicity in this case, as stated in our issue of Feb. 11.

AT a private meeting held this day of some of the shareholders of the Hindustan Bank it was decided to form a committee forthwith for the purpose of carrying out plans for resuscitating this institution.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

CRUIKSHANK—On the 22nd Feb., at 21, Clarendon-road, Notting-hill, the wife of Augustus Walter Cruikshank, Esq., of a daughter.
COUPER—On the 16th Feb., at Craigiebuckler, the wife of J. C. Couper, Esq., of a daughter.
JARVIE—On the 18th Feb., at 9, Lynedoch-crescent, Glasgow, the wife of John Jarvie Esq., of a son.
LAY—On the 27th Feb., the wife of William Hyde Lay, H.B.M.'s Vice-Consul, Taku of a son.
SEVERS—On the 21st Feb., at 3, Royal-Crescent, Bath, the wife of Henry H. Severs, Esq., of a daughter.
ANGOVE—On the 22nd Feb., at Portswood, near Southampton, the wife of Captain W. C. Angove, P. and O. Company's Service, of a son.
KENNEDY—On the 24th Feb., at 14, Prince's-gardens, Prince's-gate, the wife of Colonel Clark Kennedy, C. B., of a daughter.
HOWELL—On the 25th Feb., at Sunbury, the wife of W. G. Howell, Esq., of a daughter.
WESTALL—On the 26th Feb., at the Waldrons, Croydon, the wife of William Mawley Westall, Esq., of a daughter.

MARRIAGES.

DOW—GOODWIN.—On the 21st Feb., at St. George's, Hanover-square, by the father of the bride, assisted by the Rev. James McConechy, M.A., James Dow, Esq., of Shanghai, China, to Marianne Letitia, only daughter of the Rev. Dr. Goodwin, of Croom's-hill, Greenwich. No cards.
KINGSMILL—WALFORD.—On the 21st Feb., at St. Luke's, Chelsea, by the Rev. Philip Williams, B.L.C., rector of Rewe, Henry Kingsmill, Esq., of China, barrister-at-law, eldest son of Henry Kingsmill, Esq., of Sidmonton, in the county of Wicklow, to Eleanor Mary, elder daughter of the late Arthur Walford, Esq., of Lowndes-square. No cards.
WATKINS—HANSARD—On the 26th Feb., at St. George's, Hanover-square, by the Rev George Eastman, Alfred Thomas Watkins, Esq., of Yokohama, Japan, eldest son of Thomas Watkins, Esq., of West Brompton, to Mary Elizabeth, only daughter of the late Albert William Hansard, Esq., of Yokohama. No cards.

DEATHS.

ELMSLIE—On the 5th Feb., at Montabelle, Weston-super-Mare, Sarah, the beloved wife of Adam Wallace Elmslie, Esq. [In our last issue it was erroneously stated that the deceased lady was wife of the Mr. Elmslie who was lately Consul at Canton; it should have been the mother.]
FRASER—On the 16th Feb., at 10, Burwood-place, Hyde-park, Jessie, the beloved wife of Mr. W. L. Fraser.
HALKET—On the 14th Feb., at Newcastle-upon-Tyne, of whooping-cough, Kate, infant daughter of Richard Webb Halkett, Esq., of Hankow, China, surviving her twin brother six weeks.
LE FORESTIER—On the 22nd Feb., at her brother's, 18, Surrey-street, Croydon, Elizabeth, widow of Mr. Augustus Le Forestier, merchant, of Batavia, Java, aged 65.
RICKETTS—On Sunday, the 17th Feb., at 42, Queen's-gate-terrace, Kensington, Captain Charles Spencer Ricketts, R.N., in the 80th year of his age.
GRISWOLD—On the 18th Feb., at Cannes, Charles Griswold, Esq., partner in the house of Russell and Sturgis, at Manila.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Nov. 30, 1866	675831	44552681	38457634		10315469	94001605	32156
Corresponding period last season	722939	40340898	37679800	747384	10426125	89917046	4956

SHIPMENTS SINCE.

	Ship.	From.		
Dec. 7	Osprey	Foochow	798,700	
— 8	Chingala	Do.	1,069,800	
— 15	Ellora (str.)		—	1,758
— 28	French mail steamer	Hong Kong	—	2,717
— —	Weymouth	Foochow	1,166,700	—
— 17	Harlaw	Shanghai	1,137,641	
— 19	Dundonald	Do.	739,999	

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1866	...	...	...	...	...	18600332	239½
Corresponding period last season	...	...	...	...	...	16310883	65

SHIPMENTS SINCE.

	Ship.	From		
Dec. 5	Antelope	Shanghai	1,108,400	
— 8	Brothers	Amoy	426,870	
— 7	Charger	Canton	45,240	
— 9	Banda	Yokohama	457,751	
— —	George Shotton	Foochow	499,700	
— —	F. Rech	Do.	560,100	
— —	Queen of the Ocean	Do.	725,900	
— —	Kate Carnie	Do.	595,600	
— 11	Andreas	Shanghai	950,122	
— 14	Lady Louisa	Do.	716,930	5½
— 14	Assyrian	Do.	623,148	21½

TO THE CONTINENT.

							Bales.
From June 1 to Nov. 30, 1866	...	...	...	...	...	957500	...
Corresponding period last season	...	...	...	...	...	1986640	...

Dec. 5	Yeavering Belle	Foochow	671,300	

TO SAN FRANCISCO.

							Teapkgs	Boxes
From June 1 to Nov. 30, 1866	...	...	...	...	...	35039	66	
Corresponding period last season	...	...	...	...	...	18467	405	

SHIPMENTS SINCE.

	Ship.	From.		
Dec. 8	Louis Kniffler	— ... —	88500	...
— 5	Archibald	— ... — ... Yokohama	1,981*	...

* 54,440 lbs.

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TO AUSTRALIA.

From June 1, 1865, to Nov. 30, 1866 7,601,378
Corresponding period last year 5,668,615

SHIPMENTS SINCE.

	Ship.	From.	
Dec. 10 ...	Albert Jurss	Foochow	268,100
— 24 ...	Montrose	Do.	201,700

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,200	16,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,280
„ 1855 to 1856.....	92,240,300	50,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	63,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	70,644
„ 1861 to 1862.....	109,854,040	79,199
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,60$\frac{3}{4}$
„ 1864 to 1865.....	121,236,870	32,31$\frac{3}{4}$
„ 1865 to 1866.....	115,333,042	62,89$\frac{0}{4}$

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Nov. 30, 1866...	2776	—	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Nov. 30, 1866...	500	...	...	955	...	417

SHIPMENTS SINCE.

Dec. 28 ... Schutz Delisch ...	900	...	...	—	...	—	...	—

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Nov. 30, 1866...	124836	40669	4417	7079	2635	...

SHIPMENTS SINCE.

Dec. 14 ... Earnest and Maria ...	2000	...	1400	...	210	...	—	...	—	...	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Nov. 30, 1866...	731		37312	5879	2747	245101

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Nov. 30, 1866...	170	...	2469	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.		
„	4 ditto		
At Shanghai	6 ditto	6s. 3d.	6s. 3¼d. to 6s. 4d.
„	4 ditto	6s. 2d.	6s. 3d. to 6s. 3¼d.
At Canton	6 ditto	4s. 6d.	4s. 6¾d. to 4s. 7d.
At Hong Kong	4 ditto	4s. 5¼d.	4s. 6¼d. to 4s. 6½d.
At Macao			
At Singapore	6 ditto		
„	4 ditto		
At Manila	6 ditto		
„	4 ditto		

At Shanghai, bills on India, Rs. 300 to 302 per 100 taels. At Hong Kong, Rs. 219 to 220 per $100. Bar Silver at Shanghai, tls. 111·30; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, tls. 73 7 per 100; and exchange on Hong Kong, 27 to 27½ discount. Hong Kong and Shanghai Bank shares, old, 7; new, 6 per cent. dis.; Gas Company, 2 pm; Hong Kong and Whampoa Dock, 10 to 20 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, par.

The introduction by the banks of the new usance of four months instead of six months' sight bills on London, has caused some irregularity in the business at Shanghai. At Hong Kong the local bank still draws at six months, all others only at four months.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From LONDON, January 1, 'Erl'King (st.); January, Silver Eagle; from Liverpool, 24th December, Achilles (st.); from Cardiff, January 4, Hamilla Mitchell; from New York, 25th December, Horatio; 30, Endeavour.

At HONG-KONG.—From London, January, James Russell.

DEPARTURES.

From SHANGHAI.—For London, December 27, Tyburnia, 28, Tamerlane; for New York, 31, Gabalva; January 3, Canvass Back; for Montreal, January 3, Avonvale.

From FOOCHOW.—For London, January 5, John Lidgett; for New York, Isabella Ridley.

VESSELS LOADING.

At YOKOHAMA.—For New York, Chassze, Johanna Maria, Golden State.

At SHANGHAI.—For London, Peter Denny, Beemah, Asphodel, Achilles (st), Earl Dalhousie, Burmah, James Shephard, John Bellamy; for New York, Dunkeld (full), Dencalion (full), Endeavour, Horatio, Crawshay Baily.

At AMOY.—For New York, Lord Clyde and Japan.

At FOOCHOW.—For London, Charlotte, Tynedale, Esperanza, Tavistock; for New York, Robin Hood; for Boston, Lubra.

At CANTON.—For London, Dilpussund, Stornoway, Sea Bird. For New York, Sea Serpent, Portland, Diamont.

At MACAO.—For London: Bankside.

FREIGHTS AND CHARTERS.

At SHANGHAI.—Vessels on the berth are loading for London at £2 to £1 15s. per ton of 50 cubic feet. The steamer Achilles is advertised to leave for London on 16th Jan., taking tea at £3, silk £6. The rate to New York is £2 per ton of 40 cubic feet.

At FOOCHOW.—To London and New York, £2 5s.

At HONG KONG.—To London, £2 per ton.

COMMERCIAL POSTSCRIPT.

SPOKEN.—Jeddo (Dutch barque), Batavia to Rotterdam, Jan. 30, 31, N., 37 W. Teesdale, Penang to New York, Dec. 20, 35 S., 24 E. Leon, Gaboon to China, Jan. 14, 17 S., 32 W. Marian (barque), Singapore to New York, January 6, 5 S., 17 W.

CASUALTIES.—640 bags of coffee, in a damaged state, have been sold ex Jacobus Martinus, Meppelder, from Batavia to Schiedam, which vessel put into Simon's Bay, Dec. 8, with mainmast sprung, decks strained, &c. The White Squall, Thirkell, from Singapore to Boston, went ashore on Cape Cod, Feb. 9, and became a total wreck; crew saved.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 21	Jane Avery	McVary	Sourabaya	Off the Lizard.
— 10	Queen of the Seas	Reid	Foochow	New York.
— 22	Gabrielle Alice	Lancelot	Singapore	Gironde.
— 26	Juanpore	Wilson	Shanghai	London.
— 2	Ricot	Duinker	Batavia	Off Dungeness.
— 23	India Packet	Diepering	Do.	Texel.
— 23	Maria Adolphina	Blom	Do.	Do.
— 22	Garibaldi	Dahlstedt	Pasaroeang	Brouwershaven
— 22	Graastroom	Boer	Samarang	Zierikzee.
— 22	Brouwershaven	Huyser	Padang	Do.
— 23	Jedo	Rossem	Batavia	Brouwershaven.
— 25	Malura	Kirkhoff	Do.	Do.
— 25	Vriendschap	Bruggen	Do.	Do.
— 12	Queensland	Wicks	Foochow	New York.
— 13	Marion	Thomas	Singapore	Do.
— 13	Royal Minstrel	Andrew	Canton	Do.
— 14	Eliza Hands	de Gruchy	Yokohama	Do.
— 15	Runnymede	Owens	Canton	Do.
— 14	Sooloo	Hutchinson	Manila	Boston.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 26	Helen Nicholson	Halliday.	Shanghai	London
—	Kali Maas		Hong Kong	Hamburg.
—	Johanna Anthonia	Withoff	Singapore	Off Scilly.
— 8	N. B. Palmer	Steele	Hong Kong	New York.

CASUALTIES.

Advices from Wellfleet, dated Feb. 12, state that 2,000 bags of coffee, 150 slabs tin, 100 boxes of nutmegs, and a large quantity of rattans, have been saved from the White Squall, from Singapore to Boston, which vessel was stranded near Cape Cod, Feb. 9; half of the coffee and nutmegs saved were dry.

Advices from New York, dated Feb. 13, state that the N. B. Palmer, Steele, thence to Hong Kong, while towing down the lower bay, had her stern damaged by the ice; she anchored at the S.W. Spit, where she will repair.

SPOKEN.

MINNEHAHA, New York to Yokohama, Jan. 23, 21 N., 26 W.
HELENA, Amsterdam to Macassar, Dec. 9, 34 S., 22 W.
CELEBES, Batavia to Amsterdam, Dec. 27, 33 S., 33 E.
HOEK V. HOLLAND, Amsterdam to Batavia, Jan. 9, 3 N., 24 W.
ANNA DOROTHEA, for Shanghai, Jan. 6, 27 S., 29 W.
HORATIO, New York to Shanghai, Nov. 2, in Ombay Passage.
STAR OF CHINA, London to Shanghai, Feb. 17, 49 N., 10 W.

LAID ON.—At London, for Shanghai, Juanpore; for Hong Kong and Canton, Invincible.

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Naval and Military.

The *Army and Navy Gazette* states that a new regiment for service at Hong Kong is about to be formed. It will be about 700 strong, of all ranks, and will be composed, we believe, principally of Beloochees. The European officers will consist of one lieutenant-colonel, one major, six captains, six lieutenants, a paymaster, an adjutant and quartermaster; and the appointments, we may presume, will be made either from the half-pay list or from those officers who are supernumerary of their rank. [We believe our contemporary is in error, and that this regiment is the one reported in our issue of the 26th January.' We now add the full complement of this corps.]

HONG KONG CORPS.—1 lieut. colonel, 1 major, 6 captains, 6 lieutenants, 1 paymaster, 1 adjutant, 1 quartermaster, 1 sergeant major, 1 quartermaster sergeant, 1 subador major, 5 subadors, 6 jemadors, 1 havildar major, 1 paymaster sergeant, 1 native doctor, 29 havidors, 1 bugle major, 11 drummers, 1 moonshee, 30 naicks, 570 privates; total, 676. Pay and allowances £14,515. The Hong Kong corps will be officered by officers of the Ceylon rifle regiment, so as to allow of exchanges and reliefs. The subalterns of the new corps will be of the rank of lieutenant.

The Rodney, 78, screw ship, 2,770 tons, 500-horse power, Captain Algernon C. F. Heneage, is ordered to be ready to proceed to sea for her destination as the flagship of Vice-Admiral Sir Henry Keppel, K.C.B., on the China station, by the 16th March. Her crew numbers now nearly seven hundred officers and men, who are at present lodged in the Naval Barracks of Sheerness Dockyard, but on the 1st of March they are to be turned over to the ship.

The Duke of Edinburgh arrived at Devonport from Paddington, and having taken refreshments at the official residence of Admiral-Superintendent Drummond in the dockyard, went with his suite on board his ship, the Galatea, 26, in Plymouth Sound. On the 23rd the Commander-in-Chief, Admiral Sir William Martin, mustered and inspected the crew of the frigate, and she sails for Lisbon, Gibraltar, and Malta.

We are glad to be able to announce to the officers of Her Majesty's infantry that the present blue undress frock-coat is to be abolished, and a neat patrol-jacket substituted for it. We need scarcely say that the present garment is as generally as it is deservedly detested, and the change will be welcomed by all ranks, from the slim ensign to the sometimes portly field-officer.

The Navy estimates for the year 1867-8 have just been issued, and from them we learn that the sum required to be voted is £10,926,253, which is a net increase on the last vote of £491,518. The item required by the Comptroller of the Navy is £522,559 more than that voted last year, while the sum required for the Storekeeper-General of the Navy is £147,990 less. Wages to seamen and marines are increased by £34,393, and miscellaneous services by £62,500. A saving of £7,052 is effected in the vote for the coastguard service, &c. The total force in the fleet and coastguard services to be voted this year is 67,300, being some 60 more than last year. £88,350 is required for a ship to be built on the design of Captain Coles, leaving £191,650 to be voted in future years to make up the contract price. Another new item is a sum of £344,350 for armour-plated ships, iron ships, and gunboats—the amount to be voted in future years being £400,650. £20,000 more is wanted for the purchase of dockyard tugs.

THE JAPANESE ENTERTAINMENT.

The exhibition lately opened at St. Martin's Hall is one of the most singular ever offered to the curiosity of the British public. In the words of an advertisement, "the Japanese troupe have arrived," and the eleven members composing it perform nightly before an assembly of spectators not so numerous, to judge from a single occasion, as one would have expected. The exhibitors are declared to have been "imported entire and direct from Japan." Whether human curiosities do not usually arrive in this country from such distant places as Japan entire, but in pieces like the china one's friends take the useless trouble to send one, is best known to "spirited" and "enterprising" showmen; but the Japanese troupe is not now, whatever it may have been on its first arrival, exactly entire. The "chief," unfortunately, has lost the use of one hand, so that he cannot exhibit his feats; and, as he is said to be a "perfect miracle," those persons who do not believe in miracles have perhaps missed an opportunity of conversion. He however joins in the salutations with which the performances commence, and which are after this fashion: the eleven performers clatter on to the stage, having upon their feet apparently trestles, and round their legs petticoats, without crinoline or other artifice to enable the wearer to walk freely. They stand in a row before the footlights, and then they suddenly sink down altogether upon their hams, and bow their bodies forward, touching the ground with their foreheads; whereat, of course, the gravity of the Briton, impatient of "them rum furriners," is overcome, as it is also when one of the "troupe," still on his hams, bursts out, as if moved by an irresistible impuse, with some remarks in his native tongue, which may be complimentary or the contrary, and which remind one forcibly in sound and tone of a farrago of those ordinary street cries to which every Londoner is accustomed, but which "no feller can understand." The "chief," too, from time to time, appears upon the stage to direct the proceedings, and in an extremely affable manner and with great volubility addresses the audience in his native language. No doubt he gives explanations which are a great assistance to the polyglot spectator, but to the multitude it matters little whether he endeavour to explain or mystify, whether he bless or curse. There is now and then some native music (so called) written, one would imagine, in the key of Z minor, in comparison with which the marrow-bones and cleavers are melodious, and which, combined with the natural sombreness of St. Martin's Hall, creates a disposition to fall upon your neighbour's neck and weep. That is when the music (so called) is instrumental; when there is the addition of vocal, such as would be a fortune to the street-singer who knows "the value of peace and quietness better than to go away for fourpence," "tears, idle tears" would not do justice to your feelings. A girl having taken an instrument (of torture) something like a banjo, and having carefully untuned it, is joined by a younger relative (gender unguessable by reason of the costume), who adds to her instrumental noise a vocal noise, called a song, which seems to resemble "Do you know the muffin man?" in so far as it appears to have no natural end, but has to be stopped by the children's parent, who (probably when he can't bear it any longer) brings it to a conclusion by beating together two wooden things like those weapons with which buttermen attack great masses of butter. This is one part of the entertainment. For the rest there are juggling, acrobatism, top-spinning, and the "butterfly trick." The juggling and the acrobatism are certainly not superior, one would say, to what may be seen here any day in the week; but the top-spinning is marvellous, and the "butterfly trick" is very ingenious and elegant. Appearance is greatly studied. One acrobat gets himself up with a gigantic red wig, and looks like an imp in one of our pantomimes; and if the acrobat who swung about on a bamboo-pole really meant (as it is reasonable to suppose he did) to act a chimpanzee to the life, he must be allowed to have been eminently successful, to the extent even of shaking the disbelief of those who deny man's descent or ascent from the ape. Pharaoh had his chief baker and chief butler; and the Tycoon is said to have his "chief top-spinner." This is Ga-en-see, who, if he failed once or twice, failed chiefly through his gear not being in proper order, and at last succeeded triumphantly. Considering the conversation he carried on all the time with his family, and the series of observations he took the unnecessary trouble to make during his labours to the audience, it is wonderful he did not make more failures. He made a top spin all over his body, on the edge of a sharp sword, up and down and along a string which (if we properly understood his movements) he first greased by passing it through his anointed hair; and, still more wonderful, up and along, and round and down a succession of obstacles more easily comprehended at a glance than from verbal explanation. Suffice it to say that the top went up-hill and through the doors, and ascended a tower, and put up a ladder, and turned round corners, and careered along the flat, and "finished" down-hill. Asi-kitchi-san took some common looking paper, twisted pieces into a certain shape, and with the help of two fans and some flowers created quite an idea of butterflies hovering about their favourite haunts. For, of course, every one had a fan—even the acrobat who did the chimpanzee on the bamboo-pole.

WE observe the name of Bishop Smith, late of Victoria, among the clergymen nominated to perform special services in the English churches at Paris during the Exhibition.

THE screw steam frigate *Galatea*, 26, Capt. the Duke of Edinburgh, left Plymouth Sound yesterday morning for Lisbon, Gibraltar, and Malta. After a sojourn of a few months in the Mediterranean she will proceed to Australia, after which Bombay, Calcutta, China, and Japan will be visited. The voyage round the world will involve a total absence of about two years.

THE POSTAL SERVICE TO CHINA VIA RUSSIA.—At last the Postal authorities have arranged to forward correspondence to China through Russia. The notification should have stated the average time occupied by this route. Our experience of it is about 65 to 70 days from London to Tientzin. Letters should be posted on Friday or Monday specially addressed "*Via* St. Petersburgh" and will be charged as follows:—To Peking, Kalgan and Tientsin, half an ounce, 1s. 9d.; above half an ounce and not exceeding one ounce, 3s. 6d.; and for every additional half-ounce or portion thereof, 1s. 9d. To Urga, at the following rates:—Not above half an ounce, 1s. 2d.; above half an ounce and not more than one ounce 2s. 4d.; and for every additional half-ounce or part thereof, 1s. 2d. A fee of 4d. is charged on each registered letter in addition to the above rates.

THE ARMY ESTIMATES.—The total sum asked for in the Army Estimates, which have been published, is £14,752,200, being an increase of £412,200 over that of the previous year. The increase is chiefly in the charges for the effective services (£12,625,900, as against £12,224,700 for 1866-7), the estimates for the non-effective services being only some £11,000 more than last year. To the numerical strength of the army, which it is proposed shall be 139,163, there is an addition of only 11 men. There is an increase of £60,300 for the pay of the army, £155,200 for the commissariat and movement of troops, £115,600 for clothing and supplies, £12,900 for the Volunteers, £3,000 for the pensioners and army reserve force, and £56,700 for manufacturing departments and materials for warlike stores. The estimates contain charges amounting in the whole to £3,193,278 for military purposes in the colonies. This expenditure is distributed thus:—Canada, £635,604; Nova Scotia, £218,615; Newfoundland, £21,441; Burmuda, £167,819; West Indies, £275,898; Australasia, £170.696; China, £228,749; Ceylon, Straits Settlements, and Labuan, £239,964; Mauritius, £132,112; West Coast of Africa, £103,820; Cape and Natal, £289,379; St. Helena, £41,188; Gibraltar and Malta, £667,973. The sums that will probably be repaid by the colonies amount to only £348,700:—Ceylon and Straits Settlements, £220,000; Australia, £43,000; Mauritius, £45,000; China, £15,000; Cape and Natal, £19,500; Malta, £6,200.

DEATH OF CAPTAIN MACKINNON, OF THE "TAEPING."—From a communication received last week at the office of the City of Glasgow Insurance Company, it would appear that the celebrated China clipper *Taeping* has lost her able commander. On 3rd December last the *Taeping*, then on her outward voyage, put into Algoa Bay and landed Captain Mackinnon, who had been prostrated for three weeks previously with rheumatic fever. The captain went into hospital, where he remained till wholly or partially recovered. He then started on his homeward journey, but at Table Bay he was again struck down with illness, and there he died, in the forty-first year of his age. Captain Mackinnon was a native of Tyree. Bred a sailor, he has for upwards of twenty years past been voyaging in tropical climates, and his recent feats in navigation prove him to have been a seaman of great experience and more than ordinary skill.

JAPANESE WAR TROPHIES.—A Japanese metal cannon, weighing 5¼ tons, and a mortar, weighing 22 cwt., have arrived at the Gunwharf, Portsmouth, from Woolwich, "a present from Her Majesty to the borough of Portsmouth." A proper site is being prepared for mounting these valuable trophies of war on the Esplanade at Southsea.

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Parliamentary Intelligence.

HOUSE OF COMMONS.

THE ANGLO-CHINESE FLEET.

(19th.) On the vote of £101,300, to make good to the Chinese Government the value of the Anglo-Chinese flotilla, Colonel Sykes asked for some explanation of this vote.—Mr. Hunt said that in the year 1865 an arrangement was made with the Chinese Government that if they would not sell the Anglo-Chinese flotilla they should be compensated for any loss they might sustain. It was thought that if they were obtained by either of the belligerent parties in America Imperial interests might be prejudiced. The value put upon the flotilla when it left China for England was £152,500, and the value for which it had been sold was £51,350. The ships were all either sold or contracted to be sold but one, and if that were sold the money would be paid to the Exchequer.—Colonel Sykes said that Captain Sherard Osborn, who was sent out to command this flotilla, found that he was not to be in the service of the Emperor, but of a local governor, and he therefore very properly threw up the commission. This country was now called upon to incur a loss of £101,000 as the result of a policy which had been consistently deprecated by hon. gentlemen now sitting on the Ministerial side of the House from the year 1859 to the close of last session. The House was aware that he (Colonel Sykes) had also deprecated this policy, and he was still of opinion that we had committed a breach of neutrality in taking part against the Taipings. He therefore protested against this vote.—Mr. Baxter was afraid it was too late to protest against the vote, but he hoped it would be the last of a similar kind that would ever appear upon the estimates. The vote was then agreed to. The resolutions were ordered to be reported, and the House resumed.

THE ARMY IN CHINA, INDIA, &c.

(Feb. 26th.) Major Anson moved for a Select Committee to inquire into the duties performed by the British Army in India and the Colonies, and the possibility of employing certain portions of the Indian army in our colonial and military dependencies; and, in support of his motion, argued that while the British Empire comprised a larger number of military forces than any other, our military system was so arranged that it was on the British troops that the weight of Indian and colonial service fell. He need hardly point out to the House that the great amount of tropical service performed in India, China, the Mauritius, and other places, must have a very serious effect on the physical condition of our soldiers in case they had to undertake a hard campaign in Europe. In China it appeared, from the last returns, that during the 14 years ending in 1854 the loss of European troops amounted to something like 1,300 men, while 2,500 were invalided—in other words, actually lost to the service—out of an annual average force maintained there of 1,300; so that the whole force was sacrificed nearly three times within the period he had named. That he could not help thinking was a most scandalous waste of our soldiers for no good purpose whatsoever. Up to 1865, with the exception of the years 1858-4-5, we had employed in China native troops from India, and he would give the House some idea of the different effect produced by the climate on whites and blacks when he stated that in the case of the former the mortality had been at the rate of 57 per 1,000, while in that of the latter it was only 23; the proportion of the invalided—a most expensive item—being as 51 whites to 27 blacks, and the constantly sick 74 to 49. These statistics clearly established, he thought, the justice of the inference that black were, so far as health was concerned, more useful than European troops in China. When the black troops were withdrawn an epidemic set in among the Europeans, because they had to perform duties which were previously performed by the former; that course having been taken without the opinion of a single officer who had served in China having been asked as to the propriety of the step. The result was that the white troops had been so reduced by the epidemic as to have been rendered perfectly useless. There were, however, two objections made to the non-employment of European and the employment of black troops in China. The persons whose wishes seemed for the most part to be consulted on the matter were the Chinese merchants, and they seemed to be of opinion that they would not be safe if left to the protection simply of native soldiers. His answer was that there was hardly a Chinese merchant at Hong Kong who had not in all probability two-thirds of his capital at Shanghai, where there were no European soldiers.—Mr. O'Reilly moved, as an amendment or addition to the motion, that the committee should inquire into the best means of organising a force of Asiatic troops for general service in suitable climates, arguing that our policy was to use British troops as the backbone of our military troops, to place them only in healthy stations, and to supplement them by native troops and the use of the telegraph and steam transports. He remarked that if a colonial corps remained in one place, it could never meet any enemy but a local one, and the officers, deprived of the prospect of a distinguished career, must settle down to perpetual expatriation from their country and the command of a corps in which they could never rise beyond the rank of lieutenant-colonel. It was almost impossible that such a corps could attain distinction in military service; and yet such a corps was to be organised for China, and officered by officers on the half-pay list. Could men who had the prospect of spending their lives in China be expected to enter heart and soul into their military duties? It was impossible that a corps thus irremovable should attain to a state of satisfactory efficiency.—Sir H. Rawlinson expressed a doubt whether Indian troops would really be of much use in such climates as New Zealand, Australia, and the Cape, though they might be serviceable in the Mauritius and China.—General Peel consented to the appointment of the committee, but insisted that no report of a committee could relieve the Governor-General or Indian Secretary from requiring the presence of a certain number of British troops in India. He said, with reference to Hong Kong, the hon. member who seconded the motion referred to the regiment which we are about to raise for service in Hong Kong. We are doing in that case exactly what he wishes; that is to say, we are going to employ native troops where the climate is unhealthy for British troops. We have applied to the Secretary of State for India to advise upon the best method of arranging as to this regiment. A question arises as to how you are to officer these troops. It would be necessary that their officers should have a certain knowledge of their language, and should be able to command the respect of their men. The hon. gentleman opposite said I objected on constitutional grounds to the employment of the native troops which were employed during the Chinese war.—Mr. O'Reilly: I only said I understood the right hon. and gallant gentleman to object to their continuance in China.—General Peel: My objection to their continuance there certainly was a constitutional one. That is one of the objections which I think would apply to the employment of a great number of native troops. There were at one time no fewer than 12,000 to 16,000 Indian troops employed in China that were never voted by Parliament; and they might have been 20,000 or 30,000, as far as Parliament was concerned.—Mr. Laing assured the House, from his own experience, that we had in India a reservoir of martial force in such tribes as the Sikhs, Ghoorkas, Pathans, and Beloochees—equal or superior to the Cossacks or Turcos, without reckoning the Bombay and Madras armies, which were ready to serve anywhere. There was no novelty in the proposal, for Indian troops now garrisoned Aden, Singapore, and other points beyond sea; but the great difficulty was in finding officers, which had been increased by the amalgamation of the two armies.—Lord Cranborne suggested that the inquiry should not be confined to oral evidence, but that questions should be addressed to high Indian authorities who could not be conveniently brought before the committee.—The Marquis of Hartington professed his inability to foresee any good result from this committee.—After some observations from Major Parker, the motion, with the addition of the amendment, was agreed to.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Feb. 22.

In a former letter I gave some particulars of an address that was presented to the Second Chamber of the States General by some Rotterdam and Amsterdam merchants connected with the Japan trade, begging that one of the members would take the initiative in requesting an indemnification by the Government to those traders who experienced losses in the war in 1863. Several addresses to the same effect have been since received by the Parliamentary bureau, and amongst the signatures appear the names of L. D. Simons, from the Hague; Bonnike and Son, Wurfbain and Co., Josephus Jitta, de Coningh and Co., van Assendelft de Coningh, Bahlman and Co., from Amsterdam, and others. The first-named suggested that the Government should not relieve the Japanese Government of a part of the indemnification, which must be paid by it according to the treaties; as the opening of more harbours in Japan—as that Government promises to do—does not counterbalance that direct profit. It is quite certain that this gentleman does not profess the principles of Free-trade, because he suggests that the profits will gradually decrease with the extending of the Japan trade. The Second Chamber will undoubtedly disregard these claims.

In some of the foreign papers I find the following singular but true story of making money. Our Prince of Orange is defendant in a very curious suit that is now before the French courts. Last year he bought from a certain van den Daele an estate in the Ardennes for a sum of 300,000 francs, represented by acceptances. Upon the title deeds of this property the Prince tried to borrow 150,000 francs from the French Credit Foncier, but not succeeding, he put one of his friends in the chateau, with directions to buy cattle and all sorts of agricultural implements and to make the most out of the produce. But the Prince forgot to pay his acceptances or even the expenses incurred by his agent, and actions are pending for the recovery of the sums due. I sincerely regret that this is not the first time he has endeavoured to make money in this manner to recover the sums he squandered away.

It was with much regret that the news of the death of Mr. A. Prins, vice-president of the Council of India, was received here. The fact was published on the 15th of February by telegraph despatch *via* Point de Galle.

The 50th anniversary of H.M. the King was solemnised yesterday throughout the whole country in the usual manner. The knighthood of the Netherlands Lion was conferred on a great many persons, amongst others upon Mr. W. D. Lammers van Toorenburg, resident at Sourakarta. On the same day the Major-General of the N. I. army, W. C. von Schierbrand, was promoted to be Lieut.-General.

The last returns in reference to the rinderpest give the following results: In the week ending the 9th February, 2,048 head of cattle were attacked, against 2,620 and 3,251 in the two previous weeks. Not only are the peasantry suffering much by this calamity, but also by the water that has inundating a great part of our country; the dykes in some provinces being broken down.

There is no news about the Scheldt question; the Prussian engineer is ill, which has caused another delay in settling the dispute.

A very interesting book has been published upon Japan. It is written by Jkr. J. C. L. Pompe van Medervoort, who passed many years in that country as Governmental doctor and director of the Imperial Japanese Medical School of Nagasaki. The book is published by Messrs. van den Herwell and van Santen, of Leyden.

The cloth market in India and China being overstocked a meeting was convoked at Twenthe, the Dutch Manchester, to consider the question whether it was not advisable to decrease the working hours. The meeting carried the resolution, "That it was to the interests of industry and the workmen to apply that measure in the cotton manufactures."

An extraordinary incident took place at this day's sitting of the Second Chamber. Before the Chamber was opened a conference took place between the Ministers and the President of the Chamber, and it was resolved that the public meeting should be changed to a general committee. The reason is quite unknown; perhaps you will receive some particulars as "Latest."

COMMERCIAL.

Coffee.—Since the auction there is not much passing, but prices of all

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sorts are fairly supported. The private transactions include 3,000 b. Padang *ex* Ramsey, at 45c. to 45½c.; 3,500 b. Java *ex* Kortenaer; 500 b. Padang *ex* Ione, at 45½c. to 46c.; 3,155 b. do. *ex* do., at 40½c. to 46½c.; besides 3,251 b. Macassar *ex* Petronella Catharina.

RAW SUGAR.—Without alteration, and the market is rather more inactive. The business has been limited to 1,762 mats Sourabaya per Oscar, No. 14¾, at f.34¾; 776 m. Indramayoe per Henriette, No. 13¾, at f.33¾. Refined sugar meets with more demand since the alterations in the sugar duties proposed by the English Government were carried by the House of Commons; November prices were paid in full.

RICE.—3,400 b. Necransie *ex* Freeland were sold at f.7¼.

SPICES.—Nutmegs No. 1 were in fair request, and an advance on the last quotation is paid, and nothing can be bought under 87c. Java Cinnamon very firm, No. 3 f.1.20; for China extreme rates have been paid in consequence of want of stock. The nominal quotation is 76 to 76c.

JAVA INDIGO.—Dull, in waiting for the arrivals of some floating parcels.

TIN.—Since my last report 800 slabs Banca were sold at 53f., and 400 slabs Billiton at prices that did not transpire.

HIDES.—700 p. Padang rinder 6 to ¼ lb., ex Ione, were sold at secret prices.

The produce markets have exhibited an extreme dullness, and in most articles transactions have been unusually small. Quotations, however, are not depressed, but they are to a great extent nominal.

MONEY.—The tone for the Dutch funds was much depressed; the foreign stocks, and especially the Austrian funds, close firmer. Transactions, however, remain still limited, because there is a general want of confidence. Dutch Two-and-a-Half per Cents., 55½; Three per Cents., 65⅛; Four per Cents., 86½. Trading Co., 142¼. Spanish Two-and a-Half per Cents., 31; Portugal Three per Cents., 41¼; Russian Five per Cents., 92 9-16ths; Austrian Five per Cents., 47; United States 1882, 77.

'CHANGE.—London: 3 months, f.11.72; 2 months, f.11.75; short, f.11.80. Paris: 3 months, f.46.57½; 2 months, f.46.67½; short, f.46.95. Hambro': 3 months, f.34.82½; 2 months, f.34.90; short, f.35.10. Berlin: 3 months, f.171.25; short, f.173.

DISCOUNT.—Bank, 3½ to 4½; open market, 4 per cent.

SHIPPING INTELLIGENCE.

DEPARTURES.—Feb. 14, from Texel for Sourabaya, Louisa; Feb. 15 from Brouwershaven for Batavia, Kosmopoliet II.; from Hellevoet for Singapore, Johanna Antonio; for Java, via Cardiff, Koffyboom.

PASSENGERS OUTWARD.—For Java, per Kosmopoliet II.: Mr. H. N. Grobbee and family, Mr. P. C. Wynmalen and family, Mr. H. van Berkel and family, Mr. H. J. G. Aars and family, Mr. T. E. Senn van Basel and family, Mr. J. van Velzen and family, Mr. J. M. van der Burg and family, Baron C. von Heerdt de Val, Messrs. E. M. C. C. and J. M. L. Kobold, Mr. Y. Wybrandi, Mr. L. Begeman, Mr. E. van der Burg, Messrs. C. Prey, J. Kroll, G. Beek, V. T. Priester, G. A. Ellenbaas and family, J. Weidner and family, and Miss P. E. van Lynscholten.

Freights and Premiums of insurance unaltered.

The Trading Company chartered the following ships to convey produce from India to Dutch harbours.

For Amsterdam: Wijk aan Zee, Capt. G. Mannoury; Hebe, A. H. Kiehl; Louis Meijer, G. H. Holtgreve; President Plate, C. D. Julius; Honigbij, J. van der Valk; Kandanghauer, W. Zeelt; Quintet, L. Slijboom; Johanna Maria Christina, C. N. Gorter; Helena and Henriette, P. J. Deterding; Cornelia Adolphina, J. G. de Roever; Batavia, J. D. van Dolder; Zes Gezusters, R. Rutgers.

For Schiedam: Copernicus, Capt. J. Algra; Henriette Gerardina Susanna, P. J. Dam.

For Dordrecht: Ary Scheffer, Capt. J. G. Kunst.

For Middelburg: Johanna Maria, Capt. E. A. Kleijnenberg; Minister Thorbecke, Capt. W. H. Kannegieter.

ROTTERDAM, FEB. 24.

In the meantime it is not these discussions that create the greatest interest. On the contrary, it is a strange fact that, before the discussions were opened, the President of the Second Chamber announced that a secret sitting was to be held, as the Ministry had to communicate some interesting particulars. It was soon rumoured that they were relative to some strong misrepresentations which were made by the Prussian Government to ours, respecting the Limburg Question. So much seems to be certain, that the Government of Prussia is wicked, in consequence of the speech from the throne, by which the Luxemburg Chambers were opened and which was delivered by Prince Henry, in name of our king, the Grand Duke. Several conversations took place in the last days between the Prussian Minister and our Minister of Foreign Affairs; on the other side it has transpired that two men-of-war have been ordered to return from Malta to Nieuwe Diep, whilst six men-of-war (ironclads and frigates) are to be equipped without the shortest delay in the said harbour. Add to these facts that the Prussian papers deal with our country in the most humiliating and hostile way, and then you will conceive that there are some matters that must disturb our public, and indeed it was desirable tha the Cabinet should give some calming explanations. It is true that in yesterday's sitting it was stated by J. de Casembroot that we were in good harmony with all the foreign Powers, but it should be highly preferable when this was assured by the Minister of Foreign Affairs, who is the only person who can state it.

From Brussels I hear that on our King's birthday a banquet took place, on which the principal Dutchmen living in Belgium met. It was resolved to constitute a Dutch union of charity, with the aim to support all the Dutchmen in a moral and financial way, who will want this, and who reside in Belgium. This is the first union that was constituted in foreign countries. It will be patronised by the Dutch Minister.

The Crown of Oaks (*eikenkroon*) was conferred by our King Grand Duke of Luxemburg to the Minister of Foreign Affairs, Mr. Van Zuylen.

From Rio we heard very good news about the *Kayoo-Mar*, a man-of-war which was built here for account of the Japan Government. The ship and machinery are said to be first-rate. She remained in perfect order, notwithstanding she met with very stormy weather on her passage. On the 25th of January she would start for Japan.

His Majesty has granted an honourable dismissal to Mr. K. Dekker, Assistant Resident of Judramayve (Cheribon).

COMMERCIAL.

COFFEE.—2.600 b. Java were sold at 40c. to 43½c.; 1,000 b. do. ex Kortenaer at 47½c. to 49c., and 800 b. at 42c.

RICE.—The quotations are: 1st Java Table, 16f. to 18f.; 2nd, 13f. to 14f.; White Java, 11f. to 12f.; Carga, 7f. to 8f.; Arracan and Rangoon, 7f. to 7½f.

TEA.—The nominal quotations are: China Congou 90c.; Ord., 80c.; do. Java, 80c. to 82c., and 73c. to 74c.

HIDES.—The following parcels were sold: 444 st. Padang, Buffel-von, 9½ to 9⅝ K. ex Jone; 699 st. Soerabaya, Rinder-von ca., 5⅛ K. ex Bristolian; 129 do. 10 do. Dageraad; 500 do. Soerabaya Rinder do. 3½ do. India; 639 do. 4½ to 4¾ do.

INDIGO.—When the result was known of the auctions in the English market an advance of 15 to 20c. on the October value was paid for 45 chests.

BANCA TIN.—1,200 slabs were sold at 52½f.

DRUGS.—Camphor: China 85 c., Japan 88 c. Gum Benzoe: 59 chests ex Jone 2a were sold at 110c. and 8 chests at 120c. Japan Wax: By want of stock there are no transactions to report. Ginger: No disposable stock. Gummi Elasticum: Unaltered, the nominal value is 100f. Cutch: 5,300 ex Jone were sold at secret prices. Rattans: 860 bundles ex Ymuiden and 150 piculs ex Kortenaer were sold at firm prices.

SHIPPING INTELLIGENCE.

ARRIVALS.—Texel, Feb. 22: Swanley, from Padang. Zierikzee, Feb. 22: Graafstroom, from Samarang; Brouwershaven, from Padang. Texel, Feb. 23: Maria Adolfina, from Batavia; India Packet, from Batavia.

The cargo of the American ship, from Java to Amsterdam, which was wrecked near Texel, was sold for 18,000f., a sum which will just be sufficient to pay the costs.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, FEB. 23.

Since last mail the great event in Germany, and a novelty it was in its way, was the general election of members for the new North German Parliament. Whilst in England the people are clamouring for Reform and an extension of the suffrage, the Germans, who without any trouble on their part have obtained triennial Parliaments, vote by ballot and universal suffrage, do not seem to appreciate the value of the political advantages they enjoy, for not one half of them have taken the trouble to go to the polling offices and vote at all. Here at Hamburg this apathy was still greater; the two electoral districts of the city contain about 53,000 registered voters, but the entire number that voted was under 20,000, the successful candidates being Mr. Charles de Chapeaurouge (a large merchant and banker of Swiss origin, but whose family have been established here for several generations) and Dr. Anton Ree, whilst in the rural district, Mr. Sloman, the eminent shipowner (whose father was an Englishman) was all but unanimously elected. At Prussia there are 236 electoral districts of 100,000 inhabitants each, in the minor States, 61, total 297, each of which returns one member. As far as is known at present of the result of the elections in Prussia, the conservative element has the preponderance. Of the 223 definitively elected members 107 are Conservatives, 91 Liberal-Conservatives, 41 Liberals, 11 Ultramontanes, and 43 Poles. Amongst the former are one prince of the blood (Prince Friederich Carl), 2 dukes, 4 princes, 26 counts, 9 barons and 71 other nobles. There are 9 ministers and ex-ministers, 12 generals, 33 civil officers of rank; also 1 banker, 2 manufacturers, two professors, two clergymen, one bookseller, and eight doctors of the different faculties. As the elections are decided by an absolute majority, in several cases a second one was required between the two highest on the poll, which is then decided by a simple relative majority; and as in the present state of infancy which parliamentary life is now going through in Germany, candidates have nowhere come forward to "solicit the honour of your vote and support," so it is but natural that in many places the same men are elected for several electoral districts, and take their choice for which they will sit. Thus Count Bismark, who is now very popular, has been elected for half a dozen different places. All this necessi- Altona Mr. Pustau was put in nomination, and would probably have been returned, but he declined the honour of becoming M.P., and preferred to stay at home and look after his business. The gentleman elected for Altona is Dr. Rudolph Schleiden, a retired diplomatist, for many years envoy and Minister Resident for the Free Hanseatic Cities at Washington.

It has been reported that Prussia is on the eve of sending out several ships of war to assist the *Vineta* in exterminating the pirates in China, but I am unable to trace the report to any authentic source. On the contrary, I have been assured by a gentleman well acquainted with what is going on in the Prussian navy, that no further reinforcements are likely to be sent out this year, but rather to wait and see how the Prussian ships of war are to be converted into the nucleus of a Federal and National German navy.

The Oldenburg Eastern Ship Company have begun to liquidate their concern, and announce a first return of 10 per cent. to their shareholders.

COMMERCIAL.

COFFEE.—The market continues in a satisfactory condition, prices being well supported and the demand being lively. Sales of the week, 25,000 bags.

SUGAR.—Raw dull, and prices can with difficulty be supported. A few small parcels taken for consumption. No alteration in refined.

RICE.—Demand not so brisk as hitherto, but prices are firm.

SPICES.—Cassia lignea lower, 1,500 chests imported from New York and London were sold at 11¾. sch. banco., Ginger more inquired for. Cloves firm. Pepper quiet.

CAMPHOR.—Refined may be had a trifle cheaper.

OIL OF CASSIA decidedly lower. 10 chests ex Victoria found purchasers at 5½ mks. banco per lb.

OIL OF STARANNIS.—60 chests have arrived by the above-mentioned vessel, and are in the market, the price demanded being 8 mks. banco.

SPELTER.—Owing to the absence of all orders, the dulness in the market continues, and prices are rather in favour of buyers, the quotations for Silesian in slabs being 14½ mks. banco in loco, and 14⅛ for delivery.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

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PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, THURSDAY, FEBRUARY 28, 1867.

THE FRENCH SERVICE *V.* THE P. AND O.

THE letter of "A China Merchant," which appears in another column, on the comparative merits of the P. and O. Company and the Messageries Imperiales, sets forth some undeniable facts, but none that have the recommendation of novelty. The shortcomings of the P. and O. service so circumstantially recounted by him have long formed the basis of comparisons between the English and French steamers, highly unfavourable to the former; and the feeling of dissatisfaction, already strong, is revived with increased intensity regularly once a month, when the homeward French steamer all but overtakes at Suez the P. and O. mail leaving China ten or twelve days before it. And as our correspondent justly points out, although exceptions sometimes occur, by the P. and O. vessels reaching Suez at or before their due date, any advantage that might accrue from this is generally nullified by the want of a spare steamer in readiness at Alexandria to provide for what is evidently an unexpected contingency. The whole root of the evil is in a nutshell, and it would be sheer waste of time to go over the arguments *pro* and *con.* which have been agitated for the past few years. The company are allowed too much time to perform the service. Reduce the contract time from Shanghai to Marseilles to forty-two days in the N.E. monsoon and forty-six in the S.W. and the P. and O. can do it as well as the French steamers. We have repeatedly urged that the China service should not be made to hang on the Calcutta steamer at Galle, but come on direct to Suez, and of course a steamer to be in waiting at Alexandria. As the time approaches for inviting tenders for a new service we may expect to see it revised accordingly.

Certainly there are extenuating circumstances that should not be forgotten, and these are generally overlooked by individuals who find cause of complaint against the company. The service should be viewed as a whole, and in passing judgment on it we should take as a basis for our verdict its relative efficiency over a long term of years, rather than its most prominent deficiencies during a transitional period such as the present. The system of communications it embraces forms such an intricate and wide-spreading network, and the distances from port to port are so long as compared with those in other parts of the world, that some slight indulgence might be accorded on this score. It is easy to say that there are other companies now that would perform the work as well as or better than the P. and O. Company, but we must remember in how many past years they have done it—and, on the whole, done it well—when no other company existed that was capable of undertaking it at all. Facts and figures, however, are stubborn things; and when a carefully prepared table shows that on the average the P. and O. Company take nearly seven days longer than their rivals to bring us our China letters, we fear they have little chance of an honourable acquittal on the score of previous good character. We have never sided with those violent detractors of the service who every now and then fulminate their wrath against it for no better cause than the discomfort resulting from an ill-cooked meal or a glass of inferior sherry; but these constantly recurring delays are vexatious in the extreme, and it is difficult to find any apology for them. We have often pointed out that it is intolerable that the service should be conducted in such a manner as to be unable to avail of an early arrival at Suez. The company's own interests demand that a steamer should be waiting at Alexandria. It is an injustice to their own vessels, captains, and engineers that the steamer which arrives out should be again despatched in a few hours, and no doubt the accident just reported to the *Poonah** is owing to this pressure.

FINANCE COMPANIES.

THE time has come to individualise the leading cause of that wide spread devastation of means and credit which has acted so injuriously on our home interests and so seriously affected our mercantile position in relation to other great countries. The Finance Companies are the true authors of it. They assumed to guide into new channels the overflow of surplus capital, and taking advantage of the refined organism of diffused credit and the comparatively untried experience of the public in limited liability, they represented the certainty of returns far beyond what capital had ever known. They set afloat masses of worthless paper, and obtained advances on questionable securities to an extent that curtailed legitimate accommodation to the mercantile and trading community. Theirs was the allotted task of drawing away the disposable means of the country from that systematic development that had led to a material progress unparalleled in national annals. Foreign to our soil, of a rank and unsubstantial growth, their blighting influence was ultimately exerted on the expansive activity of private enterprise. But even the French model was widely departed from. Had they acted simply as auxiliaries and intermediaries between money borrowers and investors, they would have fulfilled their professed functions, and this legitimate form of operation at the outset of their career resulted in a few splendid successes, which being blazed about generated a host of other finance and contract companies. All were bidders for public confidence, and this confidence increased the more for the mystery hanging about their mysterious achievements. Investors, misled by the splendid dividends withdrew their means from customary profitable employment, and for their hard cash the finance companies tendered securities which, for the most part, have proved absolutely valueless. The means thus obtained, aided by pledges of gigantic but unsubstantial credit, were applied to undertakings not only demanding, in most instances, long terms of years for their completion, but the remunerative character of which wholly depended on their being fully carried out. To find at once employment and profit, needless projects were multiplied. Railway companies experienced the full force of their reckless competition for capital, and were compelled to secure, at usurious rates, the means for extensions rendered necessary in self-defence, owing to the infinite number of new lines promoted by the aid of the Finance Companies.

It was not long before our great contractors were at their mercy. Not one half the cost with which the incomplete contract works were debited had been spent in actual cash. Successive advances were made by the finance companies on more and more exacting terms; nor did they really possess that command of means which the number and extent of their miscellaneous ventures implied. Allowing their investments to have been sound, the capital was locked up for periods too protracted to be safe, and even had the undertakings, so far as carried out, been money's worth, the country could not have sustained the burden. The wonderfully generative power of these finance companies, the multiplicity of schemes to which the public were asked to subscribe upon their judgment, gave them the means of securing funds to be used in the promotion of still wilder ventures, and of calling into existence a mass of paper bearing the signature of the contractors in these new enterprises which, with their acceptances attached, might in their turn be regarded by the banks as security for further advances. The scale of operations was thus continually enlarging, and with this additional circumstance, that the finance companies were working on the same ground which previously existing individual combinations were quite competent to fill. Operating in the spirit of unscrupulous competition, they destroyed substantial and lucrative businesses, leaving in their places only disorganisation and the wreck of inchoate enterprises. But for these finance companies men like Sir Morton Peto might have carried their individual undertakings to a successful issue, but neither executive skill, nor known

* Alexandria, Feb. 22.—The *Poonah*, which started yesterday morning for Marseilles, returned with machinery damaged. Transferred mails, &c., to the *Euxine*, which left for Marseilles at 10.30 A.M. to-day.

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probity, nor large means could stand before their destructive influence.

The last reports of the existing financial companies, if read by the light of past experience and tested by their balance sheets, will hide from few, notwithstanding the specious character of their representations, the excessive weight of their commitments and the utterly irrecoverable character of a large portion of their former advances. The report of the International Financial Society shows that in the last year the so-called profits of £30,693 assumed to be brought forward from the previous year's transactions, had been absorbed, and a further loss of £23,934 incurred, and that the reserve fund was a merely nominal one, less than £5,000; and yet the International Financial had a board of directors second in business and financiering reputation to that of no other institution in London. The International Financial shares, on which £5 was paid, are worth but £2 10s. to £3 10s.; the shares of the London Financial Association, on which £25 have been paid, range from £7 10s. to £8 10s.; the General Credit and Discount shares, on which £7 10s. has been paid, must be sold at a loss of £2; Credit Foncier of England shares, on which £9 have been paid, have been sold at public auction for £4. There is reason to believe that the shares of not a few finance companies, even at their present depreciated rates, are bolstered up by adventtious influences. It is an error to suppose that financial companies that have been pursuing a reckless career can at the mere bidding of shareholders check effectively unwise operations. Shareholders are perpetually deceived by statements of "gross profits for the year;" the gross profits for the past year were stated by the chairman of the International Financial at £65,000, yet we are told in the directors' report "the profits have been absorbed." The losing game is perpetually represented as a winning one. It may be doubted whether any of these financial companies knew their true position, so wide had been the area of their operations, so purely speculative and contingent on innumerable risks, their advances. The happy thought of reconstruction or of forming a company *to take over itself*, will not deceive the initiated nor lead them to suppose that the reduction of nominal share capital is the sole object in view. The London Financial Association has made out a balance of accounts mainly by means of a heavy call.

Finance companies should be cleared from the soil of England. The Imperial Mercantile Credit and a host of other would-be financiers have already succumbed. There is ample scope for the productive employment of the capital of the country, ample means for securing aid to every sound enterprise, without them, and we may expect to see the remainder of them disappear almost as rapidly as they have sprung up. The fact that finance companies are essentially hostile to all those modes of sound combination and individual energy to which we clearly owe our national advance in wealth, is now beginning to be appreciated, and already their influence in bringing out new companies as so many floats to their own fortunes, has been shattered. The beguiled investors and thousands of ruined victims are unable to realise, in many cases, one tenth part of their outlay, and frequently are glad to forfeit all, and so escape the fangs of their directors or the Court of Chancery, that bourne to which so many concerns have been driven for vivisection. The following is from the report presented by the directors of the Credit Foncier of England at the meeting on the 18th inst. Notwithstanding these flourishing reports, it is singular that the shares should stand so low. The present prices are: Credit Foncier, £9 paid, £3 10s. to £4; International Finance, £5 paid, £2 10s.; General Credit, £7 10s. paid, £5 5s.; London Financial, £25 paid, £7. The report of the Credit Foncier opens with a statement that

The directors do not recommend any dividend, the current income having been applied to meet a reduction in the previously estimated valut of the assets, but states that the capital of the company remains intac and that each share on which £9 is credited is represented by an equa amount of assets, taken at the lowest fair valuation. Of the nature of the investments of the company an extent of information is at the same time given apparently as ample as could reasonably be desired. The amount in the London, Chatham, and Dover Railway stands in the books at £301,881, of which £180,341 consists of debentures taken at a discount, with overdue coupons, and £121,540 is Metropolitan A stock, "taken at a very low price." This asset represents the largest investment by the company in any single undertaking, and the directors believe that, considering the terms at which it was taken and the prospects of the line, "an early profit on the amount standing in the company's books in relation to it may be expected." The other principal undertakings in which the company are interested are—1. The City of Milan Improvements, Company, of whose works the first section is to be opened at midsummer, and on which, "if only a portion of the anticipated results take place" an increase of £100,000 may be obtained on the valuation now put upon them; 2. The Millwall Freehold Land and Docks, which are expected to be opened for business in August; 3. The Irrigation Company of France, a concern that "promises to be one of the most successful of its kind;" 4. The Paris Streets Company, for making two new streets in Paris, expected to be finished in July, and for which the directors count upon very satisfactory returns;" 5. The Varna Railway, now immediately about to be opened, with the prospect, it is said, of a highly remunerative grain traffic; 6. The Imperial Land Company of Marseilles, for which, "if it obtains, as is expected, the concession of making the new port of Catalans, competent authorities in Marseilles prognosticate a great future;" 7. The City Offices Company, which, from its premises in Old Broad-street and Bishopsgate-street, "is fast accumulating a rent-roll far in excess of the annual liability on the amount of £300.000 for which the Credit Foncier have guaranteed its debentures;" and lastly, the Belgian Public Works Company, for the drainage and embellishment of Brussels, "which promises the best results as to profit." In conclusion, the directors point out that from the date of the formation of their undertaking in February, 1864, up to the end of last month, the shareholders have received dividends for the whole time at the rate of 18¾ per centum per annum.

THE SAN FRANCISCO AND CHINA LINE.

Congress has at last passed an Act permitting the Pacific Mail Company to perform the service without calling at Honolulu, on condition that they establish a branch service between Yokohama and Shanghai. This course has been agreed to, and the branch steamers, it is expected, will be ready to correspond with the steamer leaving San Francisco on the 3rd July. The *Great Republic* and *Celestial Empire* are expected to be at San Francisco in time to take up the monthly service from that date.

ACCORDING to some accounts the affront offered by Mons. Aubaret to the King of Siam has been misrepresented. It is, however, agreed that it is highly improper for Mons. Aubaret to demand satisfaction from the King for statements in the *Bangkok Recorder*. We understand that this subject will be brought to the knowledge of the Emperor Napoleon, by Sir John Bowring, on his first interview as the special Ambassador of Siam to the Courts of Europe; we therefore reserve our comments on the matter.

MR. MICKLES, a director of the East India Telegraph Company of New York, has not yet arrived in London, and the delay is attributed to the death of Mr. JOHN P. YELVERTON, the president. Nothing will, we presume, be done until the arrival of this gentleman in the way of shipping out the necessary materials for laying the wires and cables in China.

AT the meeting of the Mont Cenis Railway Company it was stated that the line would be partially opened in May, and for the whole route in July.

FOREIGN-OFFICE.—APPOINTMENTS.—The Queen has been pleased to appoint R. Callander, Esq., now Her Majesty's Consul at Stockholm, to be Her Majesty's Consul for the provinces of Rio Grande do Sul and Santa Catarina, to reside at Rio Grande do Sul. G. R. Perry, Esq., lately Her Majesty's Consul at Rio Grande do Sul, to be Her Majesty's Consul for the eastern coast of Sweden. The Queen has also been graciously pleased to appoint W. Doria, Esq., Secretary to Her Majesty's late Legation at Hanover, to be Secretary to Her Majesty's Legation at Stockholm.

THE FRENCH v. THE P. AND O. LINE.

(To the Editor of the *London and China Telegraph.*)

SIR,—It is somewhat surprising that public opinion has not been more unreservedly expressed as to the very marked and serious shortcomings of the Peninsular and Oriental Steam Navigation Company in the conveyance of mails and passengers from the East. Surely it is a national disgrace that we who pride ourselves on being the first naval power in the world, essentially a maritime people, and understanding to perfection the management of ocean steamers, should quietly allow ourselves to be completely distanced by the French in the conveyance of mails from India and China.

It appears as if the P. and O. Co. either are wholly unable successfully to compete with the Messageries Imperiales (French Company), or that so long as they can secure the Government subsidy they care but little to perform the service as well as their competitors.

It is not occasionally that they are outrun by the French—it is quite the rule for the letters by the latter company to be delivered three to eight days in advance of those by the P. and O. Co., and the average for the year 1866 shows by the annexed statistics a difference of over six days in the passage from Shanghai in favour of the French company. I left that port last spring for England by the P. and O. steamer, the French mail boat starting at the same time; yet, notwithstanding the latter incurred a loss of two days by calling at Saigon against six hours that we remained at Penang, we found to our chagrin on arriving at Ceylon that we had been beaten in the race halfway some six days, the passengers by the French boat travelling about one-third faster than we did.

The very marked preference now shown for the Messageries Imperiales service as compared with the P. and O. Company is sufficiently exemplified by the following extract from a letter penned by my correspondents at Shanghai in November last, and which I especially commend to the notice of the directors and shareholders as tending to explain the large falling off in the quantity of silk lately entrusted to them for conveyance as compared with that shipped by the French company:—

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"The Messageries Imperiales, by showing an evident desire to accommodate the requirements of shippers and passengers, are daily acquiring a more marked preference over the P. and O. Company. This is strikingly shown in the respective lists of cargo and passengers on the present occasion. The P. and O. steamer, from Yokohama, brought 137 bales of silk and only a few passengers, whilst the French steamer had a full complement of passengers and 1,620 bales of silk; both steamers were loading at the same time, and the English left one day in advance of the French. From here (Shanghai) the French steamer has 2,800 bales China silk, whilst the English has only 500 to 600 bales.

"We do not hear any complaint against the agents of the P. and O. steamers to account for the preference given to the French, but consider it due entirely to the superior class of steamers on the French line and the general arrangements of that company to afford greater accommodation and more rapid transit."

Even when the P. and O. Company's boat does manage to make a good passage and arrive before contract time at Suez, it is rendered of no avail by the neglect to keep a spare steamer at Alexandria. It is asserted that their steamers are sometimes checked in their speed in the Red Sea, if it is probable that they will arrive at Suez before the due date. Thus I notice that the letters and passengers by the incoming mail will be detained five days in Egypt on this account, at the expiration of which time I calculate the following French mail with twelve days later news will probably be within three days of overtaking the P. and O. steamer.

As the telegrams from China already announce the arrival at Hong Kong of the first of the American line of steamers across the Pacific to Japan and China, does it not behove the P. and O. Company to bestir themselves and see how best to hold their own against this formidable double competition, instead of endeavouring to bolster up their old system by elaborate defensive statements which, now their monopoly is at an end, cannot lull the fears of shareholders, or appease the wrath of complaining passengers and shippers?—I am, Sir, your obedient servant,

20th February, 1867. A China Merchant.

For the Year 1866.

Mails left Shanghai.	Letters delivered in London.	Days occupied by P. and O. Co.	Days occupied by French Co.
Jan. 9 ...	... Feb. 27 ...	... 49 ...	... —
— 25 ...	... March 7 ...	... — ...	... 41
— 26 ...	... — 16 ...	... 49 ...	... —
Feb. 9 ...	... — 27 ...	... 46 ...	... —
— 23 ...	... April 5 ...	... — ...	... 41
— 23 ...	... — 12 ...	... 48 ...	... —
March 9 ...	... — 27 ...	... 49 ...	... —
— 23 ...	... May 4 ...	... — ...	... 42
— 26 ...	... — 14 ...	... 49 ...	... —
April 9 ...	... — 28 ...	... 49 ...	... —
— 23 ...	... June 6 ...	... — ...	... 44
— 23 ...	... — 11 ...	... 49 ...	... —
May 7 ...	... July 4 ...	... 58 ...	... —
— 18 ...	... — 9 ...	... — ...	... 52
— 24 ...	... — 16 ...	... 53 ...	... —
June 7 ...	... — 28 ...	... 51 ...	... —
— 19 ...	... Aug. 9 ...	... — ...	... 51
— 23 ...	... — 20 ...	... 58 ...	... —
July 5 ...	... — 27 ...	... 53 ...	... —
— 19 ...	... Sept. 5 ...	... — ...	... 48
— 22 ...	... — 15 ...	... 55 ...	... —
Aug. 5 ...	... — 29 ...	... 55 ...	... —
— 18 ...	... Oct. 6 ...	... — ...	... 49
— 21 ...	... — 15 ...	... 55 ...	... —
Sept. 4 ...	... — 30 ..	... 56 ...	... —
— 19 ...	... Nov. 5 ...	... — ...	... 47
— 20 ...	... — 12 ...	... 53 ...	... —
Oct. 9 ...	... — 28 ...	... 50 ...	... —
— 24 ...	... Dec. 6 ...	... — ...	... 43
— 26 ...	... — 13 ...	... 48 ...	... —
Nov. 9 ...	... — 27 ...	... 48 ...	... —
— 25 ...	... Jan. 5*...	... — ...	... 40
— 25 ...	... — 11 ...	... 47 ...	... —
Dec. 9 ...	... — 29 ...	... 51 ...	... —
— 25 ...	... Feb. 2*...	... — ...	... 39
— 25 ...	... — 11*...	... 48 ...	... —

Average number of days by the French mail ... 44.333
Do. do. by the English mail ... 51.125

* Evening.

LECTURE ON SIAM.

Sir John Bowring delivered a lecture on Sunday evening, the 17th inst., to an audience of nearly 2,000 persons who crowded St. Martin's Hall; the subject was "Siam and the Siamese." He detailed the various attempts which at different periods had been made by the Portuguese, the Dutch, the Spaniards, the Americans, the French, and the English, to establish commercial relations with that country, and the final success of his mission in 1853, which led to the opening of the Siamese ports to foreign commerce and to a succession of treaties, of which the Anglo-Siamese served as the model. He gave some striking evidence of the development of the resources of the country, since the emancipation of the native trade from the old monopolies which fettered it, and intercourse with other countries had impelled production, introduced capital, created shipping, and augmented the general prosperity. He gave an account of the usages of the Courts and of the character of the King, which created the greatest interest among the very large auditory. Very beautiful sacred music from Handel, Haydn, and other great artists, introduced and concluded the proceedings; and we understand the committee have urged upon Sir John that he should deliver a second lecture, which he declined, as it was most likely his nomination as Ambassador from Siam to the Courts of Europe would soon compel his absence from England.

SAM MENDEL'S EXPORT TABLES.

We have received Mr. Sam Mendel's tables containing the quantities of Cotton Goods exported from the ports of London, Liverpool, Southampton, and the Clyde during the month ended 16th February, 1867, and during the two months ended 16th February of the years 1865, 1866, and 1867 to China, Japan, Singapore, Batavia, Manila, and Ceylon

To Hong Kong and Whampoa.—For the month ended 16th Feb. the exports were: Of Plain Cottons, 2,498,940; Coloured Cottons, 61,834; Printed Cottons, 12,483 yds.; Cotton Yarn, 358,870 lbs.; total value of Cotton Goods, £80,392. For the two months of 1865: Plain Cottons, 2,258,422; Coloured Cottons, 190,296; Printed Cottons, 7,100 yds.; Cotton Yarn, 401,610 lbs.; total value £104,612. For the two months of 1866: Plain Cottons, 7,894,731; Coloured Cottons, 898,001; Printed Cottons, 98,850 yds.; Cotton Yarn, 708,710 lbs.; total value, £286,689. For the two months of 1867: Plain Cottons, 5,914,335; Coloured Cottons, 196,854; Printed Cottons, 133,993 yds.; Cotton Yarn, 504,900 lbs.; total value, £165,978. Decrease 1867 against 1866, £120,711.

To Shanghai.—For the month ended 16th February: Plain Cottons, 5,272,921; Coloured Cottons, 1,176,841; Printed Cottons, 893,886 yards; Cotton Yarn, 20,000 lbs.; total value, £153,250. For the two months of 1865: Plain Cottons, 7,259,028; Coloured Cottons, 187,740; Printed Cottons, 297,128 yards; Cotton Yarn, 23,000 lbs.; total value, £182,143. For the two months of 1866: Plain Cottons, 12,733,894, Coloured Cottons, 865,400; Printed Cottons, 647,174 yards; Cotton Yarn, 5,000 lbs.; total value, £353,098. For the two months of 1867: Plain Cottons, 12,961,181; Coloured Cottons, 3,019,710; Printed Cottons, 1,132,466 yards; Cotton Yarn, 93,132 lbs.; total value, £372,774. Increase, 1867 against 1866, £27,776.

To Japan.—For the month ended 16th February: Plain Cottons, 1,296,741; Coloured Cottons, 110,460 yards; Printed Cottons, no return; Cotton Yarn, 191,480 lbs.; total value, £50,367. For the two months of 1865: Plain Cottons, 463,845; Coloured Cottons, 109,380; Printed Cottons, 177,910 yards; Cotton Yarn, 4,000 lbs.; total value, £21,301. For the two months of 1866: Plain Cottons, 5,781,408; Coloured Cottons, 706,160; Printed Cottons, 570,786 yards; Cotton Yarn, 502,500 lbs.; total value, £218,378. For the two months of 1867: Plain Cottons, 1,974,571; Coloured Cottons, 288,860; Printed Cottons, 93,600 yards; Cotton Yarn, 349,500 lbs.; total value, £75,519. Decrease, 1867 against 1866, £142,859.

To Singapore and Penang.—For the month ended 16th February; Plain Cottons, 3,609,396; Coloured Cottons, 320,134; Printed Cottons, 346,202 yards; Cotton Yarn, 91,330 lbs; total value, £98,074. For the two months of 1865: Plain Cottons, 3,918,346; Coloured Cottons, 505,708; Printed Cottons, 200,362 yards: Cotton Yarn, 176,600 lbs.; total value, £131,166. For the two months of 1866: Plain Cottons, 8,010,211; Coloured Cottons, 1,685,062; Printed Cottons, 340,294 yards; Cotton Yarn, 271,105 lbs.; total value, £273,886. For the two months of 1867: Plain Cottons, 7,063,046; Coloured Cottons, 1,033,642; Printed Cottons, 673,879 yards; Cotton Yarn, 179,830 lbs.; total value, £203,641. Decrease, 1866 against 1866, £70,245.

To Batavia.—For the month ended 16th February: Plain Cottons, 1,205,704; Coloured Cottons, 548,080; Printed Cottons, 1,347,439 yds.; Cotton Yarn, 81,100lbs.; total value, £82,520. For the two months of 1865: Plain Cottons, 810,286; Coloured Cottons, 819,576; Printed Cottons, 1,202,999 yds.; Cotton Yarn, 54,400 lbs.; total value, £82,797. For the two months of 1866: Plain Cottons: 3,954,643; Coloured Cottons, 1,718,408; Printed Cottons, 717,246 yds.; Cotton Yarn, 36,000 lbs.; total value, £160,671. For the two months of 1867: Plain Cottons, 4,178,590; Coloured Cottons, 2,283,569; Printed Cottons, 2,939,026 yds.; Cotton Yarn, 139,640 lbs.; total value, £237,374. Increase, 1867 against 1866, £76,703.

To Manila.—For the month ended 16th February: Plain Cottons, 2,869,571; Coloured Cottons, 2,423,193; Printed Cottons, 101,985 yards; Cotton Yarn, 13,600 lbs.; total value, £135,929. For the two months of 1865: Plain Cottons, 1,280,330; Coloured Cottons, 1,551,902; Printed Cottons, 275,716 yards; Cotton Yarn, 16,000 lbs.; total value, £82,295. For the two months of 1866: Plain Cottons, 1,077,664; Coloured Cottons, 1,953,196; Printed Cottons, 3,720 yards; Cotton Yarn, 6,200 lbs.; total value, £84,528. For the two months of 1867: Plain Cottons, 2,915,212; Coloured Cottons, 2,423,193; Printed Cottons, 101,985 yards; Cotton Yarn, 29,689 lbs.; total value, £138,907. Increase, 1867 against 1866, £54,379.

To Ceylon.—For the month ended 16 February: Plain Cottons, 875,752; Coloured Cottons, 47,115; Printed Cottons, 78,196 yards; Cotton Yarn (no return); total value £29,582. For the two months of 1865: Plain Cottons, 1,022,132; Coloured Cottons, 333,648; Printed Cottons, 287,002 yards; Cotton Yarn, 31,039 lbs.; total value, £56,704. For the two months of 1866: Plain Cottons, 2,456,628; Coloured Cottons, 354,616; Printed Cottons, 809,395 yards; Cotton Yarn, 52,275 lbs.; total value, £100,709. For the two months of 1867: Plain Cottons, 4,506,750; Coloured Cottons, 395,195; Printed Cottons, 708,516 yards; Cotton Yarn, 11,500 lbs.; total value £134,904. Increase, 1867 against 1866 (as regards Plain, Coloured, and Printed Cottons), £40,954; decrease, 1867 against 1866 (as regards Cotton Yarn), £6,759.

DIPLOMATIC AND CONSULAR STAFF IN CHINA AND JAPAN.

CHINA.

Peking.—Envoy Extraordinary, Minister Plenipotentiary, and Chief Superintendent of British Trade, Sir Rutherford Alcock, K.C.B.; Secretary, Chinese Secretary, and Translator, Thomas F. Wade, C.B.; Second Secretaries, Sir Eric R. T. Farquhar, Bart., Richard Conolly; Assistant Chinese Secretary, J. M. Brown; First Assistant, J. P. M. Fraser; Assistant and Accountant, J. G. Murray; Physician and Medical Attendant, R. V. Powles, M.D.; Student Interpreters, H. P. McClatchie,

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Edward Egan, Edward McKean, A. S. Harvey, F. K. Porter, E. C. Baber, E. L. Oxenham, Byron Brenan; Chaplain, Rev. J. Burdon.

AMOY.—Consul, W. H. Pedder (on leave); Acting Consul, Robert Swinhoe; Interpreters, John Gibson, George Phillips; First Assistant, C. Treasure Jones; Second Assistant, E. Solbe.

CANTON.—Consul, Daniel B. Robertson, C.B.; Interpreter, and Acting Vice Consul, W. S. F. Mayers; First Assistant, W. N. Payne, Chaplain, Rev. J. H. Gray, M.A.

WHAMPOA.—Vice-Consul, H. F. Hance.

CHINKIANG.—Consul, Frederick Harvey; Assistant, C. P. R. Allen.

FOOCHOW.—Consul, Charles A. Sinclair; Interpreter, A. R. Hewlett; Second Assistant, H. J. Allen; Chaplain, Rev. George Hamilton.

HANKOW.—Consul, W. H. Medhurst; Interpreter, W. E. King; First Assistant, J. A. Webster (on leave); Second Assistants, E. D. Jones and R. A. Mowatt.

KIUKIANG.—Consul, M. C. Morrison (on leave); Vice-Consul in charge, P. Hughes; Interpreter and Assistant, G. P. Thomson; Chaplain, Rev. D. Purkis.

NEWCHWANG.—Consul, Thomas T. Meadows; First Assistant, A. Davenport.

NINGPO.—Consul, W. H. Fittock (on leave); Interpreter and Acting Consul, R. J. Forrest; First Assistant, H. F. W. Holt; Second Assistant, C. T. Gardner.

SHANGHAI.—Judge of Supreme Court for China and Japan, Sir Edmund Hornby; Assistant-Judge, C. W. Goodwin; Law Secretary and Registrar, John Fraser; Private Secretary to Judge and Chief Clerk, R. S. Medard; Interpreter, Windsor Lowder; Consul, Charles A. Winchester; Vice-Consul, John Markham; Second Vice-Consul, Thomas Adkins (on leave); Interpreter and Acting Second Vice-Consul, Chaloner Alabaster; First Assistant, C. Treasure Jones (absent at Amoy); Second Assistants, J. J. M. Beatty, W. G. Stronach, and George Jamieson; Chaplain, Rev. C. H. Butcher.

SWATOW.—Consul, George W. Caine (on leave); Interpreter (in charge), W. M. Cowper; Second Assistant (vacant), acting temporarily, William Steuart.

TAIWAN.—Consul, Robert Swinhoe (absent at Amoy); Interpreter and Acting Consul, Charles Carroll.

TAMSUI.—Vice-Consul and Interpreter, William Gregory.

TANG-CHOW.—Vice-Consul, P. J. Hughes; Assistants, J. T. Middleton and M. J. O'Brien.

TIENTSIN.—Consul, James Mongan; Interpreter, H. G. Howlett; Second Assistant, J. P. M. Fraser.

TAKU.—Vice-Consul, William Hyde Lay (on leave); Acting Vice-Consul, J. B. Goddard.

JAPAN.

YEDO.—Envoy Extraordinary, Minister Plenipotentiary, and Consul General, Sir Harry S. Parkes, K.C.B.; Secretary of Legation, Sidney Locock; Interpreter and Japanese Secretary, Richard Eusden; Interpreters for Japanese Language, E. M. Satow, Alex. von Siebold, and J. F. Lowder; Third Secretary (temporarily), A. B. Mitford; Assistant Accountant and Medical Officer, William Willis, M.D.; Student Interpreters, Owen A. Vidal, W. G. Aston, Hiram S. Wilkinson; Judge of Supreme Court, Sir Edmund Hornby; Assistant Judge, C. W. Goodwin; Law Secretary and Registrar, John Fraser.

HAKODADI.—Consul, Abel A. J. Gower; Dutch Interpreter, J. J. Enslie; Third Assistant, James Troup.

YOKOHAMA.—Consul, Dr. F. G. Myburgh; Vice-Consul, Marcus O. Flowers (absent at Nagasaki); Dutch Interpreter, Martin Dohmen; First Assistant, Lackland Fletcher; Second Assistant, P. W. Walsh; Chaplain, Rev. M. B. Bailey.

NAGASAKI.—Consul, Marcus O. Flowers (Acting); Dutch Interpreter, K. E. Schmidt; First Assistant, Adolphus A. Annesley; Second Assistant, R. B. Robertson.

Literature

Miss Martineau (says the *Guardian*) is reprinting, for private circulation among her own friends, and friends of the families most nearly concerned. her Memoirs of the late Lord Canning and the late Lord Elgin, from *Once a Week* and the *Daily News* respectively. The little work is to be called *A British Friendship*; it is full of reminiscences, not only of India, but also of Christ Church days, when those two great men and the late Lord Dalhousie were all at Oxford together. It is understood that ths is Miss Martineau's last "literary leaflet."

The *St. Stephen's Chronicle*, which has just appeared, enjoys the advantage of being as unlike every other weekly magazine as it is possible. It contains 148 pages 8vo. in an ornamental wrapper, and a full report of the proceedings in Parliament of the previous week, a summary of the week, a selection of articles from the daily and weekly press, and a list of the Houses of Lords and Commons, and of the Cabinet. There is no doubt that, for the general reader, this is a much more handy book than Hansard, and it is certainly cheaper.

Mr. W. Gifford Palgrave is writing a narrative of his travels in Georgia and Circassia, and Mr. Blanchard Jerrold is writing a Guide to Paris and the Exhibition, under the title of *Paris for the English in* 1867. It will be published by Messrs. Bradbury and Evans.

A new illustrated serial is announced by Messrs. Cassell, Petter, and Galpin, with the title of *Cassell's Magazine*. It will be published weekly, price one penny; and monthly (in an ornamental wrapper, with a frontispiece), price sixpence. Among the contributors to the first monthly part Messrs. Cassell and Co. announce—Messrs. Dutton Cook, Tom Hood, John Hollingshead, John Oxenford, Godfrey Turner, Hain Friswell, Walter Thornbury, W. J. Prowse, Savile Clarke, J. C. Parkinson, Andrew Halliday, C. W. Quin, F.C.S., Thomas Archer, Richard Whiteing, the Author of "Grandmother's Money," Edward Copping, J. C. Brough, Moy Thomas, the Author of "No Church," and numerous others. Each weekly number will contain 16 pages crown quarto, printed on toned paper, double columns, and with four or five original illustrations by eminent artists.

The *New York Round Table* announces that the late Mr. N. P. Willis's career and literary labours will shortly be comprehensively narrated in the pages of a biography. Mr. Willis, as is well-known, spent many years in London and Paris, and was a sort of lion of literary circles in those cities thirty years since. His letters and journals, therefore, may be expected to be interesting to English readers. It is also announced that the life and correspondence of Nathaniel Hawthorne is to be prepared by Mr. William B. Pike, of Bradford, Massachusetts (who was with Mr. Hawthorne in the Custom House), familiar to all readers of the introduction to his "House with the Seven Gables."

Monetary and Commercial.

We understand that Mr. Chadwick, the accountant, is co-operating with Mr. Holyland, official liquidator of the Commercial Bank Corporation, in the arrangements now pending for the resuscitation of that undertaking.

The directors of the Hong Kong Gas Company have issued a circular announcing that their losses and difficulties have now been surmounted, and proposing a dividend of five per cent. to the shareholders.

It appears that many of the Mexican dollars which now reach London bear the likeness of the Emperor Maximilian, and are not suitable for transmission to China, because, unlike the old coinage of Mexico, they do not contain any gold. Another reason is that the alteration of the head may not suit the prejudices of the Chinese.

The biddings for £350,000 in bills on India took place at the Bank of England. The proportions allotted were—to Calcutta, £197,840; to Madras, £2,160; and to Bombay, £150,000. The *minimum* price was fixed at 1s. 11d. for all the Presidencies—an advance of a half per cent., and tenders at that rate on Calcutta and Madras will receive about 63 per cent., and on Bombay about 42 per cent. These results show a further moderate increase in the demand for means of remittance to the East.

The Dutch Indian Railway Company have published a prospectus inviting subscriptions for preference shares to the amount of four millions of florins (£339,000), in obligations of 1,000 florins (£48 15s.) each, bearing interest at the rate of 4½ per cent. per annum, which is guaranteed by the Dutch Government. The price of issue is £75 8s. 6d., payable as follows: £10 on allotment, £15 on the 18th of March, £10 on the 1st of April, May, June, and July respectively, and the balance of £10 8s. 6d. on the 15th of July. Discount of 4½ per cent. is to be allowed on prepayments. The dividend is to be paid half-yearly, in London by Messrs. Horstman and Co., at the company's offices at the Hague, and at their banker's in Amsterdam. The first coupon is due next July. The bonds are to be redeemed by annual drawings at par within thirty-three years from 1872. The line is in Java, and will be 125 English miles in length, one section being already finished, and the remainder in an advanced stage of progress. It passes through a populous and fertile district, and all the land required by the company has been granted gratuitously. The rails, locomotives, &c., are said to be purchased in England. Including the benefit of redemption at par, the return to the investor in these obligations will be equal to about 5½ per cent. per annum.

Mr. Mackrill Smith has resigned his seat at the board of the Credit Foncier of England.

A telegram from Hong Kong, dated the 1st of February, announces that the first of the new line of steamers (the *Colorado*) established between San Francisco, Japan, and China, which left San Francisco on the 1st of January, arrived at Japan on the 22nd and Hong Kong on the 30th.

The following letter, which appeared in the *Daily News*, explains some misconceptions in regard to the telegraph service to China *via* Kiachta. The public must be careful to address their telegrams "Grant, Kiachta," or they may be forwarded by the Russian Government route to Peking, and will not reach Shanghai much under thirty-five days instead of seventeen. Any information can be obtained at the office of this paper:—

[To the Editor of the *Daily News*.]

SIR,—Any relief from the vexatious delays which occur in the transmission of messages to China is most acceptable, and I am glad to see the announcement in your article that the service by Russia, Kiachta, and Tientsin is again opened to the public. You will however confer a favour to the public by pointing out that the ordinary courier service of the Russian Government (of which circulars have been issued by the Electric and International Telegraph Company, occupies twenty-five to thirty days between Kiachta and Peking, whilst Grant's line—the one used by China merchants—is only twelve to fifteen days, being in fact what is

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termed an Estafette Service. I have this morning received a message which has been twenty-one days *en route* from Galle, which quite confirms your complaints of this route.—I am, &c.,

Old Broad-street, Feb. 20. A CHINA MERCHANT.

The directors of the Land Mortgage Bank of India are proposing a further issue of £500,000 debentures, bearing 5 per cent. interest, payable half-yearly at £87 for every £100, redeemable at par within thirty years by half-yearly drawings.

The report of the Southampton Dock Company recommends a dividend for the half-year at the rate of five per cent. per annum, which will absorb £9,008, and leave £1,037 to be carried forward. The earnings have been better than at any previous period, notwithstanding the fact that the business of some of the steam companies has decreased, owing to the depression of trade.

With reference to the £4,000,000 of capital required for the Intercolonial Railway, there is a rumour that only £500,000 of the amount will be put out at first, and the rest by instalments, but it is believed that the whole must be raised within three years. A guarantee of 4 per cent. from the Imperial Government will of course render this an unexceptionable investment, and will, it is thought, ensure the placing of the loan at about 97 or 98 per cent., should the aspect of the money market and of politics continue favourable. According to some, the Bank of England, which has of late reduced the amount of railway debentures held by it, is likely to take a large interest in this stock.

At the meeting of the Tahiti Cotton and Coffee Plantation Company the directors' report was adopted. It is anticipated that 70,000 lbs. of clean cotton will be picked per month during the year, and that it will yield three times the amount of expenditure required. Since the balance-sheet, extending to 31st December last, was made up, a cargo of cotton has arrived, and has been sold for £8,000.

The meeting of the Charing-cross Hotel Company (Limited) was held on the 18th. The net profit for the half-year has amounted to £6,716, making, with the addition of £1,358 brought forward, a total of £8,074 now available. A dividend was declared at the rate of 10 per cent. per annum, free of income-tax, leaving £74 to be carried forward.

The report of Reuter's Telegram Company shows an available total of £11,451, and recommends a dividend at the rate of 10 per cent. per annum, which will absorb £10,282, and leave £1,169 to be carried forward. The Hanoverian cable has been working since the end of December, but the land lines in connection with it will not be completed till the end of next month, when, according to assurances from the Prussian Government, they will be employed to their fullest capacity. A modification has been required of the concession as originally granted by the King of Hanover, the Prussian Government having refused to allow one of the four wires to be retained exclusively by the company, but arrangements have at the same time been made by which the company are guaranteed a certain number of messages.

A prospectus has been issued at Berlin of the Kozlow Woronesch Railway Company, which proposes to raise 4,562,400 thalers (£689,360) by the emission of 5 per cent. preference shares of £30 each, at the price of 77 per cent. net. The interest is to be payable half-yearly at Berlin, Frankfort, and Meiningen, and the periodical redemption of the security is to be at the rate of 1-10th per cent. of the nominal amount of the loan. Subscriptions can be tendered from the 23rd to the 25th instant, and the amounts allotted for distribution are: 3,000,000 thalers by the Handels Gesellschaft, Berlin; 1,000,000 thalers by Sulzbach Brothers, and A. Siebert, Frankfort; and 562,400 thalers by the Credit Bank, Meiningen. The interest upon the whole amount is guaranteed by the Russian Government, but only from the day the line is opened for traffic. It is believed that the contract for rails for this undertaking will be given to an English house.

The circular of Messrs. W. C. Sillar and Co. contains the following:—

SILVER.—The general position of the market is unchanged since last week, there being still no demand for India, and the bars by the *Atrato* have been sold for Holland at 5s. 0¾d. per oz. standard, being the price lately current, and the same as that obtained for those by the previous packet. Except for the Continent, there is no export demand for silver at present. The Mexican dollars by the French mail steamer *Imperatrice Eugenie*, amounting to about £104,000, and those by the *Atrato*, have been sold, partly for Holland, 4s. 11⅛d. per oz., showing a decline of ⅛ from the price previously current. The *Delta* on the 20th inst. took out £23,000 in this coin for China, £5,000 being for Singapore and £18,000 for Shanghai, besides £2,350 in sovereigns for Galle and Madras. Many of the dollars now sent here from Mexico bear the likeness of the Emperor Maximilian, and, unlike the old dollar, do not contain gold, and are therefore considered unsuitable for transmission to China, and are at present being sold either for the Continent or melting purposes.

EXCHANGE ON INDIA.—Until the result of the tenders for Council Bills on Wednesday last became known, the rates for Bank bills were flat, and the transactions for the mail of the 18th were limited; since then, however, a considerable rise has occurred in the rates, as compared with last week's, and we annex those now current. Transactions took place for the mail in Council bills, on Bombay and Calcutta, at 1s. 11d. and 1s. 11⅛d. per rupee, but those offered for tender on Wednesday, the particulars of which we annex, were taken at rates at least half per cent. dearer than on the previous occasion. This has caused the market to become very firm, and they are now quoted 1s. 11⅛-⅜d. This rise appears to have been generally unexpected, and is chiefly owing to the large sum paid this week by the Commercial Bank of India in the shape of dividend to the creditors, a considerable portion of which has to be remitted to India. The rupee paper has also been in good demand at higher prices, and a considerable business has been transacted. We annex the rates for this now current.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 20th inst., was, in gold, to Galle, £373; to Madras, £1,974; in silver, to Singapore, £4,940; to Shanghai, £17,995; total in gold, £2,347; in silver, £22,935.

MANCHESTER MARKETS.

The tone of this market has continued in the same dull state as reported on the 12th inst., with prices slightly more in favour of buyers, and a further limitation of sales. Grey Shirtings: 7lb., 10s. 3d. to 10s. 6d.; 8¼lb., 13s. Cotton Yarns: Nos. 16—24, 1s. 5½d. to 1s. 6½d.; Maddapollams, 4s. 7½d. to 4s. 9d.; Long Cloths, 12s. 9d.; T-Cloths, 8s.; White Spot Shirtings, 14s. 3d.; Brocade do., 14s. 3d.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Feb. 15.	Prices Feb. 25.
£10	Agra Bank		—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	31 to 33 x.d.	31 to 33
20	Chartered Bank Ind., Aust., & China	All	17½ to 18½	17 to 18
25	Chartered Merc. of India and China	All	33½ to 34½	33½ to 34½
20	City Bank	10	13⅝ to 14¼	13⅝ to 14¼
20	Eastern Exchange	5	3 to 1 dis.	2½ to 1½ dis.
100	Hindustan, China, and Japan	28	27 to 25 dis.	27 to 25 dis
20	Land Mortgage Bank of India	4	1½ to ⅝ dis.	1⅝ to 1 dis
50	London and County	20	64 to 65 x.d.	63 to 65
50	London Joint Stock	15	42½ to 43½	43 to 44
100	London and Westminster	20	94 to 96	94 to 95
25	Oriental Bank Corporation	All	43 to 45	43 to 45
50	Union of London	15	44½ to 45½	45 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4½	4 to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	par to 1 pm.	par to 1 pm.
20	Do. A shares	2	¼ dis. to par	¼ dis. to ¼pm.
20	China Steamship & Lanuan Coal Co.	11	10½ to 9½ dis.	10½ to 9½ dis.
10	Credit Foncier & Mobilier of England	8	5½ to 5½ dis.	5½ to 5½ dis.
20	Egyptian Com. & Trading Company	9	4½ to 4 dis.	4½ to 3½ dis.
10	General Credit & Finance Company	7½	2½ to 2⅜ dis.	2⅜ to 2¼ dis.
10	Hong Kong Gas	All	7 to 9	8 to 10
20	International Finance Society	5	2½ to 2¼ dis.	2¼ to 2¼ dis.
5	Oriental Gas	All	5½ to 5⅝	5⅛ to 5⅛
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	66 to 68	65 to 67
50	Do. New	All	15 to 18 pm.	65 to 67
5	Singapore Gas	5	—	par
20	Société Financiére d'Egypte	10	7 to 6 dis	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do.	All	1 to 3	1 to 3
100	West India Steam Company	60	105 to 108	106 to 109

ARTICLES OF IMPORT.

TEA.—We have had a very quiet market, the trade having bought very sparingly. Prices have however been generally maintained; importers holding firmly, the only reduction being in good medium blackish-leaf and reddish-leaf Congous, of which large supplies have been on offer. Congous—siftings, Moning kinds, have sold ½d. per lb. lower, Kaisow kinds at about previous prices. Broken-leaf and Teas free from dust have fully maintained former rates. Good common have realized 1s. 0½d. to 1s. 0¾d. per lb. at public sale, without reserve. Fair flavoury kinds, of old import, have been sold at former prices. In new season's sales have been made at a decline of ½d. to 1d per lb. for fair to good; fine to finest have been in limited demand at former prices. In Pak Lings there is nothing new to quote. The finer kinds have been well maintained, but business has not been large. New-make Canton kinds show no material alteration. In Oolongs there has been a fair business done at 2s. to 2s. 2d. for fine. Souchongs remain in steady demand at 2s. to 2s. 6d. Flowery Pekoes show no alteration. Common to fair Scented Capers have been wanted, and prices have been firmly maintained. Good show no change, but fine have been scaree and inquired for at full prices. Foo Chow kinds remain as before. In Scented Orange Pekoes there is not any change; the common kinds continue dull of sale, especially the Canton kinds; fine have also been only in limited request. Green Teas show no material change, but there has been a fair demand for Export, which has taken off some of the commoner kinds of Young Hyson at an advance of ½d. to 1d. Fine Teas remain steady at late quotations. Canton-made Gunpowders of fine quality are still in demand. In Japan Leaf, coloured sorts have been taken by the trade in anticipation of their being wanted for Export, but complaints reach us from Canadian buyers that this class has greatly fallen off in quality. Uncoloured Leaf has sold at 1s. 3d. to 1s. 4½d. per lb. for Good Common to Fair. The Sales of China Tea on the 19th comprised 17,365 packages, of which 14,086 packages were sold, the whole being without reserve. The export from China and Japan to 1st February is reported by telegram to be 105,125,000 lbs. The following cargoes are now afloat, up to last mail's advices:—

				lbs.
Aug. 19	Conference	Japan		92,130
Oct. 5	Agamemnon*	Do.		1,003,045
,, 14	Sir W. F. Williams†	Do.		703,620
,, 17	Juanpore	Do.		553,576
,, 31	Fontenaye	Do.		778,784
Nov. 3	Samuel	Canton		528,300
,, 19	City of Quebec	Shanghai		933,938
,, 22	Elizabeth Nicholson	Hankow		1,212,050
,, 23	Camilla	Shanghai		633,594
,, 10	Gauntlet	Foochow		919,200
,, 14	Chetah	Canton		655,500
,, 14	Cora Linn	Do.		490,646
,, 17	J. C. Munro	Foochow		862,000
,, 30	John Bunyan	Nagasaki		488,629
,, 20	Banian	Foochow		991,200
,, 20	John Temperley	Do.		1,356,900
,, 27	Patna	Do.		429,500
,, 29	Cissy	Shanghai		815,000

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Dec. 7	... ...	Osprey	...	Foochow ...	798,700
,, 8	... ...	Cingala	...	Do. ...	1,069,800
,, 11	... ...	Southern Cross ...	...	Shanghai ...	802,500
,, 17	... ...	Harlow	...	Do. ...	1,187,641
,, 19	... ...	Dundonald	...	Do. ...	740,000
,, 12	... ...	Weymouth	...	Foochow ...	1,166,700
					lbs. 19,162,953

* Put into Singapore for repairs. † Put into Cape dismasted.

SILK.—The public sales of silk took place on the 20th and 21st inst. About 750 bales of Chinas were sold at an advance upon the taxed prices, which in most instances were 2s. to 3s. below quotations. Since the sales there has been rather more business doing, but without any improvement upon the fall then established for common kinds, whilst best chops of China remain without change, No. 3 Tsatlee Classic chops being still worth 31s. 6d. Importers generally are anxious to realise, and amongst this class are to be found several foreign houses who until lately have been merely dealers in and buyers of silk for shipment to the Continent. This new element in the trade acts prejudicially to all interested as importers, and during the last season may be considered responsible for the extremely high prices paid in China and Japan in execution of orders given from this side, in some instances without limits. This example was unfortunately followed by many instead of being confined to one or two houses who really held such orders, and now of course the result is simply that a heavy loss ensues. The following are the quotations of to-day, and a better demand is current. Deliveries from 1st to 23rd are—China, 1842 bales, and Japan, 563.

	s.	d.		s.	d.	s.	d.		s.	d.
CHINA.—Tsatlee, Chop 1, 2, & 3	32	6	to	31	6	30	0	to	30	6
,, Market 3 and 3½	28	0	to	29	0					
,, Good 4	27	0	to	27	6					
,, 4½ and inferior	23	9	to	25	6					
Taysaam, Short reel, No. 1 and 2	26	6	to	28	6					
,, ,, No. 3 and 4	23	0	to	25	0	} Very little inquiry				
,, ,, Inferior ...	16	0	to	20	0					
,, Long reel	20	0	to	24	0					
Yuenfa, Hainin, No. 1 and 2 ...	27	0	to	29	0	(nominal)				
,, ,, 2½, 3, and inferior	22	0	to	25	6					
JAPAN.—Maibash, superior	31	0	to	33	6	} extremely irregular				
com. to ordinary ..	27	0	to	30	0					
some were sold as low as	23	0								
Oshue	25	6	to	30	0	(nominal)				
Sodai	26	0	to	31	0	(nominal)				
BENGAL.—Best filatures (bright brand) ...	27	6	to	29	6					
Second filatures (do.) ...	25	6	to	26	6					
Good natives	20	0	to	22	0					
Gommon natives	16	0	to	19	0					
CANTON.—Tsatlee, reel 1 and 2	24	0	to	24	6	25	0	(nominal)		
,, inferior	20	9	to	22	0					
,, long reel, 1, 2, 3 ..	24	0	to	23	0	22	0	(nominal)		
,, Inferior	20	0	to	21	0					

COTTON.—The depression noticed in our last report has continued throughout the past week, the result being a general decline of ¼d. per lb. for all descriptions except China, 400 bales of which fair quality realised the former rate of 10½d. per lb. The total sales during the week have been 2,810 bales on the spot and 2,850 for arrival. The total stock in the United Kingdom amounts to 54,072 bales, against 66,082 last year, the stock of China and Japan being 1,316 bales, against 321 bales last year.

COFFEE.—The market for Colonial descriptions is extremely quiet, and good qualities of Plantation Ceylon alone maintain their previous value, a decline of 6d. per cwt. being experienced for dull and grey sorts. The sales of Plantation have amounted to 564 casks, 46 barrels, 518 bags, which realised as follows:—garblings, 25s 6d. to 35s.; triage 47s. to 63s.; good ordinary gray, 70s. 6d. to 71s. 6d.; coloury, fine ordinary to fine fine ordinary 75s. 6d. to 77s. 6d.; low middling small to middling 78s. 6d. to 83s.; fine 89s.; pea-berry 82s. to 89s. For Native there is even less demand than for Plantation, and 99 casks 16 barrels and 161 bags at auction were all bought in; bold at 70s., good ordinary at 64s. 6d. to 65s., except 10 casks very small, which sold at 60s. 6d. In addition to the above sales, 285 bags Manila of low quality mixed with black sold at 42s. to 43s.; 44 bags inferior were bought in at 40s., and 472 bags Singapore good ordinary Siam sort sold at 63s. to 65s. 6d., chiefly the latter rate. The stock of Coffee in the United Kingdom on the 16th inst. was, of Ceylon 5,860 tons; of Java 1,940 tons; of all descriptions 10,690 tons.

DRUGS.—Anniseeds: Of an offer of 61 cases China Star at auction, one lot slightly mouldy sold at £5; £5. 12s. 6d. was bid for the remainder, which was refused, and they were eventually bought in at £5. 15s. to £6 per cwt. Cubebs: Of 894 bags at auction, 792 sold without reserve, stalky at 49s. to 51s., second to first class mouldy at 43s. to 49s., fourth to first class sea damaged at 34s. to 48s. per cwt. Cardamoms: 2 cases ordinary Ceylon were bought in at 1s. 9d per lb. Dragon's Blood: At auction, of 8 cases in reeds 6 sold at £10. 5s. to £11; and of 29 cases lump 20 sold at £9. 5s. for fair, £5. 10s. for ordinary, and £2. 10s. for very ordinary per cwt. Galls: No China has been offered, but 500 boxes Japan sold readily at an advance of 2s. 6d. on former rates, the quotations commencing at 59s. 6d. to 62s., and closing at 62s. to 62s. 6d. per cwt. Arrivals are expected and sales advertised of both China and Japan descriptions. Rhubarb: Prices are slightly lower, and of 205 cases China at auction 172 sold as follows:—Very good 9s. 9d. to 10s., good 9s., fair 6s. 1d., middling to good middling 4s. to 5s. 3d., low middling 3s. 5d. to 3s. 6d., very ordinary 2s. 6d. to 3s. per lb. The stock on the 1st inst. was 768 cases.

GUMS.—Benjamin: At auction of 130 cases Sumatra, 18 cases dark seconds sold at £8. 10s. to £8. 17s. 6d., and 77 cases brown thirds realised for fair £5. 10s., for good middling £5. 2s. 6d. to £5. 7s. 6d. The remainder, seconds, was bought in at £10 to £12 per cwt. The offers of Siam, 48 cases, were all either withdrawn or bought in; bold almond, chiefly in block, at £37; small almond, in block, at £28; rather dark almondy, drossy, at £17 to £18 per cwt. Stock on the 1st inst., 714 cases. Copal: Of Manila 301 cases hard were offered, out of which 50 cases were sold privately previous to the sales, and the remainder was bought in at 40s. to 45s.; of 132 cases soft, 15 cases ordinary quality realised 24s., the remainder being bought in at 25s. The only other offer at auction was 90 boxes small rough Singapore, which were all bought in at 32s. 6d. per cwt. Damer: Very scarce, and 18 cases Batavian were bought in at 80s. per cwt. Stock on the 1st inst., 958 packages. Gamboge: Only 2 chests were offered at auction; one sold at £36 per cwt. for good pipe, but holders have since refused to sell at the same price. Stock on the 1st inst., 74 chests.

HIDES AND SKINS.—There was a good demand for East India Hides at the sales, both for export and consumption, and the greater part of the large quantity offered found buyers at full rates for the better descriptions, and at from last sale prices to ¼d. per lb. decline for low qualities, of which there was a large proportion. The offers were—2,031 Singapore and Penang Buffalo, 404 sold, best at 5⅜d. to 5½d., seconds at 4¼d.; 644 Manila Buffalo, none sold; 427 Java Buffalo, none sold; 1,862 Penang Cow Hides, all sold, Light at 7½d., Heavy at 5d. to 6d., Small at 7¼d. to 7¾d., Thirds at 4d. per lb.

HORNS.—Of Ceylon Deer 2,715 horns (2 tons) sold at 62s. to 64s.

INDIA-RUBBER.—The market exhibits much improvement, but supplies of East Indian descriptions are extremely limited. At auction 49 baskets Borneo sold at 1s. 2½d. to 1s. 2¾d.; 23 baskets low damp Singapore at 1s. 3¾d.; and a small quantity Penang at 1s. 6d. to 1s. 7d. per lb.

JAPAN WAX.—Fine qualities are advanced 3s. to 5s., and on the other hand common sorts are proportionately depreciated. At auction 750 boxes found buyers, 115 boxes fine Yellow unmixed saucers at 95s. to 97s.; the remainder, consisting of mixed qualities, sold (according to the amount of adulteration) at 61s. 6d. to 69s.; a few lots at 72s. 6d., 81s. 6d., and 85s. 6d. per cwt.

MANILA HEMP.—There is still but limited business doing, and of 198 bales fair current quality at auction, one-half sound was bought in at £48 10s., the remainder, first-class damaged, selling at £46 10s. to £46 15s. Privately small sales of Sorsagon have taken place at £51 per ton. Stock on the 1st inst. 1528 tons.

MUSK.—Of Tonquin 33 caddies were placed, good at 23s. 6d. to 28s. 6d., inferior bally at 17s. 6d., and 2 tins grain at 50s. to 50s. 6d. per oz.

PEPPER.—At public sale 102 bags fair Black Singapore found buyers at 3⅜d. to 3½d., and 1411 bags fair to good West Coast Penang at 2 15-16ths to 3d., being steady. Privately, 500 bags Singapore have been sold at 3⅜d. to 3 3-16ths, and 50 bags fair White at 5¼d.

RICE.—Without much general demand on the spot, there has been a good business in soft grain at rather higher rates. About 19,000 bags Rangoon have been sold at 12s., and 3000 bags Nakrenzie at 11s. 6d. to 11s. 9d. During the last few days a demand has arisen for floating cargoes, and several have changed hands, one of 1500 tons Nakrenzie at 10s. 4½d. Continental terms, one of 950 tons Rangoon at 11s., London, or 10s. 6d. ex ship, and three of Nakrenzie are said to have been sold at 10s. 9d. or 10s. 3d. ex ship. Stock on the 16th inst. 24,056 tons.

SUGAR.—Messrs. Carey and Browne report as follows on the condition of this market:—"The slight tendency towards an inclination for business in this article observable on Friday last did not increase; on the contrary, the market relapsed into a more depressed condition. Though sales have not been forced, bids have been solicited, and in many instances rather lower prices would have been accepted, but buyers have evinced no disposition to act, and the transactions reported this week are insignificant." Of Manila 8,141 bags unclayed, import 1866, were offered and bought in at 25s. 6d. to 26s. Of Penang, 500 bags brown and yellow realised 30s. to 34s. 6d. per cwt. No other business is reported in East India descriptions, and no private transactions have taken place.

SAGO, &c.—Arrowroot: Of 1,425 bags Penang 600 sold at 1¾d. to 2½d. per lb. Sago: About 130 bags small medium Borneo realised 18s. per cwt. Tapioca: At auction 200 bags Penang sold,—good medium, at 4½d. to 4¾d., medium 4d. to 4½d., ordinary dark at 3¾d. per lb. Privately 120 bags good white have realised 5¼d. per lb.

SPICES.—Cloves: At auction 17 cases Penang of old import sold at 11d. to 11½d. per lb. Cinnamon: Of 12 bales Ceylon, half sold,—seconds at 1s. 9d., thirds at 1s. 5d., fourths at 1s. 3d. per lb. Mace: At auction 3 cases Penang sold, fine 3s. 2d., medium 2s. to 2s. 1d., and 1 case low Singapore was bought in at 1s. 7d. per lb. Nutmegs: Of 112 cases Penang, import 1859-60, about 95 cases sold at full previous rates; fine bold, 63 to lb. at 4s. 1d.; 68 to lb. at 3s. 6d.; medium, 74 to lb. at 2s. 9d.; 77 to lb. at 2s. 2d.; 87-80 to lb. at 1s. 6d. to 1s. 8d.; common, 102-100 to lb. at 1s. 3d. to 1s. 4d.; 116-106 to lb. at 1s. 1d. to 1s. 3d.; 125 to lb. at 1s. to 1s. 1d.; 135 to lb. at 1s. per lb.

TOBACCO.—Of Japan, 497 bales realised 6½d. to 9¾d.; inferior, 2d. to 3d.

TIN.—The earlier auctions of the week included 1,000 slabs fine square Straits at £85 cash, and a small quantity round bottom at £84. 7s. 6d. per ton. The market has since become less active, but no alteration has as yet taken place in the quotations.

MISCELLANEOUS.—Aloe Fibre: 21 bales Manila were bought in at £33. Beans: 4 cases Tonquin sold at 1s. 7d. to 1s. 8d. Blacklead: At auction 355 barrels Ceylon of recent import sold readily, good bright lump at 25s. to 25s. 3d.; middling at 20s.; good and fine chips at 16s. 6d. to 17s. 3d.; middling at 15s.; fine bright dust at 11s. to 11s. 6d.; fair at 10s. to 10s. 3d.; medium at 9s. 3d. to 9s. 9d. per cwt. Cassia: 120 mats Japan were bought in at 48s. per cwt. Preserves: Seven cases (350 tins) China ginger realised 1s. 6d. to 1s. 7d. per lb. Roots: Of 60 bags Colombo, 10 bags good fair bright sold at 40s. Turmeric: At auction 72 bales China were offered and withdrawn. Soy: Nine casks China were bought in at 3s. per gallon. Seedlac: Of Singapore 62 cases were offered and bought in, ordinary at 65s.; very small at 57s. 6d.; very ordinary at 30s.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6. 15s.; nail rod, £7. 10s. to £8; hoops, £8. 17s. 6d. to £9; sheets, single, £9. 17s. 6d. to £10; Staffordshire bars, £7. 17s. 6d. to £8. 10s.; rails, £6.

STEEL.—Swedish keg, £16 to £16. 10s.

COPPER.—Sheet and Sheathing, £86 to £91 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£90 for block; £91 for common bars. Tin plates, best charcoal I.C., 32s. to 33s.

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Lead, &c.—English pig, W.B., £22. 5s. to £22. 10s.; shot, patent, £23. 10s. to £24; sheet, £21; spelter, £21. 10s.; zinc, English sheet, £26 to £28; quicksilver, £6. 17s.

The following is from the Circular of Messrs. French and Smith:—The Metal Market has been very dull the last few days, and all descriptions of metals are selling on rather easier terms.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£17,995
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	6,915
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(By the P. and O. Company's Steamers.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	—
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	4,476	—
To Hong Kong	—	—
To Shanghai	—	11,048
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 2	Wild Gazelle	Lewis	Shanghai	New York.
— 2	Jacmel Packet	Saunders	Singapore	Do.
Jan. 27	Medor (?)	Moreau	Macao	Havana.
Feb. 3	Lota		Shanghai	New York.
— 4	Vanda	Hamon	Yokohama	Do.
— 4	Adelia Carleton	Talpey	Foochow	Do.
— 4	Fearless	Drew	Manila	Boston.
— 8	Johanne	Christiansen	Hong Kong	Monte Video.
—	Jane Leech	Bingham	Zebu	New York.
— 6	Fychow		Shanghai	Do.
— 6	Amazone	Gautschow	Amoy	Do.
— 6	Tycoon	Mutter	Shanghai	Do.
— 7	Gresham	Ponsonby	Amoy	Do.
— 7	Drydens	Elliott	Do.	Do.
— 7	Robbleton	Lamont	Padang	Do.
— 21	Invincible	Beeching	Hong Kong, &c.	London.
— 18	Ellenborough	Smith	Foochow	Off the Eddystone
— 19	Cheviot	Henderson	Colombo	Off Portland.
— 21	Bernhard Carl	Luders	Canton	Falmouth.
— 22	Punjaub	Shrewsbury	Manila	Off Plymouth.
— 23	Scindia	Carr	Shanghai	Deal.
— 22	Swanley	Meldrum	Padang	Amsterdam.
— 23	Star of Devon	Cornish	Ceylon	London.
— 25	Red Deer	Bruce	Shanghai	Do.
— 24	Ann Adamson	Hutton	China	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 16	Sir W. Wallace	Taylor	Shanghai	Cardiff.
— 18	Falcon	Gunn	Hong Kong	Plymouth.*
— 18	Prospero	Levestre	Trincomalee	Cardiff.
— 15	Vertrouwen	Dekker	Batavia	Penarth.
— 16	Twaelingen	Bridget (?)	Do.	Do.
— 16	Swan	Brodin	Galle	Do.*
— 18	Wm. Chandler	Brown	Singapore	Swansea.
— 19	Europa	Lupcke	Sourabaya	Cardiff.
— 20	Simoom	Slater	Singapore	Liverpool.
— 20	Sea Flower	Talbot	Hong Kong	Sunderland.
— 20	Thos. Mitchell	Shuell	Ceylon & Negapatam	Glasgow.
— 25	Ellen	Hunter	Galle	Liverpool.
— 25	Navigator	Bockelman	Batavia & Sourabaya	Do.
— 23	Java	Iuk	Do.	Do.
— 23	Almonde	Pylos	Onrust	Do.
— 23	Taiwan (s.)	Roper	Hong Kong	Ferrol.*

* After repairing.

(*See Commercial Postscript.*)

LOADING.

At London.—For Yokohama: Philomela, Caractacus. For Nagasaki: Chanticleer. For Shanghai: Dunmail, Helen Nicholson. For Hong Kong: Solent. For Hong Kong and Canton: Naomi, Northfleet. For Manila: Ercilia. For Singapore: Benvoirlich, Norwood. For Penang: Benvenue. For Batavia and Sourabaya: California. For Colombo: Boldon Lawn, Wynaud.

At Liverpool.—For Hong Kong: Veronica, Sardinia, Coringa. For Singapole: Bella. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (s.). For Manila: Adan y Eva, Doriga. For Batavia and Sourabaya: Susanna Elizabeth. For Galle: Charles.

At Glasgow.—For Manila and Yloilo: Tio y Sobrino. For Singapore: Edinburgh Castle. For Singapore, Hong Kong, Nagasaki, and Yokohama: Dragon (s. s.). For Batavia and Sourabaya: Annie Story, Jamaica.

SPOKEN.

Hartley (ship), Shields to Ceylon, Dec. 12, 31 S., 19 W.
Bilbana (Spanish ship), Macao to Havana, Dec. 24, 11 S., 104 E.
Hemisphere, for Galle, Dec. 18, 7 N.
Lucerne, London to Hong Kong, Oct. 8, 20 S. 28 W.
Johanna (Dutch), Hong Kong to Buenos Ayres, Dec. 2, 36 S. 22 E.
Belina (Dut. bq.), Amsterdam to Macassar, Dec. 9, 34 S., 22 W.
Sterling, Manila to Liverpool, Jan. 1, 35 S., 22 E.
Star of Devon, Colombo to London, Jan. 19, 5 N., 23 W.
Concurrent, Java to Rotterdam, Dec. 11, 29 S., 9 E.
Ruhland (? Peter Rohland), (Brem. bq.), Batavia to Falmouth, Nov. 21.
Runnymede, Hong Kong to New York, Nov. 22, Straits of Sunda.
Gabriel Alice (Fr. bq.), Singapore to Bordeaux, 75 days out, Oct. 31.
Drake (?), Shanghai to New York, Oct. 18, in the Straits of Sunda.
Celibas (?) (Dutch bq.), Batavia to Amsterdam, Dec. 27, 33 S., 33 E.
Abracan, Manila to New York, Dec. 29, 34 S., 30 E.
Northumbria (ship), Liverpool to Hong Kong, Jan. 26, 15 S., 34 W.
Charlotte (French bq.), Bordeaux to Singapore, Feb. 2, 4 N., 25 W.
Brouwershaven (Dutch bq.), Padang to Rotdm., Feb. 18, 49 N., 7 W.
Robert Rickmers, Petersburg to Amoor River, Jan. 19, 1 S., 28 W.

FREIGHTS AND CHARTERS.

There is still a good demand for suitable tonnage, notwithstanding that several vessels have lately been laid on the berth for the Eastern ports. Coal freights from the Northern outports remain very firm at enhanced rates.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 4s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance from the Thames to Hong Kong of 110 tons navy provisions, and to Trincomalee of 90 tons navy provisions, 1 ton medical stores, 5 tons (meast.) naval masts, 9 tons (weight) and 21 tons (meast.) naval stores, 30 tons cordage, 24 tons sails, and 20 tons coal, and have accepted the Naomi for conveyance of 37 tons (meast.) naval common stores, 98 tons (meast.) naval boilers, and 3 tons (meast.) victualling stores from the Thames to Hong Kong.

CASUALTIES.

146 casks arrack, 964 bales tobacco, 4,500 kilos. tobacco, in bulk, some rattans, gutta percha, boats, sails, copper, &c., have been saved from the Addison, Sloane, from Sourabaya to Amsterdam, which was stranded Feb. 9, on the Haaks, and will be sold with the wreck.

The Amphion, Backman, which arrived at St. Helena Jan. 18, from Penang, had experienced heavy weather off the Cape of Good Hope, during which she lost spars and sails.

The Agamemnon (s.), from Liverpool to Shanghai, left Mauritius Jan. 24, but returned to port on the 29th with machinery out of order, which was rectified, and she proceeded Feb. 1.

The Elshout, Akkerman, from Batavia, which arrived at Texel, Feb. 8, struck three times whilst going in.

The Catherina Wilhelmina (Dutch ship), from Batavia to Schiedam, which was put on the mud east of Foynes, Feb. 8, having driven from her anchors, floated the same tide and was brought up without any apppparent damage to her bottom; a vessel has been chartered to take from 300 to 400 tons of her cargo to its destination.

MISCELLANEOUS.

At Ascension.—Jan. 16, Blandina Dudley, Ballard, from Singapore, and sailed 19 for Liverpool.

Off Ascension, Jan. 5, Niko, from Batavia, for Amsterdam; 7, Leonce Lacoste, from Foochow; 8, Punjaub, from Manila, both for London, Swanley, from Padang, for Amsterdam; 11, Scindian, from Shanghai, for London; 17, Mercia, from Manila, for Liverpool; 19, Fontenaye, from Foochow, for London, County of Argyle, from Sourabaya, for Rotterdam; 20, May Queen, from Colombo, for London; 30, Spanker, from Colombo, for London; 31, Norah Creina, from Batavia, for Amsterdam.

At St. Helena.—Jan. 16, Rockcliff, Drew, from Penang, and sailed 19 for London; 18, Loyala, Aurrecoechea, from Macao, and sailed 19 for Havana; Amphion, Backman, from Penang; 19, Jonkheer Mr. v.d. Waal v. Puttershoek, Lammerts, from Batavia, and sailed for Dordt; 25, Jeanne and Joseph, Castro, from Nagasaki, and sailed for Havre; Sarah Watson, Bellas, from Colombo, and sailed for London; Gauntlet, Hudson, from Foochow, and sailed 26 for London; Cieas, Santos, from Macao, and sailed for Havana; Joven Tomas, Campos, from Macao, and sailed 26 for Havana; 26, Annam, Rivet, from Singapore, and sailed 27 for Bordeaux.

Off St. Helena.—Jan. 14, Royal Diadem, from Shanghai, for New York; 24, Joachim, from Batavia, for Amsterdam.

At Table Bay.—Jan. 12, Caroline, Wennersolin, from Java, and sailed 17 for Amsterdam.

At Mauritius, Jan. 13, Ho Hoang, Allardyce, from Singapore; Admiral de Mackau, Devauriex from Saigon; 14, Herman Doctor, Greve, from Batavia; 17, Guillurme, Ketelsen from Singapore; Golden Hind, Davis, from Singapore; 3, Cromwell, Hedge, sailed for Batavia; 6, Lady Bird, Mantle, sailed for Ceylon.

At Bahia, Jan. 27, Telanak, Popken, from Amsterdam, short of water, and sailed, 28, for Yokohama.

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LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

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Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN, that the Company, having complied with all the requirements of the Hong Kong and Shanghai Banking Ordinance (No. 5, of 1866) have now become and are a corporation thereunder, and their business will from and after this date be conducted under the style or name of the "Hong Kong and Shanghai Banking Corporation."

"The Hong Kong and Shanghai Banking Corporation (Limited)" having ceased to exist, shareholders are now liable for twice the amount of their shares, as is more particularly set forth in the said Ordinance."

For convenience sake, the bills, deposit receipts, notes, and all other documents and engagements whatsoever, bearing the name of the late Company, may be retained, and continue to circulate in their present form as in accordance with the provisions of the said Ordinance, the corporation assume and take over all liabilities, contracts, and obligations of the Hong Kong and Shanghai Banking Company (Limited).

By order of the court of directors,
(Signed) V. KRESSER, Manager.

Hong Kong, Dec. 20, 1866.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay.*—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor.

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THE SHORTEST ROUTE TO AND FROM MANILLA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month, 2 P.M. for—

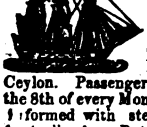
MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Borseaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT. BRINDISI to ALEXANDRIA—Contract Passage, 82 hours. It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers April 3rd, 1867; to be followed at regular interests thereafter by the other steamers of the line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 146, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

*From Liverpool	... 20th February.
Leaving San Francisco ...	... 3rd April.
Due at Yokohama ...	... 23rd April.
Due at Hong Kong ...	... 2nd May.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

* *The steamer "American," leaving Liverpool on the 20th inst., takes goods for China and Japan, connecting with mail steamer leaving San Francisco on 3rd April. Goods received in Liverpool to evening of 16th inst.*

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama	First Cabin, £110 10s.
To Hong Kong	,, £120 10s.
To Shanghai	,, £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

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CALCUTTA, MADRAS, CEYLON, and ADEN.—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

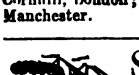
G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W. and 32, Regent-street, S.W.

INDIA, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai ...	Juanpore ...	Brockleb	W.I.D.	With des.
Hong Kong ...	Solent ...	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



STEAM to CHINA.—The undermentioned SCREW STEAMERS are intended to be despatched from LIVERPOOL, at their respective dates, with cargo and first-class passengers, for MAURITIUS, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Day.
Ajax	1,550	Kidd	March 9
Achilles ...	1,550	Russell ...	May 18
Agamemnon...	1,550	Middleton .	To follow.

Each vessel carries a surgeon and stewardess. Apply to ALFRED HOLT, No. 1, India-buildings, Liverpool.

HAYO-MARO.—The DEPARTURE of this beautiful extreme clipper twin screw steamer for CHINA and JAPAN, via Singapore (also Cape de Verds and Cape of Good Hope, should sufficient inducement offer), has been DEFERRED. Can accommodate a few more first-class passengers. Carries an experienced stewardess for ladies' attendance. No cargo taken.

For Passage apply to Captain Carnes, at Mr. John Preston's, 98, Gracechurch-street.

COLOMBO Direct (to follow the Ravensbourne), the beautiful British-built clipper ship BOLDON LAWN, A 1 11 years, 551 tons register, now newly coppered; W. B. HOPPER, Commander; West India Docks. Has a large portion of her cargo already engaged, and will meet with immediate despatch. This magnificent vessel will be found the best opportunity to shippers of fine goods, and has very good accommodation for passengers.

Apply to JOHN C. CAMPBELL, 22, Great St. Helen's, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, E.C.

Proceeds under Steam.—At Glasgow.

FOR SINGAPORE, HONG KONG, and JAPAN (NAGASAKI and YOKOHAMA), the splendid new Clyde-built powerful screw-steamer DRAGON, 9 years A 1 at Lloyd's, 626 tons gross register, will sail on the 10th March positively. Rate of freight for Singapore, 70s.; Japan, 100s. Shippers are requested to mark the port of destination distinctly on their goods.

As this vessel proceeds under steam, is well rigged and takes only measurement freight, shippers may confidently expect that she will make a rapid passage.

For terms, &c., apply to ALLAN C. GOW and Co., 87, Union-street.

To sail on the 5th of March.

FOR SHANGHAI, the well-known clipper DUNMAIL, A 1 14 years, 771 tons register, PETER THOMPSON, Commander; lying in the East India Docks. This ship has just made the passage from Anjer to the Downs in 66 days, being the shortest on record.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG and WHAMPOA, the well-known clipper, INVINCIBLE, A 1 13 years, 657 tons register, C. BEECHING, Commander; lying in the London Docks. This ship is in first-rate order, having been dry docked and newly metalled. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR HONG KONG and WHAMPOA direct, with immediate despatch, the well-known China clipper-ship NORTHFLEET, A 1 14 years, 876 tons register, W. SYMINGTON, Commander, loading in the East India Docks. This splendid vessel, newly coppered, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Has a large portion of her Cargo engaged, and will meet with very quick despatch.

DIRECT for BOMBAY, the splendid Scotch-built clipper ship JANET MITCHELL, A 1, 13 years, 711 tons register, J. S. BINNEY, Commander; East India Docks. This splendid vessel is well-known in the Bombay trade for the good order in which she has always delivered her cargoes, and will be found a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

With quick despatch.

FOR KANAGAWA (YOKOHAMA), JAPAN, direct, the splendid China clipper ship CARACTACUS, A1, 13 years, 679 tons register, G. MURRAY, Commander, East India Docks, has good accommodation for passengers.

For freight or passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris ...	G. W. YAPP, 4, Place Pentagonale, Boulevard Pereire.
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Rotterdam ...	HOOG & KRUYT.
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Alexandria ...	P. CUMBO, St. Catherine's-square.
Aden ...	COWASJEE DINSHAW.
Bombay ...	CHESSON AND WOODHALL
Calcutta ...	SANDERS, CONES, AND CO.
Point de Galle ...	G. D. ANTHANISZ.
Colombo ...	J. W. VANDORT.
Kandy ...	W. A. ARCHBALD.
Labuen, Sarawak, and Singapore ...	JOHN LITTLE & Co., Singapore
Penang ...	SANDILANDS, BUTTERY AND CO
Bangkok ...	
Batavia ...	HUNTER, HOUGHTON, AND Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila ...	PHILLIPS, MOORE, AND CO.
Hong Kong, Canton, Macao, & Swatow,	J. B. MORRIS, Hong Kong.
Amoy ...	BELLAMY AND Co.
Foo-Chow-Foo ...	HEDGE AND Co.
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Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma ...	HANSARD AND BLACK

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C (Over the Jerusalem.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Thursday, Feb. 28, 1867.

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[PER FRENCH MAIL.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 238.] LONDON, WEDNESDAY, MARCH 6, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day Via Trieste.
JAPAN—			
Yokohama	Nov. 17	Jan. 13	Jan. 16
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 26	Jan. 14	Jan. 24
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Dec. 10	Jan. 24	Jan. 28
Canton			
Macao			
PHILIPPINES—			
Manila	Nov. 26	Jan. 14	Jan. 22
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			Jan. 20
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Jan. 20
MALACCA STRAITS—			
Singapore	Dec. 26	Jan. 80	Feb. 3
Penang			Jan. 24

Telegrams have been received from Shanghai to 9th, and Hong Kong to 15th Feb. The present (French) mail left Hong Kong Jan. 28, and reached Marseilles March 4, making thirty-five days.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, March 4.—To Hong Kong: Mr. Percival, Mr. E. Goodlake, Mr. T. Kydd, Mr. H. G. Howlett. To Singapore: Miss Robertson. To Ceylon: Rev. J. S., and Mrs. Jones and child, Miss Chamberlain, Mr. Ford, R.N., Hon. A. Cadogan, Miss Paterson, Captain Kenzell, Mrs Fyfe, Rev. B. T. Dowbiggin.

From Marseilles, March 12.—To Shanghai: Mr. W. Howie, Mrs. Winchester, Mr. W. Burt. To Hong Kong: Mr. J. M. Beaumont.

Per P. and O. steamer China, from Southampton, March 20.—To Shanghai: Mr. A. C. Margary, Mr. B. C. G. Scott, Mr. H. A. Giles, Mr. W. N. Abdy, Mr. P. Warren. To Hong Kong: Mr. A. G. Hogg. To Singapore: Mr. and Mrs. Meldrum. To Ceylon: Mr. G. Crowe, Master de Lemos, Mr. Brighouse, Mr. Pollard, R.N., Mr. W. D. Bosanquet.

From Marseilles, March 28.—To Shanghai: Mr. P. Maclean, Mr. A. White, Mr. M. Towell. To Hong Kong: Mr. W. Lowe, Mr. J. Hogg.

Per P. and O. steamer, from Southampton, April 4.—To Shanghai: Mr. Hugh Fraser.

From Marseilles, April 12.—To Ceylon: Mr. and Mrs. Dunlop and two children, Miss Layard.

Per P. and O. steamer, from Marseilles, April 28.—To Shanghai: Mr. and Mrs. W. H. Fitzock.

PASSENGERS INWARD.

By last mail to Marseilles, per P. and O steamer Euxine, arrived March 2.—From Shanghai: Mr. Bowyer, Mr. Kingdon, Mr. Hooper, Mr. Eeylas. From Hong Kong: Mr. Midlen, Capt. and Mrs. Wilson, Mr. Chomley. From Penang: Mr. Sturzenegger. From Ceylon: Mr. R. B. Carson, Mr. J. Duncan, Mr. Moore. From Singapore: Capt. Vallenza, Lieut Davidson.

To Southampton, per P. and O. steamer Massilia, expected to arrive March 6.—From Yokohama, Lieut. Leighton. From Hong Kong: Mr. and Mrs. Mintes, three children, and servant. From Penang: Mr. Fullock. From Galle: Mrs. Byrne and child, Dr. McNalty, Miss Macminn.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The latest date from this port is January 16th. The English mail of November 10 arrived out on the 10th January, and the French mail of November 17 on the 13th January; the latter bringing London telegrams to the 29th November. It will be observed that the telegrams lately published announcing extensive fires at Yedo and the instalment of Stotsbashi as Shiogoon, are confirmed by the present mail's advices.

The newly-elected Shiogoon has already given ample and substantial evidence of his friendly disposition towards foreigners by the important concessions made in the recent convention for the reconstruction of the settlement. The announcement that he has invited the foreign representatives to a conference at Osaka to settle the important question of the opening of Hiogo leads us to expect that still more intimate and satisfactory relations will shortly be established.

Stotsbashi, the new Shiogoon, has recently had a conference with the Mikado, followed shortly afterwards by an official meeting at Osaka with the principal Daimios. Amongst those present at this latter were Shimadz Saburo (or, as he is now called Mats'daira Onami no Kami), Mats'daira Kanso (Hizen retired prince), Hosakawa Rionoske' (Higo), Mats'daira Mino no kami (Chikuzen), Ariwa Nakats' kasa no Tayu (Kurume), Mats'daira Sagami no kami (Inaba), Mats'daira Yoodo (Tosa, retired prince), the Daimios of Awa, Bizen, Echizen, Kanga, Sendai, Ise, &c., &c. The minutes of the meeting not having yet been officially published, it is impossible to give them *in extenso*, but reports from a reliable source state that the two conferences promise well for the foreign status in Japan.

With regard to the first of these it has transpired that Stotsbashi intimated to the Mikado in a respectful but quietly determined manner, that although it was far from his wish to accept the honourable post of Shiogoon which had been offered to him, still he was willing to take upon himself the duties of the position on two conditions:—First, that the Mikado shall give ear to his advice, as that of a person who would by his office be brought into close contact with foreigners, in preference to that of the Kunges, who were very naturally opposed to any innovation, simply because it was innovation; secondly, that all the Daimios should not only approve of the appointment, but promise him their entire and unconditional support in the interior and foreign policy he might deem it necessary to adopt. He is stated further to have suggested that the continuance of hostilities against Choshiu on the part of the Government would, in his opinion, be productive of no beneficial result, but would tend rather to excite the minds of other liberal minded Daimios to a similar policy. The Mikado is reported to have "surrendered" entirely to Stotsbashi's views, and to been given him full powers to act as he pleased.

The conference with the Daimios took place a few days afterwards, when it is said that Stotsbashi opened the meeting by expressing his aversion to the acceptance of the office offered to him, and demanding whether any Daimio present was willing to take upon himself its duties. No Daimio coming forward as a substitute, he proceeded to inform the assembly that, although contrary to his desire, he found himself placed by their silence in a very unenviable position, and one which he considered as altogether untenable except by their support, and that he should not hesitate in relinquishing upon the first signs of hostility or disaffection. At the same time, in order that they might know what measures he invited their accord to further, he would proceed to inform them that as Tycoon, while acting to the best of his ability, he should expect their aid, and that every cause of dissension

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should be intimated to him in a respectful and dutiful manner, as the representative of Government. With regard to the Choshiu question, it was his intention to settle it as soon as possible on as peaceable terms as lay in his power, with a view of subsequently consolidating the whole forces of Japan into a regular and effective army. The foreign treaties he considered to have been duly and deliberately concluded by the Tycoon, who owed it to himself and the empire at large to prove to the foreigners by a radical and thorough change of policy that the Japanese were both as willing and as desirous of performing their treaty obligations as themselves; and that an opportunity would be afforded to himself as well as to the assembly on the occasion of the opening of Hiogo, of entertaining the foreign Ministers at the official castle at Osaka in such a manner as to prove to them the sincerity of the future intentions of the Government of Japan.

Official notice has been given of the terms of a convention made for the reconstruction of the settlement. This agreement, which is most satisfactory in its nature, was concluded on the 29th December, between the British, American, and Dutch Ministers and the following high officials, as representatives of the Japanese Government:—Shibata Hionga-no Kami, Minister of Foreign Affairs; Oguri Kodzukenoske, Minister of Finance; and Midzuno Wakasa-no Kami, Governor of Kanagawa. The following is an abstract of its provisions:—

1. The Japanese Government, in return for being freed from their engagement made on the 19th Dec., 1864, to fill in the swamp behind the settlement as a race course and recreation ground, formally make over the new race course at a rent of $10 per 100 tsuboes and engage to enlarge, plant, and lay out as a public garden the site of the *Kosaki Matchi* (or *Yoshiwarra*, lately burnt) without charge. Measures for keeping the grounds in order when laid out will be concerted hereafter. The necessary land is to be filled in within seven months.

2. The right conceded to foreigners to compete at public auction with Japanese for lots on a new bund to run as far as Benten, the extreme west point of the settlement, is given up. In lieu, the native government undertakes to make a bund 60 feet wide to that point, thence to make as wide a road so far as the Yoshida bridge and from that point another road, to run along the north bank of the canal to the Nishiro-bridge. These roads will nearly surround the place, and with the bund give us a drive three miles long. They are to be made within fourteen months, and kept in repair by the Japanese Government.

3. The arrangements for the new public buildings, with a street 120 feet broad running through them (which is to have a sideway twenty feet wide on each side and to be planted with trees) are confirmed. Eight blocks of buildings will be alloted, two of which, on the east side of this road, will be put up to public auction.

4. A sufficient market place and an extension of the cemeteries are provided for.

5. The canal is to be dredged by the native Government and an uniform depth of four feet to be maintained at low water.

6. After the lapse of three months from this date the Bluff (hills to the east of the settlement, on the crest of which is now encamped the garrison) is to be thrown open to lease by foreigners at a ground rent of $12 per 100 tsuboes—the leases of lots to be sold at auction.

7. A hill lot in this direction is to be reserved for a public park or garden at a rent of $6 per 100 tsuboes.

8. So soon as all the ground now in occupation by foreigners shall have been built on, and the foreign ministers shall represent that more is required—but not earlier than December 1870, the Homura will be given up to foreign residents. This is a village lining the side of the creek east of the settlement and just under the Bluff mentioned above.

With regard to this convention, the *Herald* remarks:—"There are few in the community who were prepared for such a liberal agreement between the Japanese and Foreign Treaty Powers as that which we have published during the past week. It seems almost incredible that, in the absence of any particular pressure from without, the old jealous and exclusive spirit, always more or less displayed hitherto, should have been so completely banished as it appears to have been on this occasion, and that those who only the other day wished for the closing of the port of Yokohama, are to-day granting concessions, and themselves making improvements which will render it one of the most desirable places of residence in the East. To say that the convention, as such, is satisfactory, is nothing. It is indeed so in every particular, but it is really valuable as a sign of the times, and is an earnest of the good time coming; and in this spirit do we receive it. In all its articles we find a reasonableness and consideration on both sides that do infinite credit to the negotiators, and evince an intention of fair and liberal dealing, such as must bear good fruit."

With reference to the recent destructive fires in Yedo, the *Japan Herald* says:—"In Yedo, a series of fires have taken place; the last, which commenced on the night of Friday, the 14th inst., being the most extensive they have had for a great many years. Our fires in Yokohama sink into insignificance beside such a conflagration. We have not information of sufficient exactness to be able to give details, but we are told that four miles of houses have been destroyed in the commercial quarter. Other and official accounts declare it to have been in the part bordering on the official quarter, not far from the Tycoon's burial-ground. We believe that both accounts may be true. It is said to have commenced near the Niphon Bashi, the great bridge from which all roads are measured, and little doubt is entertained of its being the work of an incendiary. It was about five miles from the English Legation. Exaggeration may be allowed for; but we heard it stated that placing the houses that were burnt in single file, they would extend to a distance of 16 ri; and if the statement be true that it reached four miles in a direct line from its starting point, we can imagine that such an estimate may not be unlikely, as the fire in Yokohama of the 26th ult. consumed buildings which placed side by side in line would, we estimate, reach as nearly as possible one ri. The fire consumed all the dwelling-houses constructed of wood, but most of the godowns considered fire-proof proved to be so, only about from 100 to 200 being consumed, and as they are counted by thousands this is not a large percentage."

The following particulars are given of an attack on H.B.M.'s Minister, which occurred on the 31st December. Sir Harry Parkes was riding through Sinagawa, when he was confronted by a Yaconin, who, planting himself in the middle of the road, stood in a threatening attitude with his sword partially drawn. The Yaconins who composed the Minister's escort being called on to arrest the man, looked every other way, and allowed him to walk off. Sir Harry Parkes, determined not to let the fellow escape, rode after him, followed by the troop sergeant-major. The man, finding he was closely pursued, took to his heels, but was soon brought to bay, pale as death. At the order of the Minister the man was then seized by the Yakonins and disarmed, the two swords, after some show of reluctance on the part of the Yaconins, being handed over to the Minister. The disarmed Yaconin was then led a prisoner to the British Legation, where he was soon given over to the custody of a Japanese official who had been sent for to receive him.

One sad event offers an unhappy contrast to the many satisfactory items of news now received from Japan; it is that of the death of a French marine, by the hands of Japanese. This, however, is no case of murder; the man was killed by some outraged natives in self-defence, and the event should therefore produce no new misunderstanding with the Japanese Government. It appears that the unfortunate man, whose name was Hourdot, a sergeant of marines on board H.I.M.'s steamer *Guerriere*, had got very drunk, and rendered himself extremely annoying to all the Japanese he met by assaulting them quite indiscriminately. At last, reaching the square in which stands the temple Kompera Sama, he went into a house and molested a woman, pulling her into the street and beating her. A foreigner (Mr. Hatton) passing at the time witnessed his behaviour, and saw him turn upon a Japanese officer and assault him, but not feeling himself competent alone to take him in charge, hastened to obtain assistance, and in a few minutes returning with some others found the man lying dead. He then went to the police station, and informed the superintendent who accompanied him back to the spot, and discovered that death had been caused by a wound six inches long upon the side of the head, through which the brain was protruding. The weapon used was a stake about the size of a very thick bamboo. The body was at once removed, and the Japanese police arrested three persons as having been concerned. The deposition of Mr. Hatton clearly shows that the whole blame rests with the deceased. He says, "I was passing down Otto-machi, when I saw a French sailor follow a small Japanese boy. The boy outran the Frenchman, who was very drunk. Some Yaconins and others were measuring a newly made bridge, when the French sailor went up and struck a Japanese official who was measuring the bridge: he then took a stick from him and beat him most brutally and tried to throw him into the canal. I called him and begged of him to come to me, when he raised his stick and threatened me. I then called to the people to run away, which they did. I saw him follow them and bring a Japanese woman from a house and raise his stick to strike her. I called to him and ran to see if I could find any European about to help me to take this man. I could not, and returned to the spot when I saw him fall; a crowd collected, and when I touched him I found he was dead. The Frenchman most brutally illused and beat the Yaconins, who did not in any way attempt to retaliate the Frenchman was very drunk and I consider that his death

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was brought on by his most cowardly, brutal, and savage conduct."

The *Japan Herald* remarks that the new San Francisco route appears to be likely to take the principal number of passengers going from Japan to Europe. Already several well-known residents were preparing to leave by the *Colorado*, which was expected to touch at Yokohama *en route* to Hong Kong about the 20th January, and to leave Hong Kong for San Francisco on the 13th February. That the expense will be considerably less than *via* Suez (says the *Herald*) is certain, and we should imagine that the journey will be much more pleasant.

The M.I. steamer *Alphee* brought out the French officers to whom is to be entrusted the formation of the Japanese army. There are, in all, fifteen, viz. :—Five officers and ten non-commissioned officers belonging to various corps of the Garde Imperiale, and specially chosen for this service. Monsieur Chanoine, capitaine d'etat-major, who is in command, is already honourably known in connection with the Chinese expedition.

One of the Shiogoon's Ministers, who recently visited Yokohama, dined with M. Leon Roches, and inspected the French war-steamer *Guerriere*. In the course of his visit he proved himself intelligent and affable; and expressed his warm satisfaction at the improved state of relations, every day developing themselves more and more amicably, between the native Government and foreign Powers.

The winter race meeting is the only thing recorded in the way of public amusements; this was, however, a great success, and nothing could have passed off more pleasantly than it did; Japanese might have been counted by thousands, and appeared to take the liveliest interest in the sports. The whole road from the settlement to the racecourse, a distance of more than two miles, was an unbroken string of pedestrians, almost all Japanese, going and returning throughout the whole afternoon on both days. The Governor of Kanagawa was present with his suite, and moved about freely and pleasantly amongst the foreigners chatting and smiling, and evidently as satisfied with the proceedings as anyone there.

The new racecourse now used for the first time is thus described by the *Herald*:—"It is at a distance of two to two and a half miles from the settlement, and is formed on the level top of two spurs that jut out inland from the range of hills that form the boundary of Mississippi Bay—making an oval course about one mile and a few yards in circumference, having within it fields in terraces on the slopes of the two hills, a rivulet at the bottom, and all the means of making a pretty stiff steeplechase course. A very substantial, neat and commodious Grand Stand has been erected on the N.W. bend, from which the whole course is visible—and which is the centre of one of the most charming panoramas we have ever seen.

It is the universal remark—and we quite agree in it—that a more excellent racecourse—or a more beautiful situation—it would be difficult to find anywhere. The grand stand was erected by a Japanese contractor from designs from Messrs. Whitfield and Dowson, and it does credit to both architects and builder. The seats under roof are very comfortable and capable of accommodating about 150 people. In front are a series of steps the whole length of the structure, which form an excellent stand for those who care not to mount higher than just sufficient to see over the heads of those before them, whilst stairs at the back lead to the terrace on the roof capable of receiving perhaps sixty or seventy persons. Underneath are the stewards'-room, refreshment-room, and accommodation for the various purposes of the sports—such as weighting, &c., and at the back is a space fenced in, in which are sheds for stabling the horses, and plenty of room for all the necessary preparations. In fact, we know not to whom to attach most praise—the selectors of the course, the Japanese Government in constructing it, or the committee who have managed to arrange and complete all things so satisfactorily."

The *Japan Herald* records two painful cases of sudden death. One was that of a Mr. Green who had recently arrived from Nagasaki, and was staying at the Commercial Hotel. He had been seen shortly before by a gentleman, who rallied him on his laziness in lying on his bed, and an hour or two afterwards his China boy went to Mr. Curtis and asked him to go and see his master as he thought he was dead. It was too true. A *post mortem* was held, and it proved the cause of death was hemorrhage in the stomach. The second death was that of Mr. Caulfield the British Consular gaoler, who awoke about 1 A.M. feeling so unwell that he rose up, and went to consult Dr. Jenkins. On his return, not having found him at home, he got into bed again, but had hardly lain down more than a few seconds than he seemed to be seized by a sort of fit, apparent in a few twitches, in the midst of which he quietly expired. Mr. Caulfield was well known and much respected, and great sympathy was felt for his widow, to whom he was only married within the present month.

It may be added that Stotsbashi is expected shortly to arrive in Yedo, and that a numerous guard is already awaiting his arrival at the several stations on the road from this to Osaka. He is reputed, however, to be averse to a numerous retinue, preferring a simple bodyguard of some twenty or thirty men.

The following notifications of changes of firms have been issued :—

Mr. Alexander Hutchison Yule's authority to sign our firm, per procuration, ceases from this date.—Ross, Barber, and Co., Yokohama, 31st December, 1866.

The partnership hitherto existing between James Samuel Barber, John Bailey Ross, and James Campbell Fraser, and conducted under the style and title of Ross, Barber, and Co., is this day dissolved through lapse of time, so far as Mr. James Campbell Fraser is concerned, whose interest and responsibility in the firm ceases from this day.—Ross, Barber, and Co., Yokohama, 31st December, 1866.

Mr. James Campbell Fraser is duly authorised to conduct our business and sign our firm, per procuration.—Ross, Barber, and Co., Yokohama, 31st December, 1866.

NAGASAKI.

We hear from Nagasaki that the *Indore* has been chartered to take the young Satsuma Princes and their suite as far as Hong Kong on their way to the Paris Exhibition. The steamer *Chusan* has been sold to the Japanese for $80,000—to be paid by instalments completed in three years—Government security. The *Spunkie* has also been sold for $20,000 payable in five years.

CHINA.

SHANGHAI.

The London mail of November 26 arrived out on January 14. The dates are down to January 24.

The following items are from the *North China Herald* of the 12th and 19th of January :—

We are glad to find from the annual report by the trustees of the Seamen's Church, that a sum of 2,350 tls. has already been collected, with which it is intended at once to commence building. A plan of a very simple but pretty little edifice has been drawn by Mr. Oliver, and the Municipal Council, the report tells us, have given a site on Pootung Point. We were not aware that they had any right or jurisdiction over that side of the river; but gladly waive the doubt when so laudable an object is in view. The building is expected to cost 3,500 tls., towards completing which amount the sale of the present hulk is expected to contribute $500, and there are certain stores given over by Mr. Fitzroy, worth about 250 dols. These sums, with tls. 106 collected since the balance sheet was drawn up, will raise the available funds to tls. 3,200 and a sufficiently liberal subsidy is hoped from Government, not only to cover the deficiency, but to leave funds for running up a reading-room. Another difficulty remains to be met, namely the residence of the chaplain, as the sale of the hulk will deprive him of his present quarters. The suggestion has been made, and we cordially endorse it, that he should be considered resident chaplain at the Sailors' Home. So many complaints are made about that institution that the presence of a chaplain could not otherwise than beneficial.

The report of the Shanghai Library during the past year shows a slight falling off in the number of subscribers.

The Comptoir d'Escompte has given notice that the 75,000 tls. owing to it on account of the Municipal loan must be repaid in four months—that is, early in May next. The means of complying with this request will form a pleasing topic of discussion for the land-renters at the annual meeting in April.

Trefancha farm has been sold at auction for 2,700 tls. The house opposite the grand stand, lately occupied by Mr. Dore, for 605 tls. A plot of land measuring 18 mow adjoining Birt's bungalow brought 360 tls., and a half share in another plot measuring 35m. 6f. near the Stone Bridge, 160 tls.

A fire broke out in the block of houses to the west of the Fohkien road, bordering on the Yang-king-pang, and consumed a large block before it could be got under. Both the engines of the Shanghai Fire Brigade and a large number of the members of the company were quickly on the spot, together with several smaller engines, a number of sailors and marines, and the English and French police. To the active exertions of those engaged, and the judicious disposition of the engines,

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must be attributed the confinement of the fire. At one time it seemed likely that the whole block of buildings between the Hoopeh and Fohkien roads must have gone.

Native rumour asserts that there is soon to be another change in the Taotaiship of Shanghai. Ting, the late Taotai, and present Salt Commissioner at Yang-chow, is obliged to retire on account of his ill-health, and is to be succeeded in his post by Ying.

A letter has been published from Sir Rutherford Alcock, regarding the Municipal government of the settlement. The different Ministers have agreed to recommend the new Land Regulations to their respective Governments.

The last returns of trade at Tientsin show that nearly 9,200 piculs of opium, representing in value nearly £1,800,000 sterling, expended on an article purely of luxury. The import of Grey Shirtings—826,811 pieces—is less in quantity by 10,000 pieces than in 1861, when 872,500 pieces were imported; but the higher prices now prevailing carry the value represented by the present returns infinitely above that of the larger quantity. White Shirtings and T-cloths are represented by 175,818, and 98,012 pieces respectively, against 124,064 and 85,000 in 1865; while English Drills show an increase of more than 30,000 pieces, the import last year having barely reached 10,000 pieces.

Letters from Nanking state that the Viceroy is about to take the field against the Honan Nienfei. The disciplined troops and artillery will be held in readiness to aid Li if necessary.

Hankow advices report that the Nienfei are still pursuing their way westward, with the intention, it is surmised, of gaining a position on the Han and Yangtze above Hankow, and making a descent on Woochang from an opposite direction to that they chose last year.

Our Ningpo correspondent mentions the occurrence of a large fire on the Quantung side of the river on the 9th inst., by which it is estimated that 50,000 dols. worth of property and goods, and upwards of a hundred houses were destroyed. He again refers to the salt question, and the brilliant prospects that would open out for Ningpo, if it could be made a central depot. At present there is nothing to be done there, but go to the Lakes shooting. Wild geese and other water fowl are to be found there in thousands, but the weather has not been cold enough to make them tame.

HONG KONG.

The London mail of the 10th Dec. arrived out on the 24th Jan. and telegrams to 19th Dec. The latest dates are to the 28th January:—

The following is an account of the loss of the steamer *Corea*, owned by Messrs. Denny and Co, Dumbarton:—She left Hong Kong for Yokohama on the 18th January, and on the 20th struck on a rock off Breaker Point, and went down in eleven fathoms. When her loss became evident, the boats which had been prepared were lowered, and the officers, crew, and passengers got into them in a very orderly and creditable manner. The last people only left as the water was rushing down the engine room sky-light. Four boats out of the five remained together, and by noon reached a junk, which conveyed them to Swatow. The remaining boat, containing three Chinese, one Malay, and fourteen Japanese, and which was the first to get clear of the ship, became separated from the other. The Consul has sent down the coast to make inquiries A court of inquiry sat on the 23rd, but was adjourned for further evidence

A later account states that the missing boat has been heard of; two of the crew reached Swatow, and the rest are being sent for.

H.M.S. gunboat *Algerine*, Commander Domvill, was despatched to Breaker Point to make a complete survey of the locality. Messrs. Lys and Coglan, of H.M.S. surveying ship *Rifleman*, are engaged in the expedition.

A public Meeting was held at Government House, Macao, to take into consideration the advisability of establishing a bank; there was a very numerous attendance, and we understand that $40,000 was subscribed towards the project.

The *Tai-ping*, which left London on Oct. 11th, was reported as outside Shanghai on the 19th Jan., but our Shanhai contemporaries have been unable to ascertain whether the report was correct.

Captain Quin, the late respected Captain Superintendent of Police in Hong Kong, took his final departure from the colony this afternoon in the *White Cloud*, for Macao. The force lately under his command turned out in full uniform, and escorted their late chief down to the steamboat pier. On the steamer moving off, three rounds of hearty cheering were given for the captain's future health and welfare. Captain Quin's family had, we believe, already preceded him, it being, as we are informed, his intention to take ship at Macao on his homeward voyage.

The Marine Court of Inquiry which sat at Singapore to inquire into the loss of the British barque *Sea Bird*, fully acquitted the captain of all blame, as the vessel was in a leaky condition when she left Sarawak.

Now that the first blow, so to speak, has been struck and the junk ordinance has become one of the working laws of the colony, it is a matter for satisfaction that the results of the measure have been so much less alarming than even many who approved of it had anticipated. A far less proportion of junks has deserted the harbour than was expected, and even the three days' experience already gained of the new ordinance have had their effect in partially restoring confidence amongst the Chinese. Under any circumstances the introduction of new and stringent regulations respecting the Chinese population are sure to drive away temporarily all who fear that their illicit occupations will be interfered with, or that they will be vexatiously prosecuted if through ignorance of the law they infringe its provisions. Of this latter class, the "poor but honest" natives, but few have left, and those few will speedily return. Of the former class a large proportion have disappeared, and, it is devoutly to be hoped, will remain in their self-imposed exile.

The following are the returns of average amounts of notes in circulation and of specie in reserve in the undermentioned banks for the month ending Dec. 31st:—

	Notes.		Specie.
Oriental	$280,800	...	$200,000
Chartered Mercantile ...	823,524	...	200,000
Chartered of India	69,900	...	69,900
Hong Kong and Shanghai ...	697,559	...	300,000

We learn that Lieutenant Francis Brinkley, R.A., has been appointed Private Secretary and Aide de-Camp to his Excellency the Governor from the 15th inst., in the room of Lieutenant H. S. Stewart, 11th Regiment, resigned, on departure for England. Malcolm S. Tonnochy, Esquire, is appointed Assistant Harbour Master of Hong Kong provisionally, and until further notice, from 1st January.

The following notices have appeared:—

Mr. Warren Delano, jun., Mr. George Tyson, and Mr. Henry J. Grew, have retired from our firm in Hong Kong and China, their interest and responsibility ceasing this day.—Russell and Co., China, Jan. 1, 1867.

Mr. Edward Cunningham has re-entered our firm, to which also Mr. William H. Foster, jun., is admitted partner, their interest and responsibility commencing this day.—Russell and Co., China, Jan. 1, 1867.

"CHINA CHALLENGE CUP," VALUE £500.—The above cup, manufactured and designed by Lee-ching, being completed, is now on view at his store, Queen's-road, prior to being forwarded to the National Rifle Association.—Hong Kong, Jan. 18.

ROYAL INSURANCE COMPANY.—The undersigned beg to announce to all parties holding policies against fire on buildings in the above company that although the company is not liable for losses occasioned by gunpowder explosions, such risk being especially excepted in the policies, they are prepared to follow the course adopted by the Royal Insurance Company in February, 1864, on the great explosion of gunpowder on board the ship *Lotty Sleigh*, while lying in the River Mersey, by compensating the assured for all damages occasioned to buildings insured under Royal policies, by the explosion of gunpowder on board the *Zephyr* and *Themis*, which took place in this harbour on the 17th inst.—ROB. S. WALKER, Agents.—Hong Kong, Jan. 19.

The following account of the explosion of the *Zephyr* is from the *Daily Press*:—

A fearful explosion took place on board a hulk called the *Zephyr*, used for the storage of gunpowder, and lying in this harbour near the Kowloon shore. The hulk and a vessel called the *Themis*, lying alongside and receiving powder at the time, were both blown to atoms. Of course all persons on board were killed, and probably torn to shreds, so that no signs of them will ever be recovered. Others in boats near at the time were killed without being blown to pieces, and their bodies have been found. From thirty to forty persons have probably fallen victims to the catastrophe. The shock made the town of Hong Kong tremble as if an earthquake had been shaking the ground, windows were blown in, the frames in many cases being torn from their fastenings, and glass has of course been shattered in enormous quantities.

The *Zephyr* was an old condemned vessel lying over on the Kowloon side near the police chop, and was the property of Messrs. MacEwen and Co., chartered by Messrs. Lammert, Atkinson, and Co., and used by them as a powder hulk. The *Themis* was a fine three-masted Bremen schooner chartered for Shanghai, with a general cargo, among which she was to carry a quantity of powder, and was lashed alongside the *Zephyr* for the purpose of taking it in. The latter vessel had on board at the time of the dreadful catastrophe some 200,000 lbs. of gunpowder—a quantity sufficient to have blown up half the ships in the harbour had this accident happened in their midst; but fortunately the *Zephyr* was moored well over on the Kowloon side in the bight opposite the police chop, and no other vessels were near her.

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The crew of the *Themis* consisted of the captain, mate, six other Europeans and two Chinese; the only one of them left is the captain, and he was saved only by the merest accident, having a short time before the dreadful occurrence left his vessel to dine on board the hulk *Helvetia*, a vessel lying at some little distance from the *Zephyr*, and to this little accident Captain Bowmann alone owes his life. On board the *Zephyr* were only two Europeans, Mr. Coleman who had but lately taken charge of her, and Mr. James the former master. The crew consisted of four Chinese boatmen, and there was a sampan made fast astern in which their food was cooked, no fire being allowed on board the *Zephyr*. But besides these there were yesterday some twenty extra coolies and a sheriff belonging to the firm of Messrs. Schellhass and Co., the agent of the *Themis*, employed only on board the two vessels in passing the powder along, and of all these people there is now nothing left but four blackened and charred bodies that were picked up by the police and men-of-war's boats. Four of H.M.'s gunboats, too, had a very narrow escape—the *Banterer*, *Opossum*, *Algerine*, and *Haughty*, they having been ordered over to the Kowloon side only yesterday in consequence of the increasing prevalence of small-pox here; in fact the *Banterer*, the last who went over, had only just let go her anchor when the explosion took place; she was smothered with the falling ashes and a number of portions of iron bolts fell all round her. One fell on the deck with great violence and rebounded overboard, but fortunately no one was injured, nor on board the *Opossum*, where a similar occurrence took place.

Immediately on the first sound of the explosion boats were lowered from these gunboats and sent to the scene of the disaster as well as a large fleet from all the British men-of-war on this side, from the U.S.S. *Hartford*, the *Ashelot*, and the Italian frigate *Magenta*, but on their arrival on the spot nothing but a disturbed sea of small pieces of charred wood with here and there a larger piece of a timber stanchion or bit was to be seen. The police boats and some from the military were promptly in attendance, but it was impossible to expect to find any living thing amongst the ruins of an explosion of such an immense quantity of powder stowed in the hold of one vessel or of two lashed together.

As soon as every one recovered from the shock on shore and saw the dense mass of smoke rising from the harbour, crowds rushed to the Praya, and boats were in such demand that in a short time it was difficult to find a disengaged sampan, nearly every house possessed of a private boat quickly called it into requisition, so that in a short time the scene of disaster was crowded with pull-away boats and gigs of all descriptions. After gazing at the spot for a few minutes, however, most of the visitors returned and left the police to their task of searching for dead bodies, in which they were so far successful that up to dark last evening, four, two being women and two children—probably those living in the sampan used by the captain of the *Zephyr*, for cooking purposes –had been recovered, and others will doubtless come to the surface in the course of a day or two.

At the village of Ya-mah-tee, on the Kowloon shore, opposite where the *Zephyr* was lying, considerable damage is reported to have been done, some 180 houses having been more or less shaken down or unroofed; several people have been wounded by falling substances, but none of them seriously. It will be always impossible to come to any conclusion as to the number of lives actually lost, as some portions of sampans have been found that were supposed to be pulling round in the neighbourhood of the explosion, and of course their inmates were involved in the general ruin. The hills on the Kowloon side are strewed with pieces of iron, Chinese clothing, &c., and it is reported that some chain cable and part of a mast were found in a field nearly three quarters of a mile from the water's edge.

It is of course impossible to obtain any clue whatever as to the cause of this shocking catastrophe as there are no survivors to tell the tale, but the horror which must strike every one at the sacrifice of so many lives ought to be sufficient to impress upon the authorities the imperative necessity for having the strictest regulations with regard to the storage of powder in the harbour enforced, and the careless placing of it in Chinese houses, or, indeed, storing it at all in large quantities in the colony ought to be utterly forbidden.

Some idea may be formed of the magnitude of the explosion when it is stated that the steamer *Kinshan* on her way down from Canton was abreast Woochow, thirty miles from here, at the time, and distinctly heard the noise. The damage in town had been but slight, and chiefly confined to the breaking in of a few window frames and unhinging some shutters, but the destruction in glass has been considerable, and two men are now in the Civil Hospital who were wounded at Kowloon by the falling of some of the debris on shore.

We have heard that the chief engineer of the *Yesso* who was known to have been pulling across the harbour in the direction of the *Zephyr* shortly before the explosion occurred, has not since been heard of, and that the *Yesso* had to start without him. If this be the case it is lamentably probable that he must have been within the sphere of the explosion at the time, and have shared the fate of all so situated.

It appears that the information we received as to the state in which the *Zephyr* was found under water by the divers was incorrect, From various people who have sent down divers we now hear, after further inquiries, that there is nothing at the bottom larger than a twelve-foot piece of keel. It does not follow from this that all the powder exploded. It seems impossible that this could have been the case, when it was all in separate barrels, but the bulk may easily have been shattered to pieces without a complete explosion of all the powder on board.

STRAITS OF MALACCA.

SINGAPORE.

From this port we have advices to the 3rd February. The outward mails of December 26 were delivered on the 30th January. French mail of December 17 on the 21st.

The appointment of Sir Henry Keppel to the command of the China Station, as communicated by telegram, has given very general satisfaction here. It was at one time expected that he would have succeeded Major-General Cavanagh as Governor, and his nomination as Admiral of the Station is little less welcome.

On the 18th January the volunteers competed for the Governor's Cup at the rifle butts in the centre of the race course. There were twenty competitors, these being the only ones entitled to compete, owing to their having attended twenty-one company drills during last year. All commenced firing at 200 yards, nine at 250, and three at 300 yards. The successful competitor was Mr. W. Krohn, who obtained 16 points; the second was Mr. J. Angus, who scored 14, and the third Mr. Edwin Kraal, who got 13 points. The Governor on presenting the cup to the winner made an able speech, and expressed an earnest hope that in future the attendance of the volunteers would be more regular, and that more energy would be displayed by the members of the corps.

A public meeting had been held in the Exchange Rooms, at which it was resolved that an address from the community to his honour the Governor, Major General Kavanagh, should be presented to him upon his approaching departure from the settlement, accompanied by a testimonial in the form of a service of plate.

With reference to a local currency for the Straits, the *Singapore Free Press* says:—"The importation from Hong Kong by one of the banks of a large number of half and quarter dollars and ten cent pieces, and the circulation of them in exchange for dollars, has been well seconded by the European mercantile community here, and in their transactions with one another these pass current for their full value. But it will be a difficult matter to pass these coins for their par value among the natives, until such time as an ordinance shall be enacted declaring them legal tender. The local press has repeatedly called attention to this subject, but the authorities have been unable to take any measures to remedy the annoyance, their hands having been tied while the settlement remained under the old Indian law. The question of a suitable local currency will no doubt be one of the first to be brought before the notice of the Legislative Council, and a law be enacted declaring the coinage of the Hong Kong Mint the currency of the colony. It will take several months to perfect all the arrangements necessary for the proper carrying out of such an enactment, until which time we shall be more or less annoyed and subjected to squeezes of from three to ten per cent. in all our petty transactions with the natives. These natives, as a rule, receive the ten cent pieces for eight and nine cents, and deal them out again to Europeans at their full value, thus realising from ten to twenty per cent profit each way."

PENANG.

Our latest advices from this port are to the 24th January. The English mail of 10th December reached Penang on the 11th January at midnight. The steamer conveying it (the *Baroda*) left again at 4 A.M. the next morning, making a stay of only four hours—a breach of the mail contract which gave rise to much complaining on the part of the residents.

It appears that her advertised time, according to the table issued by the Postmaster-General, was the 11th. Her arrival on the 12th at such an extremely inconvenient hour caused several people living at a distance, who were not aware of it until a considerable time after she had anchored, either to lose a passage or to miss posting their letters as the case might be. The *Penang Gazette* says:—"The P. and O. Co. has a mail contract, to the terms of which, it is to be presumed, they ought to adhere. If we are to have only the small time of six hours allotted to us, let us at all events have that, if we can get no more; let us have the bond to the letter, or none at all. We are told that neither the Admiral nor the Post-office authorities care much for Penang, in fact 'don't like us at all.' We are not aware that we have given them any reason for disliking us beyond the fact of our asking for a right which we believe we are entitled to; and perhaps, also, that we have on more than one occasion requested for a little more than our strict contract right, viz.—six hours of daylight, a request which, considering our position, is not out of place."

The following items are also from the *Penang Gazette*:—

We understand that Mr. Tan Kim Cheng, a J.P. and Siamese Consul at Singapore, has arrived here on a special mission from his Majesty the King of Siam to inquire into, and settle, questions concerning certain export duties which have been levied upon cattle and other articles. The Government of the Straits, looking principally to the treaty made with Siam in 1827, protested against these duties, and were referred by the Rajah to the Siam Government. The duties alluded to have been levied for the last twenty years at least. It is certainly strange,

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to say the least of it, that our Straits authorities have been so long oblivious of a custom which now by usage has become a legitimate practice.

We learn that some tin ore has been discovered at, or close to, Teloh Bahang, in the north of the island, on some Government ground there. While glad to hear of any such hopeful prospect we are doubtful whether this discovery, as it is called, is of much value. Several years ago there was some tin ore found in the same place, but shortly after abandoned; no doubt there are some remains of the tin ore as well as of the former tin smelting furnace, and perhaps small portions of the tin ore may lately have been found, deluding people into the idea of a tin mine as existing on the island sufficiently remunerative to be worked.

Amongst the changes which are on the *tapis* on the transfer of these Settlements we hear that our resident councillors will likely be removed. This change will, we believe, be anything but a beneficial one for the Straits, as these officials are men who have devoted the best years of their lives to the interests of the Straits, and who would be the very best assistants for the new Governor, who cannot be supposed to be quite *au fait* in the affairs of a colony to which he must be an almost complete stranger. Colonel Ord will find no better coadjutors in the Government of the Straits than our present resident councillors, who have resided here so long, and who have occupied such prominent places as advisers and aides to the Governor. These gentlemen are thoroughly acquainted with the people, their language and customs, and are intimately associated in the memory of the leading inhabitants of the Straits. It is not to be supposed that Colonel Ord can be perfectly independent of such an assistance, and we trust for the interests of the Settlement that such changes as we allude to will not be amongst the first.

The *Penang Argus* says:—"We hear from a good and reliable source that a new rice port, at thr head of the Bay of Bengal, up the Haringofa River, about twenty miles inside, called Morelle Gunge, has been opened, which affords excellent facilities for vessels loading and discharging, as well as watering. Rice is to be had there in great abundance, at very low prices, owing to the large supplies which are brought from the surrounding places. Late the finest quality rice was procurable at two rupees and two annas per maund, which is equivalent to one hundred and twenty-seven rupees per coyan. There are no port charges, and betelnut and cocoanuts are to be had in considerable quantities. Morrelle Gunge is in longtitude 89· 54' east and latitude 22· 22' north, and being to the windward of Chittagong and Arrakan, vessels coming out in the southward monsoon do not experience the difficulty uncountered in getting out of the former ports. We recommend the matter to the notice of our Penang merchants and shipowners engaged in the rice trade, as offering some advantages over places less favourably situated."

Births, Marriages, and Deaths.

(*Announcements for Subscribers are made free of charge.*)

BIRTHS.

DOHMEN—On the 11th Jan., at Yokohama, the wife of Martin Dohmen, Esq., of a son.
GIBSON—On the 16th Dec., at Yokohama, the wife of F. F. Gibson, Esq., of a son.
GLOVER—On the 25th Dec., at Nagasaki, Mrs. A. J. Glover, of twin daughters, stillborn.
MICHIE—On the 18th Jan., at Shanghai, Mrs. Alexander Michie, of a son.
PEREIRA—On the 30th Jan., at Everton-house, Singapore, the wife of F. E. Pereira, of a daughter.
SWINHOE—On the 14th Jan., at Amoy, the wife of Robert Swinhoe, Esq., H.B.M. Consul at Amoy, of a daughter.
VON DER HEYDE—On the 10th Jan., at Singapore, the wife of F. Von der Heyde, Esq., of a son.
WISHART.—On the 11th Jan., at Singapore, the wife of C. Wishart, Esq., of a son.

MARRIAGE.

WESTLAKE—LUDWIGS.—On the 31st Jan., at Singapore, by the Rev. J. M. Beurel, Mr. Charles H. Westlake, of New York, to Mrs. F. A. Ludwigs, of Singapore.

DEATHS.

BUSH—On the 27th Dec., at Bangkok, the wife of Captain John Bush, Master Attendant.
CAULFIELD—On the — Jan., at Yokohama, J. Caulfield, British Consular Gaoler.
DICKIE—On the 30th Dec., at Foo-chow-Foo, Capt. Dickie, of the schooner Spray, from the pot-shot of Mr. Custom Officer Briscoe.
GREEN—On the — Dec., at Yokohama, Mrs. Green.
MOYLE—On the 5th Dec., at sea, on board the steamer AJAX, Emily Jane Moyle, the beloved wife of Mr. J. M. Moyle, Superintendent of the Sailors' Home, Singapore, aged twenty-six years.
OTTOSON—On the 18th Jan., at Arthur's Seat, Siglap, John M. Ottoson, late of Shanghai, aged 50.
RODRIGUES—On the 14th Jan., at Macao, Joaquim L. Rogrigues, aged fifty-six years.
STEEL—On the 18th Jan., at Shanghai, David Steel, of Glasgow, lately with Messrs. Gilman and Co., aged twenty-two years.

AMONG the passengers by the P. and O. steamer, which left Southampton on the 4th, were twelve police-constables, who proceed to Yedo to form a mounted police guard for Sir Henry Parkes.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Dec. 31, 1866	716907	49450430	41492924		10315469	101975630	36660
Corresponding period last season.....	1722989	45263818	42586500	747284	11140338	101721880	53907

SHIPMENTS SINCE.

	Ship.	From.		
Jan. 1 ...	Benares (mail str.)	... Shanghai, &c.	... —	1,377
— 5 ...	John Liegt	... Foochow	... 1,050,700	
— 15 ...	Emeu (mail str.)	... Shanghai	... —	1,251

The export to Feb. 1 is reported by telegram at 105,135,000, the export to Feb. 15 is erroneously reported 125,000,000.

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1866	...	...	...	...	...	31919111	358
Corresponding period last season.....	...	...	...	...	...	20515711	115

SHIPMENTS SINCE.

	Ship.	From		
Jan. 5 ...	Isabella Ridley	... Foochow	... 583,400	
— 9 ...	Portland	... Canton	... 41,627	71
— 11 ...	Amaranth	... Do.	... 37,941	65
— 15 ...	Golden State	... Yokohama	... 849,349	—

TO THE CONTINENT

							Bales.
From June 1 to Dec. 31, 1866	...	...	...	...	...	1698800	...
Corresponding period last season.....	...	...	...	...	...	...	...

SHIPMENTS SINCE. - None.

TO SAN FRANCISCO.

						Tea pkgs.	Boxes.
From June 1 to Dec. 31, 1866	...	...	...	...	...	87367	67
Corresponding period last season.....	...	...	...	...	...	23425	407

SHIPMENTS SINCE.

Jan. 12 ...	Reindeer	... Hong Kong	... 1,881

TO AUSTRALIA.

From June 1, 1865, to Dec. 31, 1866	8,071,178
Corresponding period last year	8,790,715

SHIPMENT SINCE.

	Ship.	From.	
Jan. 1 ..	Velocidade	... Foochow	... 189,600

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Dec. 31, 1866 ...	2776	—	50	185	93	65

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Dec. 31, 1866 ...	6800	...	...	1080	...	417

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Dec. 31, 1866 ...	168836	54361	6213	7079	8685	...

SHIPMENTS SINCE.

Jan. 9...Portland...	9175	...	10728	...	36	...	—	...	—	...
„ 11...Amaranth	—	...	3583	...	—	...	—	...	—	...
„ 15...Golden State	5000	...	800	...	—	...	200	...	—	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Dec. 31, 1866...	781	—	40721	6168	2747	283601

SHIPMENTS SINCE.

Jan. 12...Reindeer	96	...	—	...	5570	...	122	...	195	... 38500

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Dec. 31, 1866...	170	...	2469	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

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SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 13, Glenclune; 15, Mountain Ash; from New York, 13, Resolute; from Baltimore, 7, Cordillera.

At SHANGHAI.—From London, Jan. 18, Borealis; 12, Silver Eagle; from Newcastle, Dec. 31, Charlot; from Liverpool, Jan. 9, Magellan; (reported by telegram, from London, previous to Feb. 5, Taeping, Fiery Cross) from Cardiff, 11, West Wind; from Sunderland, 14, General Havelock.

At HONG KONG and CANTON.—From London, Jan. 5, Ariel; 18, Lucerne; (reported by telegram) Her Majesty, from Newcastle, Jan. 10, Alice Mary; from Newport, 5, Nyverheid; from Shields, 5, Cleveland; from Cardiff, 17, Venus; from New York, 12, Amaranth; from Baltimore, 4, Magnet.

At MANILA.—From Liverpool, Jan. 4, Cinco Hermanos; from Cardiff via Labuan, Dec. 23, Andromade; from Barcelona, Jan. 4, Nuovo Lantero.

At SINGAPORE.—From Swansea, Jan. 8, Cornelis Smit; from Newport, 10, Louis de Geer; from Cardiff, 12, Maria Elise; from Liverpool, 25, Chloris; from Glasgow, 30, James Paton.

At BATAVIA.—From Liverpool, Engel; from Glasgow, County of Ayr.

Reported by Telegram.—From Queenstown, Golden Fleece (str.), with troops.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 15, Golden State.

From SHANGHAI.—For London, Jan. 9, Beemah; for New York, 18, Deucalion.

From HONG KONG, CANTON, and MACAO.—For London, Jan. 25, Achilles (str.); 20, Bankside; for New York, 9, Portland.

From MACAO.—For Havana, Dec. 30, Egmont Hoorn; Jan. 4, Hong Kong; 4, Delangle; for Falmouth, 19, Jupiter.

From MANILA.—To London (reported by telegram), Dec. 24, Eleanor.

From SINGAPORE.—For Liverpool, Jan. 8, Conheath; 21, Petchelee; for London, 19, Loon Hong; 29, John Rennie; for Bordeaux, 27, Liberia; for New York, 28, George Canning.

VESSELS LOADING.

At YOKOHAMA.—For London: Carioco. For New York: Chaasse, Johanne Marie.

At SHANGHAI.—For London: Peter Denny, Burmah, Asphodel, Earl Dalhousie, James Shephard, James John Bellamy. For New York: Crawshay Baily, Endeavour, Dunkeld.

At FOOCHOW.—For London: Charlotte, Esperanza (full), Tavistock, Bucton Castle. For New York: Robin Hood.

At AMOY.—For New York: Lord Clyde, Japan.

At HONG KONG and CANTON.—For London: Dilpussund, Stornoway, Sea Bird. For New York: Sea Serpent, Dramant.

At MANILA.—For New York, Queen of the East; for Cadiz, Felix, San Luis; for Havana, Espana. At Manila, for London: Canaan, San Fernando. For Cadiz: San Luis, Union. For Havana: Espana. For Barcelona: Nuevo Landtaro. For New York: Gamecock.

At SINGAPORE.—For London, Gazelle, Sophie, Agamemnon, Maude for Liverpool and Glasgow, Union; for Channel, for orders, Carlota; for; Rotterdam, Bengal; for Bordeaux, Prefet, Paul Feart; for Gibraltar, Helena; for New York, Bravo; for Boston, Pride of the West.

At PENANG.—For London, Amersham.

At BATAVIA.—For Channel, for orders, Kennington, Sultana; for Amsterdam, Kanagawa, Bantam; for Rotterdam, Maasluis, N. Waterweg, Lichtstraal, Fernate, Princes Amalia, Mary and Hellegonda, Twee Cornelissen.

FREIGHTS AND CHARTERS.

AT YOKOHAMA.—To London: Cotton and Tea, £2. 10s. to £3 per ton; Silk, £4 to £4. 10s.

AT SHANGHAI.—To London: rates have not improved; vessels on the berth are loading at £2 to £1. 15s.; and to New York, £2. Telegrams to Feb. 9 report 35s.

AT FOOCHOW.—To London, £2. 5s.; to New York, £2. 10s.

HONG KONG AND CANTON.—Rates to London remain at £2, and to New York, £1. 15s. Small vessels for coasting purposes are scarce, and rates for the coast have improved. The Circular of George Holmes estimates the number of disengaged vessels in harbour, exclusive of Siamese, at thirty-four, representing 17,909 tons.

MANILA.—There are no transactions to report, and, therefore, rates to United Kingdom may be quoted as before—say £2 for Sugar and £2. 5s. per ton for Hemp; but, owing to the scarcity of suitable tonnage, next settlements will probably be at an advance on these rates.

AT SINGAPORE.—Tonnage in harbour remains plentiful, and no improvement has taken place in freights, which, for United Kingdom, remain at £2 light cargo, and £1. 10s. dead weight.

AT PENANG.—The Amersham has reduced her rate to £2 for Pepper; very little cargo is offering.

AT BATAVIA.—To Amsterdam and Rotterdam: Coffee, 40f.; sugar, 40f. to 42.50f.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	For
Dec. 20	Bothwell Castle	Singapore	Liverpool
— 21	Johanne en Oluffa	Sarawak	London
— 24	Ernst en Maria	Whampoa	Havana
— 25	Christian Rankin	Nagasaki	New York
— 26	Assyrian	Shanghai	New York
— 28	Southern Cross	Shanghai	London
— 29	Banda	Yokohama	New York
— —	George Shotton	Foochow	New York
— 30	Andreas	Shanghai	New York
— —	F. Reck	Foochow	New York
— —	Harlaw	Shanghai	London
— —	Edmund Graham	Singapore	London
Jan. 2	Henri IV.	Macao	Havana
— 3	Benefactress	New York	Hong Kong
— 6	C. W. Eduard	Holland	Batavia
— —	Dundonald	Shanghai	London
— 7	H. B. Orion	Whampoa	Falmouth

REPORTS AND CASUALTIES.

HONG KONG.

The British ship Ariel reports having left Gravesend on October 14th with a fresh breeze down the channel. Had moderate N.E. trades and passed the line on the twentieth day out, in long 25 30 W. had fresh S.E. trades and generally fine weather until passing the Cape, which passed Nov. 22nd in lat. 44 S., being thirty-nine days out—from there had successive gales and calms until off St. Pauls when got a fine S.E. trade, taking her up to the Island of Savoby the 18th Dec., from whence got clear through the Gillolo passage on the seventieth day out, and from there past the Pelew Islands to the Bashees, had strong weather with occasional squalls passing the latter on the 3rd Jan. From thence had fine weather into port, taking the pilot on board at nine A.M. on the 5th, and anchoring at Hong Kong at eleven P.M. of same day, having made the passage in eighty-three days.

BATAVIA.

The steamer Fransen van de Putte arrived at Batavia on the 11th Jan., having in tow the English ship Lady Louise, which vessel had been aground to the north of the Island of Lucipara in the Straits of Banca. The Lady Louise was from Shanghai to New York with a valuable cargo of tea.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 27, at Bremen, from Batavia, Johanna; March 1, at Falmouth, from Singapore, Ida Maria; off Penzance, from Foochow, Fontenaye; off Fowey, from Shanghai, Elizabeth Nicholson; off the Lizard, from Colombo, Percy Douglas; Feb. 28, at Cuxhaven, from Amoy, Bernhard Carl; 18, at New York, from Penang, Teesdale; March 5, at Penzance, from Penang, Anna; Feb. 12, at New York, from Foochow, Queensland; from Singapore, Marion; 13, from Canton, Royal Minstrel; 14, from Yokohoma, Eliza Hands; 15, from Canton, Runnymeade. At Manila, from Liverpool, Jan. 6, Cuico Hermanos; from Cadiz, 15, Emigrante; 19, Elena. At Shanghai, from London, Jan. 18, Borealis.

DEPARTURES.—Feb. 28, from London for Yokohama, Philomela; from Hamburg for River Amoor, Mozambique; 27, from Falmouth for Batavia, Helena and Anna; March 1, from London for Hong Kong and Canton, Naomi; Feb. 28, from Cardiff for Batavia, Pallas; March 1, from Newport for Singapore, Heros; Feb. 28, from Penarth for Hong Kong, Chalgrove; from Glasgow for Sourabaya, Annie Storie; from Shields for Batavia, India; from Rotterdam for Batavia, Ouder-Kerkaan den Amstel; March 4, from Liverpool for Manila, Adan y Eva; for Galle, Charles; 2, from Shields for Singapore, Marion; 6, from Liverpool for Hong Kong, Sardinia; Feb. 16, from New York for Nagasaki, Bhering. From Manila, for New York, Jan. 11, Queen of East; for Cadiz, 18, Feliz. From Shanghai, for New York, Jan. 18, Deucalion.

SPOKEN.—Lochnagar, Cardiff to Hong Kong, Feb. 24, 20 miles S.W. of the Smalls. Boanerges, Cardiff to Hong Kong, Jan. 23. 11 S. 31 W. Mercia (brig), Manila to Liverpool, Jan. 28. 5 N., 24 W. Panther, Manila to New York, Dec. 5, in the Java Sea. Gemini, Singapore to New York, Dec. 6, in the Straits of Sunda. Eliza Shaw (ship), London to Japan, Jan. 23, 21 S., 25 W. Bon Albert (?) (ship), Shanghai to London, Feb. 19, 37 N., 38 W. Valentia (ship), Newcastle to Hong Kong, 8 N., 158 E. Resolute (ship), for Shanghai, Dec. 19, in the Gillolo Passage. Diamond, Shields to Shanghai, Dec. 31, 22 S., 28 W. Magellan (ship), for Shanghai, Dec. 19, in the Gillolo Passage. Sea Flower (ship), Sunderland to Shanghai, Feb. 28, off the Lizard. Sterling, Manila to Liverpool, Jan. 25. 12 S., 13 W. Luconia (Dutch barque), Batavia to Schiedam, Feb. 25, 48 N., 14 W. St. Andrew's Castle, London to Colombo, Feb. 24. 50 N., 7 W. Brederode (Dutch barque), from Java Jan. 30, 5 N., 20 W.

CASUALTIES.—The Ellen Rodger, from Foochow to London, which went ashore on the Belvidere reef, Gaspar Straits, Sept. 20, was passed Dec. 3 with hull apparently but little broken up, masts gone, bowsprit and jib-boom standing. Advices from Amsterdam, dated Feb. 28, state that the Presto, Teekes, from that port to Samarang, got in contact with the Ortelius, Grook, from Batavia, while in the North Holland Canal, and damaged her bulwarks, which were repaired. She subsequently came into collision with the Quartet, Mulder, from Amsterdam to Samarang, and sustained severe damage. A letter, dated Feb. 4, received from Deas, the captain of the Titania, from the Clyde to Shanghai, states that on Jan. 29, in lat. 19 N., off the Cape de Verds, she lost foremast, maintopmast, and mizen topgallant-mast, and received other damage. She had jurymast up, and intended making for Rio Janeiro. The Falcon (barque), from Macao to Cuba, has been wrecked at Mariana; the crew and 247 coolies with some merchandise, sails and rigging, &c., were saved. A telegram received from Galle, dated March 1, states that the Marette (?), from Singapore to London, has been wrecked in the Rhio Straits.

MISCELLANEOUS.—At Rio Janeiro, Jan. 31, Welfenfwist, Schramm, from New York, for Hong Kong, leaky. At Callao, Jan. 17, Light of the Age, Porter, from Hong Kong, and sailed 24, for Islay.

LATEST TELEGRAMS.

The following were received via Galle on the 3rd and 4th inst.:—

JAPAN.

HONG KONG, Feb. 15.

Intelligence received here from Yokohama announces that Denmark has concluded a Treaty of Commerce and Navigation with Japan.

Stotsbashi has been formally installed as Tycoon.

CHINA.

HONG KONG, Feb. 15.

Grey shirtings, $3 60c.

Tea unchanged. Export figures not legible.

Exchange on London, four months' bank, 4s. 4½d.

SHANGHAI, Feb. 7.

Grey shirtings, tls. 260.

Tea—Congou dull.

Silk quiet, and prices tls. 10 lower. Settlements reported at 2,000 bales; stock, figures illegible.

Exchange on London, 6s.; for Bank, 4 m. st.

Freights—Tea, 35s.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, MARCH 6, 1867.

SAIGON.

FROM most of the commercial ports in the Far East we have annual Consular reports, which give an approximate if not always an exact idea of their progress. Saigon, however, although rapidly advancing into a position of importance, is still an exception to the rule; we have no Consul there, and, consequently, receive no authentic statistics of its trade. Information gathered from private sources shows that (as might be expected from its being the nearest rice port to China) the export of rice has increased in a remarkable degree during the last few years, the quantity shipped having risen from 1,040,000 piculs in 1864 to 2,148,000 piculs in 1866, or more than double in three years. Cotton, which not long ago was produced in trifling quantities only, for home consumption, now also forms an article of export, some 30,000 piculs having been shipped in 1866; and there is also a large trade in hides, horns, ivory, dried fish, and other miscellaneous products of which no reliable statistics are at present obtainable. But the most important fact with regard to the necessity for establishing a British Consulate here has yet to be noticed; it is that out of 317 foreign vessels which entered the port during the past year, no less than 134 were under the British flag; the residue including 62 French, 60 Hamburg and Bremen, 18 Prussian, 12 Dutch, and 11 American.

In adverting to the growing importance of this place in a commercial point of view we are constrained to state that its development is due more to the energy and perseverance of the foreign and Chinese merchants than to any assistance or encouragement bestowed upon it by the French Government. Indeed, the French laws, as they are administered at Saigon, tend rather to obstruct and hamper trade, and the operations and decisions of the Tribunal de Commerce very much discourage the subjects of other countries from continuing to do business in or with the place. We understand that the appointment of a Consul for Prussia has already been decided on, and look forward with anxious interest to the time when the announcement of a similar appointment is made on the part of Great Britain, whose commercial interests here, as we have already shown, are much in excess of those of any other country.

SHANGHAI AS A NAVAL STATION.

THE commercial importance of Shanghai has so often been dealt upon in these columns, that even those of our readers whose interests are more intimately connected with other ports are at least familiar with the statistics published from time to time which establish the claim of Shanghai to the title of the greatest foreign emporium in China. Accordingly all that mercantile enterprise and scientific skill can accomplish towards increasing the facilities for trade has been lavished upon the wharves, building yards, foundries, docks, and warehouses at that port. Each year witnesses some improvement. At one time we have to note the extension of an already existing public wharf, at another, the construction of a new dock, the establishment of a foundry, or the erection of an important line of bunding. The exceptional circumstances which have hitherto prevented the more recent adventures of this kind from returning an adequate profit, form no argument against the utility and even the necessity of such speculations. When commercial prosperity shall again reign paramount, having been established upon a more enduring basis than that upon which it was before built, Shanghai will be found provided with all the requisites for an increasing trade. So far those who are now perhaps disposed to mourn over capital sunk in apparently unprofitable investments will find their present anticipations belied, and the hopes which first encouraged their expenditure fully realised. Of course, we refer only to such of the many Shanghai joint-stock schemes as depend for ultimate success upon the revival and subsequent growth of a legitimately lucrative commerce. There are many "companies" which have sunk crushed by their own weight, and these, it may be assumed, will, at least for many years, remain in the state at which they have now arrived. But while the mercantile community, not discouraged by present difficulties, have continued to keep up the machinery by which trade is to be fostered and manipulated, the English Government has neglected to avail of the opportunities which the temporary lull in trade has thrown in its way. The same inaccessible and incommodious premises which for want of better were used as a naval yard when land was at a premium, are still retained, although the officers in charge must of necessity constantly report upon the inadequacy of the accommodation, and the difficulties and loss which accrue from the continued occupancy of the present site. While the English naval yard is in a situation which has from the earliest days of the settlement commanded the highest price for building ground, it is utterly unfit for the purposes to which it is applied. On the mere question of expenditure, a very handsome margin of profit would be realised by the sale of the land now occupied by the Government stores, and the purchase of one out of the many plots which are eligible for the purposes required. If, as many fairly be anticipated the renewal of hostilities against the Corea, brings an increase, to the strength of the English naval squadron as well as to that of the French, the difficulties which now attend coaling and fitting her Majesty's ships at Shanghai will of course be much increased.

From its geographical position Shanghai must necessarily be the port of call for all vessels engaged in warlike operations on the northern and eastern coast lines. There is no other place of equal pretensions as regards security and convenience, and with this fact in view the French Government has erected wharves and stores at Woosung, where French ships can be supplied with all needful stores without a moment's unnecessary delay. So also we learn that the American Government is in treaty for building ground on the bank of the Woosung River, and we may, therefore, expect soon to hear of the erection of stores and wharves over which the stars and stripes will wave. Meanwhile the English coal godowns are built in the centre of the settlement, at a distance of at least a quarter of a mile from the nearest wharf, and at a considerable distance from even a landing jetty. In order to arrive at the part of the river closest to the stores, men-of-war are compelled to pass through all the dangers of constantly shifting shoals, and the more permanent but no less formidable chow-chow water, which has ever been the the bugbear of vessels ascending the Wang-poo for commercial purposes. This part of the river, being in the immediate vicinity of the Custom-house, is naturally sought by the tea-ships, steamers, and all trading craft whose object is to land and embark cargo with the greatest possible expedition. Hence, irrespective of the unnecessary inconvenience to which men-of-war are themselves put, they are the cause of still greater inconvenience to others by trespassing seriously upon that section of the anchorage which, for many reasons, is the most important to the community.

Anybody who has watched the adventures of a boat-load of loose cargo from the time it has left the ship in which it has arrived at a Chinese port until it is landed at a jetty, and who has further followed it from the jetty through streets lined by thievish coolies and still more barefaced beggers, until at length it reaches its destination in a godown, will be readily able to form a rough estimate of the loss resulting from the transport of coals in this manner from a collier to the naval yard. Persons qualified to judge in this matter, place the average loss upon coals thus carried in baskets by coolies at sixteen per cent., and this must be doubled when we attempt to arrive at the loss which is sustained between the time when coal is disembarked from a collier and again put on board a man-of-war. It may be said that a guard should be set, or that a few sailors and marines detached to accompany each party of

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coolies might effectually prevent such peculation as we refer to. But those who so reason have but little notion of the resources of a Chinese thief bent upon plunder, and place too high a value upon the watchfulness of soldiers and sailors Besides this, it would be impossible to keep a guard so employed during the heat of summer, and the evil is thus, for at least a considerable portion of the year, rendered quite irremediable so long as the present arrangement obtains. Some years ago all cargo was landed and shipped under similar unfavourable circumstances. A stroll along the Shanghai streets was then calculated to supply an indefinite amount of amusement to anyone anxious to study the working of the system by which the hordes of beggars that infested the settlement were supported. The observer in order to enjoy the spectacle should of course possess no personal interest in the depredation carried on, else he was apt to regard the matter in a new and unpleasant light. But where there was no such interest, he might at his leisure admire the dexterity with which incisions were surreptitiously made in rice bags and cotton bales—the ingenuity with which large flakes were extracted from the latter, and little calabashes were held under the streams of grain pouring from the former—the boldness wherewith formidable lumps were snatched from coal baskets, the coolness wherewith all these miscellaneous treasures were transferred to the omniverous pouch which every beggar bears suspended from his or her girdle, and the charming insouciance of the coolies meanwhile, who would not or could not make any attempt to check the vagaries of their lively compatriots. The loss on each individual package was perhaps insignificant, but it rapidly mounted up when an entire cargo was thus submitted to black mail. Hence, amongst other reasons, it was that wharves were built alongside which vessels could lie and discharge or receive cargo into or from immediately adjacent warehouses.

The advantages of the new system were at once appreciated by the community, and accordingly when every other investment commenced to look down, wharf shares continued to look up. When a truck ran directly from the weighing machine in the godown to the steamer or ship at the wharf, and emptied itself into the bunkers without the aid or intervention of kleptomaniacal coolies and beggars, the chances of getting as much coal as was paid for were very largely increased; and similar reasoning was found to hold good in discharging coal and all other descriptions of loose cargo. The lesson learned and acted upon many years ago by the merchants has still to be learned by the English Government, which continues to be victimised in the manner we have indicated. Granting, therefore, that no loss, but, on the contrary, gain, would accrue from selling the present naval yard, and purchasing a more eligible site, and assuming that the situation of the yard is about as badly chosen as it could be, there seems to be a difficulty in understanding upon what grounds the naval stores are retained where they are. We have no preference for one bank of the river rather than the other, we suggest no site as presenting peculiar advantages, we would merely suggest that river plots, with quite sufficient depth of water alongside to float the largest ship that could come over the bar at spring tides, might be bought at various parts of the river below the much-dreaded Pootung Point and its surrounding chow-chow water. A haze of doubt and uncertainty pervades the official mind with regard to all questions relating to the Far East. That uncertainty it has hitherto been our object to dispel by painting in their truest and simplest colours the various facts with which our close connexion with China supplies us. We do not attach undue importance to the considerations we have advanced above, for it will be manifest to every thinking mind that in whatever position of advantage the French and American naval squadrons in China may place themselves, the English Government should endeavour to secure at least equal facilities for its ships of war. As the matter stands at present, we would suggest that the Commander-in-Chief on the station should be requested to report upon the present condition of the naval yard at Shanghai, the difficulties and losses involved by the existing arrangements, if they be indeed such as we have represented them, the enormous expense to which men-of-war are put when it is found necessary to overhaul them in private docks, and, on the other hand, the possibility of obtaining without any serious expenditure, or, more probably, with absolute gain, a lot of ground presenting all the requisites for a naval establishment which might, should unforeseen circumstances arise, be extended to include a dock and foundries.

JAVA AND THE DUTCH.

IT does not surprise us that Dutch statesmen should be found unwilling to carry into practical effect those concessions to the Javanese which so lately were pompously announced as introducing a new era in Dutch colonial administration, for timidity as to results is the unfailing concomitant of the assumption of principles not thoroughly understood. The past history and present condition of the natives of one of the noblest islands in the Eastern Archipelago reveals how ill the Government has acquitted itself of its responsibilities. Only a fractional portion of the island is under cultivation, and the regulations adopted, with the conditions under which Government controls the culture, are not calculated to lead to the investment of additional means by private cultivators; in fact, to keep the natives in a low and servile condition has been their continuous aim. We find the COLONIAL MINISTER expressing his opposition to any grant to them of the power of acquiring land, and viewing with actual dismay the carrying out of announced concessions which might tend to interfere with the existing culture; and this denial to the mild unenterprising Javanese of the possession of land certainly intensifies the feeling of hostility which a long course of oppression has engendered. The finances of Holland have already suffered, and in a form not generally suspected, by the impolicy of its course in seeking to augment the quantity of cultivated land paying rent; with the profits of their labour appropriated by exacting officials, the natives constitute but indifferent consumers of imported articles, and cultivation has been carried out on a far more diminished scale than if the Government had not been so active a competitor with European planters. And now that a large proportion of the Crown estates are to be submitted under contract to individual enterprise the Government takes care that the hold on native labour shall not be lessened, still more that natives shall not, by becoming owners of land, enter into active competition. What is this but monopoly in its worst form? And, blind to the fact that it is this hollow system that is diminishing its profits from the Dutch East Indies, the Government seeks after new acquisitions of territory, attempting thus to forestall the enterprise of other nations possessing different administrative systems.

Happily our own colonial possessions are sufficient for the almost indefinite development of the leading products for which Java is conspicuous. The acquisition by the Dutch of the most valuable portions of Sumatra, in violation of an existing treaty (which has already resulted in serious injury to the pepper trade of Penang), will afford but temporary and adventitious facilities to the maintenance of the principles underlying her colonial rule, for the selfishness of monopoly, based on injustice, cannot long maintain itself against the more free and liberal principles which elsewhere are asserting their ascendancy. Unless the productions of Java increase in a far greater ratio than has been the case the past few years, that island, notwithstanding its natural advantages, must be left far behind in the race of competition, and the Dutch Treasury be compelled to submit to yet more diminished profits. Indeed, it has been doubted, with good reason, whether these profits are even now as great as they have been represented; and the Government, whilst continually professing greater liberality, appears continually to stop short at the point at which the improved principles sought to be carried out would become fully efficacious. Thus, whilst admitting foreign vessels purchased by its own subjects to carry colonial produce at a minimum price to be fixed by competition, foreign carriers are excluded. Dutch calculations for the allotted tasks of planting coffee trees on the part of the natives, or of securing their personal services, have always been grossly in favour of the Government agents. If a reduction in the weight of the picul or sack has been made, the number of these required to be delivered has been increased. Out of this overweight, indeed, the pay of officials has been entirely or in part defrayed, their exertions being thus secured in driving the cultivator to produce the utmost possible. We should be glad if public opinion in Holland would compel those statesmen in whose hands the welfare of millions is placed to consider the vast responsibility they incur in neglecting favourable conjunctures for placing the industry of Java on a more equitable, satisfactory, and stable basis. With so many powerful rivals for colonial produce, it is for Holland to try without reservation the efficacy of the same means by which our own colonial greatness has been

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achieved. Commercial and industrial enterprise would revive, and if the returns were not so direct, the influx from subsidiary channels would be a more abundant and more permanent source of wealth.

STRAITS GOVERNMENT APPOINTMENTS.—The *London Gazette* of the 1st March contains an official notification of the appointment of Lieut.-Col. Archibald Edward Harbord Anson, R.A., to be Lieut.-Governor of Prince of Wales's Island and its dependencies; and William Wellington Cairns, Esq., to be Lieut.-Governor of the town and fort of Malacca and its dependencies. The names of these gentlemen appeared in their proper places in the list of Straits Government officials which we gave in a recent issue.

Literature.

Dr. Hepburn, of the Presbyterian Board, who has occupied himself almost exclusively with the preparation of a Japanese and English Dictionary, at length has it completed and ready for printing. A late number of the *Record* contains the following information:—"One of our countrymen, a merchant at Yokohama, kindly and liberally offered to take the risk and be at the expense of its publication; this expense will probably be reimbursed by its sales. This work, the first and only one of the kind, has involved great labour, but it is regarded as indispensable to the translation of the Scriptures into the Japanese language, and it will be very useful also to missionaries and others."

The Colonial Office List for 1867. By W. ROBINSON and A. N. BIRCH, of the Colonial-office. Harrison, Pall-mall.—We have received the sixth annual publication of this useful hand-book to the colonies. There is much information given in this volume which has not appeared in its predecessors, for instance, that portion of the work which relates to the constitutional government of the various colonies now appears in a much more comprehensive form. Several pages are devoted to an account of the former and future administration of the Straits Settlements, and a list of the new Government appointments is given so far as they had been filled up at the date of publication. Under the head of Jamaica we find an account of the disturbances which took place there in 1865, compiled from the report of the Royal Commission. The editors, at the conclusion of their preface, state that although they have not been able to adopt all the suggestions received from time to time, they nevertheless trust that advice and criticism will not be withheld so long as anything is wanting to complete the accuracy and usefulness of the *Colonial Office List*. This is the surest road to success.

The Foreign-office List; and Diplomatic and Consular Handbook for 1867. Compiled by EDWARD HERSTLET (Librarian, &c., of the Foreign-office). Harrison, Pall Mall.—We have received the thirtieth annual publication of this work, which shows a marked increase in size, substance, and utility. The authenticity of the varied information it embodies is of course undoubted, and evidently no exertion has been spared to bring it up to the latest possible date. In addition to the classified lists and other usual contents, there is a well-executed map, showing all the places where British diplomatic or Consular agents are resident throughout the world.

CONTINENTAL WORKS ON THE FAR EAST.

Korea, and the Far East generally, occupies considerable attention on the Continent. M. Léon de Rosny has published some papers in the *Journal Asiatique* which will shortly appear, with additions, in the form of a volume from the press of the Imprimerie Imperiale of Paris, under the title of "Apercu de la Langue Coréenne." This is said to be the first work which has appeared, in France at least, on the subject, and its appearance is promised in a month at latest. The first part of the work will be purely linguistic, and has been translated and published in Professor Summer's *Repository*, of London. The second part of the volume will treat principally of the Ethnography of the Koreans, giving the names of all the races included under that title, ancient as well as modern, with information concerning the history and geography of the country, and lists of Chinese and Japanese sources of information respecting Korea.

Another volume, now in the press, will shortly be published under the title of "Variétés Orientales," and a portion of it will be published previously entitled "La Géographie Physique et Historique de la Corée," with a map of the peninsula. The author announces that all the names of localities will be given according to the Korean nomenclature instead of the Chinese form as has been the custom heretofore.

A small work has just appeared at Florence with the title of "Guida della Conversazione Giapponese," dialogues in Japanese and Italian, by M. Antelmo Severini, professor of Chinese and Japanese in the Institute of Florence.

Lastly, M. Léon de Rosny has issued a small pamphlet containing extracts from the *Revue Orientale*, with the title of "Vocabulaire, Chinois-Coreen-Aino," and containing remarks on the three languages and comparative tables of a number of simple words. This little work may serve as an introduction to that translated by Mr. Medhurst and others, which M. de Rosny quotes as his chief authorities.

The works issued during the past fortnight are not numerous, and include none of special interest in our own particular field. The following summary includes all that are of any importance:—

In History and Biography we have, in 2 vols., the long-promised "Correspondence of the late Earl Grey with his Majesty King William IV. and with Sir Herbert Taylor," which will, we hope, set at rest all controversy about the secret history of the Reform Act of 1832; the present Earl Grey edits his father's correspondence, with an introduction; we have also, in separate volumes, "Records of the 13th Light Infantry, the 44th Regiment, and the 82nd Regiment," with plates and photographs; and the first volume of a "History of the Norman Conquest of England, and its Causes and Results," by Edward A Freeman.

In Geography and Travel we have "A Lady's Glimpse of the Late War in Bohemia," by Lizzie Selina Eden, which contains some good illustrations; a narrative of a mountain campaign on the borders of Afghanistan, in 1863, by Col. John Adye, published under the title of "Sitana;" "Madagasca Revisited," describing the events of a new reign and the revolution which followed, setting forth also the persecutions endured by the Christians and their heroic sufferings, with notes of the present state and prospects of the people, by the Rev. William Ellis, the well-known missionary; and "Half Round the Old World," a narrative of a tour in Russia, the Caucasus, Persia, and Turkey in 1865-6.

In Fiction we have "Dumbleton Common," by Eleanor Eden, 2 vols.; "Sowing the Wind," by E. Lynn Linton, 3 vols.; "Sir Cyrus of Stonycleft," 3 vols.; and "Maidenhood," by Mrs. S. A. Marsh, 3 vols. Mr. Trollope's new novel, "The Last Chronicle of Barset," has so far progressed as to allow of the first volume being issued by Messrs. Smith, Elder, and Co.

Among the announcements of forthcoming works we notice "A Trip to the Tropics," by the Marquis of Lorne, and "Wild Life Among the Pacific Islanders," by E. H. Lamont; both published by Messrs. Hurst and Blackett.

Among the Magazines, *Macmillan* is notable for a short but instructive article on the condition of India, and also for two very clever papers, entitled respectively, "A Hard Day's Work" and "What is Materialism?" The *Cornhill* still maintains the partiality for German, and especially for Austrian subjects, which has been noticeable for many months past. Out of six miscellaneous prosé articles it contains, three are on German subjects. *Temple Bar* is almost altogether made up of stories, which unless the essays are particularly valuable are what one first turns to in a magazine. "The Heiress of Monte," by the author of the "Iron Casket," "Under Greek Fire," "Lost from Rescue," and "The Man who lived by his Wits" are among the contents of the latest number. In *London Society* the liveliest article is one by Mr. James Greenwood, entitled "The Private Life of a Public Nuisance." It has all his well-known vivacity and descriptive power. It treats of organ-grinders, certainly the greatest nuisances of London life.

A new story by Mr. Henry Kingsley, entitled "Mademoiselle Mathilde," a tale of the latter part of the last century, will be commenced in the April number of the *Gentleman's Magazine*. This is, we believe, the first time since its start 136 years ago that the *Gentleman's Magazine* has published a work of fiction. The leading serial fiction in *Cassell's Magazine*, the first number of which will appear on the 6th of March, is entitled "Anne Judge, Spinster," and is written by Mr. Frederick W. Robinson, the author of the popular novels, "Grandmother's Money," "A Woman's Ransom," and "Christie's Faith." A proof-sheet of the first number shows it to be well printed on toned paper, and copiously illustrated, and it promises to be a good pennyworth. A new morning paper, of Liberal-Conservative politics, is about to appear, under the title of *The Latest News*.

THE ARMY ESTIMATES.

These Estimates for the Military Service of 1867-68 show a total of £14,114,733, which is a net increase of £293,000 over the estimates for 1866-67.

Among the several amounts voted for the various departments engaged in the administration of the army, the first is a sum of £31,715 for the department of the Secretary of State for War. This shows an increase of £820 over the estimate for 1866-67, which was £30,895. The salaries of clerks and other expenses of the War-office show a still larger increase, amounting to £5,438, the estimate being £163,454, against £158,016. The next charge is for the topographical department, where only thirty-one persons appear to be employed, the total of their united salaries being £5,385, against £5,217, an increase of £168. Last in order is the Horse-guards Department, which is subdivided as follows:—Department of the Field-Marshal Commander-in-Chief, £21,948, against £21,727; Office of the Commander-in-Chief, £9,884, against £10,415; Office of the Adjutant-General, £13,174, against £12,876; Office of the Quartermaster-General, £4,222, against £4,049. In addition to these charges there is an estimate of £500 for travelling expenses and contingencies, the same sum being allowed in the previous year. Thus the total for the Horse-guards Department is £49,728, against £49,567, the increase being only £161. It will be seen by these figures that the administrative departments will cost £5,767 more than in 1866-67, the totals being £218,567, against £212,800.

The numerical strength of the Ceylon Rifle Regiment is stated at 1,376 of all ranks, and the amount to be expended for regimental pay and the incidental requirements of the corps is £37,633. This is £458 over the estimate for the previous year.

Another item in these estimates is a vote of £14,515 for the Hong Kong corps, £14,000 being for pay and the remainder as follows:—Command pay, £55; allowance in aid of regimental messes, £150; contin-

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gent and non-effective allowances, £219; agency, £61; regimental stationery and postages, £21. This regiment is composed of 15 officers and 660 non-commissioned officers and privates.

The two regiments of Gun Lascars for Hong Kong figure for an amount of £3,166. Each regiment is composed of 1 Havildar Major at 2s. 3d., 2 Havildars at 1s. 4d., 1 bugler at 11d., 4 Naicks at 1s., and 80 privates at 11d. per day. Thus the total regimental pay is £3.036, an item of £10 being set down as additional pay, and of £120 as "Contingent allowance to officer of Artillery in charge of corps."

In the estimates for "Works, Buildings, and Repairs" is an item of £20 000 for huts at Hong Kong, the portion required to be voted for 1867-68 being £10,000. A vote will also be required for providing additional magazine accommodation in China. The cost when completed will be £8.000, but only £1.000 is required to be voted for the present year. For the erection and maintenance of Fortifications, Military Store Buildings and Barracks the estimate for China and Japan is £8,387, for the Straits Settlements £4,555, and for Ceylon £7,173.

The charge for Clerks, Police, and Inspectors in the Military Store Departments amounts to £4,835 for China and Japan, £523 for the Straits Settlements, and £2.428 for Ceylon. The Purveyor's Department figures for a sum of £5,783 for China, £874 for the Straits Settlements, and £3,288 for Ceylon. The Medical Department costs for China £2.549, for the Straits Settlements £881, and for Ceylon £2,305. The Chaplain's Department in China is maintained for the sum of £510, in Ceylon for £30), and in the Straits Settlements for £50. The charge for Clerks and others in charge of Barracks for supplies of fuel and light, and for the hire of Barracks, Quarters, &c., is £33,731 for China, £8.875 for Ceylon, and £3,242 for the Straits Settlements. The estimate for the Commissariat Department, including transport and staff of officials, is £3),367 for China, £30,009 for Ceylon, and £14,395 for the Straits Settlements.

A sum of £100 is included in the estimates for 1867 68 as a reward for the distinguished services of Colonel Franklin Dunlop, C.B., who served in China from the breaking out of the war in 1856 to the end of April 1857, where he suffered severely from an attempt made by the Chinese to poison the inhabitants of Hong Kong by mixing arsenic with the bread sold on the 16th January, 1857. Colonel Dunlop also commanded the Artillery at the capture of Canton, December, 1857. He received a medal with clasp, and was invested with the order of Companion of the Bath.

THE CHINA CLUB.

THE meeting of the newly-constituted committee, previously announced, duly took place at Willis's Rooms on the 4th instant. An amended list of the committee, together with a full report of the resolutions adopted, will be found in our advertising columns; the chief points of interest may however be briefly summed up as follows.—Messrs. Willis will at once open a list, on which members must enrol themselves. Only such officers and gentlemen as have resided in or visited China or Japan, are eligible. The annual subscription will be a guinea, payable in advance. Sir John Davis is Chairman, and Mr. J. J. Mackenzie Honorary Secretary during the temporary absence of Major Brine. The date of the dinner this season is fixed for the 21st May, being the day before the Derby. At present the operations of the Club will be confined to keeping up this annual banquet, but it is not unlikely that it may ultimately become the germ of something more imporant. At all events we trust it will not be allowed to languish for want of cordial support and co-operation.

Monetary and Commercial.

Rumours continue to be circulated respecting the position of firms in China, but they are simply idle rumours. The story was current on the 2nd inst. with some persistence, but there is no foundation for it. The telegrams from Bombay are not satisfactory, and telegrams, if they prove correct, report a heavy fall in the shares of the Bank of Bombay, but we know that the rumours as to the stability of the bank are groundless, there is no question but that all the difficulties of 1866 have been surmounted.

A dividend of seven per cent. per annum for the past half-year has been declared by the directors of the Delhi and London Bank.

Tenders have been invited for £250,000 Ceylon Government debentures at 108, bearing interest at six per cent. The rate is extreme, and would not in ordinary times of business be entertained.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 4th inst., was, in silver, to Bombay, £17,080.

TEA SALES.—The sales which commenced yesterday comprised 15,575 packages, 12.661 were printed "without reserve." 9,591 packages passed to-day and 6,424 were sold, all being "without reserve." The sales proceeded fairly, but prices were, in some instances, rather in favour of buyers. Several breaks of fair and medium red-leaf congou brought from 1s. 2¼d. to 1s. 5½d. per lb. 400 half-chests "tea dust" realised only 3¼d. to 4d. per lb. About 1,500 boxes Canton scented orange pekoe, "with all faults," sold at 1s. 1d. to 1s. 1¼d. Packages offered:—Congou, 8,125; congou siftings, 422; scented caper, 413; pouchong, 9; oolong, 106; souchong, 423; hyson pekoe, 45; scented orange pekoe, 4,567; Twankay, 28; hyson, 124; young hyson, 498; Imperial, 114; gunpowder, 289; sorts, 41; dust, 408; Assam, 28. Total, 15,575 packages.

SILK.—There has been some excitement, owing to the blunders of the Galle telegrams as to the stock, &c.

MANCHESTER MARKETS.—At the close of last week the demand became slightly more active, with steadier prices, attributable to the increased cotton sales rather than any marked desire on the part of buyers to purchase on a free scale; to-day we have a return of the dull tone previously existing, and more or less increased disposition to press sales at prices somewhat under quotations.

The Board of Trade Returns for the month and twelve months ended 31st December, 1866, have just been issued, their publication having been delayed in order to afford time for the making up of the landing accounts of all cargoes properly appertaining to the trade of the past year.

For the month of December the value of the exports was £14,914,563, against £15,030.088 in 1865, and £12,095,437 in 1864; showing a decrease of £115,525 against 1865, and an increase of £2,819,126 against 1864. The total value of our exports for the year is shown to have been £188,827,785; being an increase of £22,992,060, or nearly 14 per cent. on 1865, and of £28,378,732, or about 18 per cent. on 1864. Thus it will be seen that the decrease observable for the month of December has been counterbalanced by an increase during the earlier months, a circumstance which occurs to a greater or less extent every year.

The shipments of Cotton Yarns exhibit an increase of 32 per cent. in value and 34 per cent. in quantity, and of Cotton manufactures 30 per cent. in value and 28 per cent. in quantity. The total value of Cotton Yarns and manufactures was £74,565,426 or about 40 per cent. of our entire trade. Among the other principal articles Haberdashery figures for an increase of 7 per cent.; Linen manufactures 5 per cent.; Woollen manufactures (which amount to £21,725,821) 5½ per cent.; and Iron manufactures (which amount to £14,829,369) 10 per cent.

The Imports are returned only for the month and eleven months ended 30th November, their value during that month being £17,841,738 in 1866, £19,910,403 in 1865, and £16,164,570 in 1864; showing a decrease of £2,068,665 against 1865, and an increase of £1,677,168 over 1864. The imports during the eleven months have amounted in value to £211,539.785 in 1866, to £180,820,357 in 1865, and to £197,448,426 in 1864. These figures denote an increase in value for 1866 over both the preceding years amounting to £30,719,428 over 1865, and to £14,091,359 over 1864.

The extent and value of our trade with the ports and countries of the Far East are shown in the following statement:—

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom during the month and twelve months ended 31st December, and its value for the month and eleven months ended 30th November, are thus given:—

Quantity for the Month ended 31st Dec.

From	1864.	1865.	1866.
British India	.. 738,004	.. 558,845	.. 263,793 cwts.
China	.. 77.665	.. 4,305	.. 7.336 "
Egypt	.. 208.252	.. 250,820	.. 241,015 "
Total from all parts ..	1,208,039	1,785,796	1,040,305 "

Quantity for the Twelve Months ended 31st Dec.

British India ..	.. 4,522.566	.. 8,981,675	.. 5,493,770 cwts.
China	.. 769.259	.. 820,141	.. 52,120 "
Egypt	.. 1,120.479	.. 1,578.912	.. 1,055.900 "
Total from all parts	.. 7,975,035	.. 8,731,949	.. 12,295,803 "

Value for the Month ended 30th Nov.

British India ..	.. £3,173.539	.. £2,187,734	.. £1,970.229
China	.. 524.296	.. 50,017	.. 45.577
Egypt	.. 238.026	.. 697,750	.. 223.511
Total from all parts ..	.. 4,892,503	.. 5,394,528	.. 3,489,468

Value for the Eleven Months ended 30th Nov.

British India	.. £32,357,460	.. £20,743,176	.. £24,000,289
China	.. 5,698,849	.. 1,559.252	.. 196,858
Egypt	.. 11,676,592	.. 11,243,769	.. 7,288,528
Total from all parts	.. 66,991,418	.. 49,294,092	.. 70,665,488

The quantities and value of the Raw Coffee imported from British Possessions into the United Kingdom are thus shown:—

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From	1864.	1865.	1866.
	Quantity for the Month ended 31st Dec.		
Ceylon	4,756.935	12.507.815	9,727.068 lbs.
Other British Possessions	2,334,671	1,936,668	2,323,086 „
	Quantity for the Twelve Months ended 31st Dec.		
Ceylon	69,011.290	90,455.468	81,428.370 lbs.
Other British Possessions	20,957,018	22,197,587	19,202,291 „
	Value for the Month ended 30th Nov.		
Ceylon	£163 030	£347,902	£271,815
Other British Possessions	38,949	59,525	41,403
	Value for the Eleven Months en ed 30th Nov.		
Ceylon	£2,204,486	£2,682,809	£2,372.236
Other British Possessions	574,422	679,377	566,934

Returns are given of the quantities and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	1864.	1865.	1866.
	Quantity for the Month ended 31st Dec.		
Of 3rd quality	1,938	15,362	— cwts.
Of 4th do.	75,645	14,184	114,349 „
Total, all qualiti	77,583	29,546	114,349 „
	Quantity for Twelve Months ended 31st Dec.		
Of 2nd quality	438	2,117	3,830 cwts.
Of 3rd do.	172,555	169,164	62,299 „
Of 4th do.	185,495	412.629	463,168 „
Total all qualities	358,488	583,910	529,297 „
	Value for Month ended 30th Nov.		
Of 3rd quality	£39,156	£1.911	£4.905
Of 4th do.	27.133	26,078	26.444
Total value	66,289	27,989	31,349
	Value for Eleven Months ended 30th Nov.		
Of 2nd quality	£634	£2,214	£4,692
Of 3rd do.	192,910	155.598	58,131
Of 4th do.	131,415	391.970	284,793
Total Value	324,959	549,782	347,616

Of Hemp the quantity and value imported from the Philippine Islands are shown thus :—

	1864.	1865.	1866.
Quantity for Month ended 31st Dec.	23,697	——	47,191 cwts.
Do. for 12 Months ended 31st Dec.	183,943	194,846	95,488 „
Value for Month ended 30th Nov.	£41,106	£34,105	£15,017
Do. for 11 Months ended 30th Nov.	276,191	309,516	109,065

The total quantity of the several Imports named brought into this country from all parts during the twelve months ended 31st December, and their value for the eleven months ended 30th November, are returned as follows :—

	1864.	1865.	1866.
	Quantity for Month ended 31st Dec.		
Coffee (lbs.)	8,700,823	16,694.485	14,848.614
Raw Silk (lbs.)	657,136	815.172	599,085
Unrefined Sugar (cwts.)	902,420	967,795	716,398
	Quantity for Twelve Months ended 31st Dec.		
Coffee (lbs.)	109.277,382	137.997.451	127,044.816
Raw Silk (lbs.)	5,655,401	7,732 450	5,453,804
Tea (lbs.)	124.359,243	121,271.219	138,629.377
Unrefined Sugar (cwts.)	10,754,452	10,250,524	10,638,050
	Value for Month ended 30th Nov.		
Coffee	£265.810	£467,561	£391,164
Raw Silk	690.348	977,227	1,048,253
Tea	922,718	1,269.879	1,734,584
Unrefined Sugar	812.528	745.187	516.886
	Value for Eleven Months ended 30th Nov.		
Coffee	£3,314 314	£4,033,659	£3.599.816
Raw silk	5,523,848	9,502,714	6,413,628
Tea	7.541,167	7,642.218	9,913.538
Unrefined sugar	13,455,065	10,136,383	10,063,469

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st December of the years 1864, 1865, and 1866 :—

	1864.	1865.	1866.
	Quantities.		
Coffee	32.342,796	38.105.284	37,870.714 lbs.
Tea	105,762.487	95,023,005	100,009,775 „
Unrefined sugar	4,166,940	3,581,250	3,255,301 cwts.

EXPORTS.

The Export to China and Hong Kong during the several periods is returned as follows :—

	1864.	1865.	1866.
	Quantity for Month ended Dec. 31.		
Cotton yarn	126.120	52,030	260.154 lbs.
Cotton manufactures	7,556 069	9,068.376	14,168,240 yds.
Worsted stuffs	1,836,339	1,235,940	1,168,044 „
Woollen & worsted cloths	211,072	62,152	81,144 „
Lead	395	174	101 tons.
	Quantity for Twelve Months ended 31st Dec.		
Cotton yarn	1,961,813	1,078,208	4.741.350 lbs.
Cotton manufactures	73.526,512	126,160,887	188,610.971 yds.
Worsted stuffs	14,481,435	16,831,783	20,394.591 „
Woollen & worsted cloths	1,921,183	1,588,092	1,812.730 „
Lead	7,822	2,232	4,880 tons.
	Value for the Month ended 31st Dec.		
Cotton yarn	£15.840	£5.590	£21.117
Cotton manufactures	177.560	213,666	302.803
Worsted stuffs	105.042	102,041	73.175
Woollen & worsted cloths	32 092	12.656	10.564
Lead	8,285	3,681	2,050
	Value for Twelve Months ended 31st Dec.		
Cotton yarn	£241,942	£104.414	£428,937
Cotton manufactures	2,007,880	2,779,406	4,420,168
Worsted stuffs	979,406	1,253,453	1,275,754
Woollen and worsted cloths	311,331	260,124	296,321
Lead	170,364	47,395	107,031

To other countries in the Far East the following quantities of Cotton Yarn were exported in the month and twelve months of the respective years :—

To	1864.	1865.	1866.
	Quantity for the Month ended 31st Dec.		
Ceylon	8,000	22.500	8.500 lbs.
Singapore	32,000	204,700	168,890 „
	Quantity for Twelve Months ended 31st Dec.		
Ceylon	176 546	335,400	782,876 lbs.
Singapore	1,172,718	1,297,300	1,759.954 „
	Value for the Month ended 31st Dec.		
Ceylon	£1.520	£4.600	£903
Singapore	4,000	21,587	15,628
	Value for the Twelve Months ended 31st Dec.		
Ceylon	£29,227	£34,941	£82 933
Singapore	130,990	127,181	173,046

Of Cotton Manufactures the following were the Exports :—

To	1864.	1865.	1866.
	Quantity for the Month ended 31st Dec.		
Ceylon	709,285	1,448,998	2,138.170 yds.
Singapore	377,090	5,420,454	7,536 133 „
Java	2,627,618	4,530,127	7,354,864 „
Philippine Islands	—	756,344	—
	Quantity for Twelve Months ended 31st Dec.		
Ceylon	12,654,484	15,594,561	26,429,513 yds.
Singapore	24,908,432	43,217,688	59,422,703 „
Java	20,708,210	30,941,969	62.423,326 „
Philippine Islands	19,905,245	28,529,591	26,932,646 „
	Value for the Month ended 31st Dec.		
Ceylon	£22,512	£41,511	£67,024
Singapore	9,341	128.858	156,575
Java	71,752	111,316	168,674
Philippine Islands	—	18,503	—
	Value for Twelve Months ended 31st Dec.		
Ceylon	£413,914	£984,476	£636.610
Singapore	652,747	918,966	1,331,808
Java	556,644	702,961	1,492.989
Philippine Islands	544,257	690,541	697,548

The following Returns contain the total quantity and value of the several articles named exported from the United Kingdom during the twelve months ended 31st December, 1866, as compared with the returns of the two preceding years :—

	1864.	1865.	1866.
	Quantity for the Twelve Months ended 31st Dec.		
Cotton yarn	75 677,521	103.533 609	139..005.221 lbs.
Cotton manufactures	1,751,989.300	2,014 303 716	2,575,967.256 yds.
Worsted stuffs	187,305 448	233,078,142	224,342,474 „
Woln. & worsted cloths	29,615,556	25,615.689	34,520,340 „
Lead	35,767	27,278	30,422 tons.
	Value for Twelve Months ended 31st Dec.		
Cotton Yarn	£9,083,239	£10,342.737	£13,700,404
Cotton manufactures	43,917.471	44,876,363	57.829.440
Worsted stuffs	10,800.521	13,360.527	13.104 497
Woln. & worsted cths.	4,533,519	4,023,954	5,422,141
Lead	779,174	581,684	670,409

During the month of December and the twelve months ended the 31st Dec. of the years 1864, 1865, and 1866, the value of the Exports from the United Kingdom to the several ports and countries of the Far East was as follows :—

To	1864.	1865.	1866.
	For the Month ended 31st Dec.		
China (exclusive of H. Kong)	—	£221,413	£285.509
Ceylon	—	75.968	112,380
Egypt	—	596.612	603.097
Hong Kong	—	164,307	158.238
Japan	—	249,843	168,351
Netherlands India (Java, &c.)	—	143.444	193,850
Philippine Islands	—	29,838	—
Singap. and Eastern Straits	—	188,396	207,272
Siam	—	—	—
	Value for Twelve Months ended 31st Dec.		
China (exclusive of H. Kong)	£3,092,611	£3,603,595	£5.106,102
Ceylon	826,333	687,189	1,083,012
Egypt	6,051.680	5,990,943	7,540.504
Hong Kong	1,618,867	1,548.698	2,397,933
Japan	627,383	1,576.794	1,447,070
Netherlands India (Java, &c)	796,850	927.755	1,723,659
Philippine Islands	765,719	955.300	918,250
Singp. and Eastern Straits	1,181,680	1,440,118	1,989,465
Siam	15,130	34,854	4,088

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At a MEETING of the COMMITTEE, held at WILLIS' ROOMS, King-street, St. James', this day (Present, ELEVEN MEMBERS), the following RESOLUTIONS were unanimously agreed to :—

1. Proposed by Major Brine, seconded by Mr. Ormiston: "That Sir John Davis be Chairman of the China Club Committee."

2. Proposed by the Chairman, Sir John Davis, and seconded by Sir John Bowring: "That the cordial thanks of the China Club Committee be given to Major Brine for his valuable services, the Committee being mainly indebted for its existence to his exertions; that Mr. J. J. Mackenzie be requested to fulfil the duty of Hon. Secretary (pro tem.) during Major Brine's absence, and that he be authorised to ask the aid of an associate Hon. Secretary."

3. Proposed by Mr. Montgomery Martin, and seconded by General Balfour:—"That the Third Annual China Dinner be held at Willis' Rooms, at 7.30 P.M., on Tuesday, the 21st May next (the day before the 'Derby')."

4. Proposed by Colonel Sargent, and seconded by Captain Hunter:—"That Mr. E. Pereira be requested to act as Honorary Treasurer."

5. Proposed by Major Brine, and seconded by Mr. Mackenzie: "That every Nobleman and Gentleman joining the 'China Club' must have been in China or Japan; that he should be proposed by a Member of the Committee; that Messrs. Willis should record the names and addresses in a special book; that the Annual Subscription should be One Guinea, payable in advance on the 1st January; and that the price of the Dinner Ticket to those who dine should by that means be reduced."

6. Proposed by Sir John Bowring, and seconded by Mr. Pereira: "That the thanks of the Meeting be given to the Chairman, Sir John Davis."

FREDERIC BRINE, Honorary Secretary.

Willis'-rooms, King-street, St. James', March 4, 1867.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 12, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 87, Eastcheap, E.C., Sole Manufacturer.

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2.—THE CHINA MAIL,

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PRICE.—15 dols. per annum; Single Copies, 44 cents.

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The "China Mail" has been permanently enlarged in size namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

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Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

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A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

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The Corporation buy and sell, and receive for collection, bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

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The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

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ORIENTAL BANK CORPORATION.

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The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry Ceylon, Hong Kong, Shanghai, Yokohama, Singapore Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

CHILDREN'S WORM TABLETS (KEATING'S).

The great remedy for these disorders in children can now be administered IN THE FORM OF A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

Prepared and sold in tins and bottles by THOMAS KEATING, Chemist, &c., 79, St. Paul's Church yard, London, E.C. and retail by all druggists and patent medicine vendors in the world.

Observe the words "KEATING'S WORM TABLETS" are engraven on the Government Stamp of each tin, without which none are genuine.

TESTIMONIAL.

Loughton, November 28, 1865.

DEAR SIR,—I write to inform you I purchased a box of your Worm Tablets, and they have brought no less than 30 worms some 3 or 4 inches in length, from my child, two-years-and-a-half old. I feel it my duty to make this public, as others who may be similarly afflicted may derive benefit.—I am, your obliged,

EDWARD BUSH.

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GRANT'S TRANS-MONGOLIAN TELEGRAMS.

VIA KIACHTA.

This line, which has for its object the most rapid transmission of Telegrams between Shanghai and Europe and *vice versa*, was organised in the spring of 1866, and although during the first two months it did not realise the expectations of the projector, who proposed to forward messages between Europe and China in 12 days, yet, considering the fact of its being a new scheme and one subject to many difficulties at first, it is satisfactory to know that all the Telegrams despatched from Shanghai for London have invariably during the last three months reached their destination long before those forwarded *vid* Galle, and the fact, which is patent to all the large mercantile houses of Shanghai, that many thousands of pounds have been saved by the earlier Telegrams which have been transmitted by this line, is a sufficient proof of its sound and practical utility.

Until recently the undertaking was a monopoly to the original subscribers, who received their private communications by this service long before the public.

The Projector having made a proposal to the original subscribers to take over all their interest in the line and pay up the whole of the outlay, a general meeting was held, at which it was unanimously agreed to accede to the proposal.

THE LINE IS NOW THROWN OPEN TO THE PUBLIC.

There are employed in the service of GRANT'S TRANS-MONGOLIAN TELEGRAMS—280 Ponies, and 40 Couriers. With Agencies at Kiachta (the residence of the Manager), Urga (the Capital of Mongolia), Kalgan or Chang-kia-kow (at the Great Wall), Tien-tsin, and Shanghai.

The days of despatch from Shanghai are advertised in the *North China Daily News*. EXPRESS Telegrams may be despatched by any steamer.

Telegrams for China by the regular weekly courier must be despatched from any Telegraph Station in Europe every TUESDAY, addressed "GRANT, KIACHTA." Express Telegrams may be sent on any day of the week.

Charges from Shanghai to Europe and from Kiachta to China :—

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Twenty words	Tls. 15
Thirty words...	20
Forty words	25

And for every Ten words in addition Tls. 5 extra.

EXPRESS COURIERS.

Twenty words	Tls. 150
Thirty words	155
Forty words	160

And for every Ten words in addition Tls. 5 extra.

Telegrams from Shanghai must be addressed thus :—

TELEGRAM (20) WORDS
GRANT, KIACHTA.

If Express, the word "Express" must be written on the Envelope. Telegrams from Europe must be addressed "GRANT, KIACHTA." If Express, "GRANT, KIACHTA, EXPRESS."

Courier charges to and from Europe must be paid in China to Messrs. HALL and HOLTZ, Agents, Shanghai, or to Messrs FERGUSSON and Co., Agents, Tien-tsin. Mercantile houses in Japan, Hong Kong, &c., must appoint Agents for the reception of their Telegrams at Shanghai, or Tien-tsin.

SUBSCRIPTIONS FOR 1867.

Annual Subscribers from Europe to China	£120 stg.
Annual Subscribers from China to Europe	100
Annual Subscribers from Europe to China and China to Europe	200

These rates are exclusive of Express Couriers and Telegraph Charges, viz. :—Twenty words, 7 roubles or Tls. 2.50 Shanghai Sycee; and for every ten words extra, Rs. 3.50, or Tls. 1.25 Shanghai Sycee. Annual Subscribers have the privilege of sending Telegrams of any number of words to any *one* person or firm; the name and address of such person or firm must be given on payment of subscription. If an Annual Subscriber or his Agent publishes in any newspaper, or allows the contents of any Telegram to be made public without the special consent of the undersigned, the said Annual Subscriber shall forfeit his subscription.

Telegrams may be despatched from Europe from Tuesday, 19th February, to Tuesday, 19th November, inclusive. From Shanghai, on the departure of the first steamer to Tien-tsin, till the freezing of the river Peiho.

C. MITCHELL GRANT,
KIACHTA.

Agency in London—"LONDON AND CHINA TELEGRAPH" OFFICE,
21 COWPER'S-COURT, CORNHILL (OVER THE JERUSALEM).

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THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to: FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

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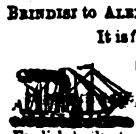
BRINDISI to ALEXANDRIA—Contract Passage, 83 hours

It is frequently done in 72 hours.



THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 13th, 20th, and 29th of each month The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to FLORENCE, via Montebello, 43; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

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NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

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ROBERTSON and CO. will despatch the following first-class VESSELS to their respective destinations:—

Destination.	~~Ships.~~	Class.	Dock.	To Sail.
Shanghai ...	Jusanpore ...	Brockleb	W.I.D.	With des.
Hong Kong ...	Solent ...	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.
Kanagawa (Yokohama) ...	Swanley ...	A1 13 yr.	W.I.D.	With des.

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STEAM to CHINA.—The undermentioned SCREW STEAMERS are intended to be despatched from LIVERPOOL, at their respective dates, with cargo and first-class passengers, for MAURITIUS, Penang, Singapore, Hong Kong, and Shanghai:—

Name.	Tons.	Captains.	Sailing Day.
Ajax	1,550	Kidd	March 9
Achilles ...	1,550	Russell ...	May 18
Agamemnon...	1,550	Middleton .	To follow.

Each vessel carries a surgeon and stewardess. Apply to ALFRED HOLT, No. 1, India-buildings, Liverpool.

HAYO-MARO.—The DEPARTURE of this beautiful extreme clipper twin screw steamer for CHINA and JAPAN, via Singapore (also Cape de Verds and Cape of Good Hope, should sufficient inducement offer), has been DEFERRED. Can accommodate a few more first-class passengers. Carries an experienced stewardess for ladies' attendance. No cargo taken.

For Passage apply to Captain Carnes, at Mr. John Preston's, 98, Gracechurch-street.

Proceeds under Steam.—At Glasgow.

FOR SINGAPORE, HONG KONG, and JAPAN (NAGASAKI and YOKOHAMA), the splendid new Clyde-built powerful screw-steamer DRAGON, 9 years A 1 at Lloyd's, 696 tons gross register, will sail on the 10th March positively. Rate of freight for Singapore, 70s.; Japan, 100s. Shippers are requested to mark the port of destination distinctly on their goods.

As this vessel proceeds under steam, is well rigged and takes only measurement freight, shippers may confidently expect that she will make a rapid passage.

For terms, &c., apply to ALLAN C. GOW and Co., 87, Union-street, Glasgow.

STEAM to YOKOHAMA and NAGASAKI Direct.—To sail from Glasgow on the 25th March, will touch at St. Vincent and Singapore to coal, the splendid new composite, Clyde-built screw steamer COQUETTE, A 1 13 years, 626 tons register, horse power 90 nominal, 380 indicated; W. LOBNITZ, Commander. This beautiful vessel, just launched and built under special survey, is confidently expected to make the passage in 80 days, and is strongly recommended to shippers of fine goods.

For freight apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C. Goods to be consigned to Messrs. ALLAN C. GOW and Co., Glasgow, and to be distinctly marked for which port they are intended.

FOR SHANGHAI, to sail on the 8th March, the well-known clipper DUNMAIL, A 1 14 years, 771 tons register, PETER THOMPSON, Commander; lying in the East India Docks. This ship has just made the passage from Anjer to the Downs in 66 days, being the shortest on record.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG and WHAMPOA, the well-known clipper, INVINCIBLE, A 1 13 years, 657 tons register, C. BEECHING, Commander; lying in the London Docks. This ship is in first-rate order, having been dry docked and newly metalled. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR HONG KONG and WHAMPOA direct, to sail on the 19th March, the well-known China clipper-ship NORTHFLEET, A 1 14 years, 876 tons register, W. SYMINGTON, Commander, loading in the East India Docks. This splendid vessel, newly coppered, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

With quick despatch.

FOR KANAGAWA (YOKOHAMA), JAPAN, direct, the splendid China clipper ship CARACTACUS, A1, 13 years, 679 tons register, G. MURRAY, Commander, East India Docks, has good accommodation for passengers.

For freight or passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

COLOMBO Direct (warranted first ship), the beautiful British-built clipper ship BOLDON LAWN, A 1 11 years, 551 tons register, now newly coppered; W. B. HOPPER, Commander; is rapidly loading in the West India Docks, and shippers are requested to send their goods down immediately. Has very good accommodation for passengers.

Apply to JOHN C. CAMPBELL, 22, Great St. Helen's, or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St Helen's, E.C.

Has a large portion of her Cargo engaged, and will meet with very quick despatch.

DIRECT for BOMBAY, the splendid Scotch-built clipper ship JANET MITCHELL. A 1, 13 years, 711 tons register, J. S. BINNEY, Commander; East India Docks. This splendid vessel is well-known in the Bombay trade for the good order in which she has always delivered her cargoes, and will be found a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

Subscriptions and Advertisements received abroad by The following Agents:—

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OFFICE, 2, COWPER'S COURT, CORNHILL, E.C (Over the Jerusalem.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand. W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court. Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, March 6, 1867.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 239.] LONDON, FRIDAY, MARCH 15, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN—			
Yokohama	Nov. 17	Jan. 18	Jan. 17
Nagasaki			Jan. 21
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 26	Jan. 14	Jan. 26
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Dec. 17	Jan. 31	Feb. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Nov. 26	Jan. 14	Jan. 22
COCHIN-CHINA—			
Saigon			Jan. 31
SIAM—Bangkok			
BORNEO—			
Labuan			
Sarawak			
JAVA—			
Batavia			Feb. 2
MALACCA STRAITS—			
Singapore	Dec. 26	Jan. 30	Feb. 7
Penang			Feb. 9

The next mails, with dates from Hong Kong to the 15th Feb., may be expected on the 28th or 29th. A private telegram has been received up to the 18th Feb. from Hong Kong (via Calcutta), but no news of any importance.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles March 4.—From Yokohama: Messrs. Baron, Aretz, Borghese, Veve, Brunette. From Shanghai: Messrs. Broadbent, Ladouce, Coysh, Bound. From Hong Kong: Messrs. Rodriguez, Delano, Forbes, Smith, Middleton, Courteaux, Gonzales, Wiers, Meric, Fournier, Ah-Foo and Tu-See-Cheng, Chinese interpreters. From Saigon: Messrs. Dupleix, Legras, Durand, Courbes, Ronde, Madame Letalbe. From Batavia: Messrs. Lants, Van Maltenburg, Hactenkortf, Stricker, Horst. From Singapore: Messrs. Turnbull, Gillfallan, Barret, German, Halley, Mausserrat, De Castillo, Ranosa, Malto, Corero, Larmarndie, Grousson, Phloi, De la Pena, Vaudrel, Sanchez, De Mata, Lachero, Orango, Mascarena, Miquel, Gornez, Mr. Van Keckeren and three children, Mr. Lazo and two children, Mr. and Mrs. Malherbe and child, Phra-Rat-Sena and Phya-Surawang, Siamese ambassadors.

By this mail to Marseilles, per P. and O. steamer Delta, arrived March 13.—From Yokohama: Mr. Downie, Mr. Yule, Mr. Strachan. From Shanghai: Mr. Carter. From Hong Kong: Mr. Russell. From Singapore: Mr. and Mrs. Cook, Mr. Purvis, Captain Nige, Mons. Radanac. From Galle: Mr. and Mrs. Armitage, three children, and two servants, Mr. Karslake.

To Southampton, per P. and O. steamer, expected to arrive March 21st—From Hong Kong: Messrs. Wilkie, J. W. Howell, J. Merricles, and W. Payne. For Malta: Dr. Dick.

By last Bombay mail to Marseilles, per P. and O. steamer Tanjore, arrived March 6.—From Singapore: Mr. Paterson, Mr. and Mrs. Leveson, two children, and servant, Miss Iveson, Mr. Greenshields. From Hong Kong: Mr. Whyte, Mr. Stewart.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, March 4.—To Yokohama: Inspector Peacock, Sergeant J. Allen, twelve constables, and six women. To Hong Kong: Mr. Percival, Mr. E. Goodlake, Mr. T. Kydd, Mr. H. G. Howlett. To Singapore: Miss Robertson. To Ceylon: Rev. J. S. and Mrs. Jones, child, and servant, Miss Claughton, Mr. Ford, R.N., Hon. A. Cadogan, Miss Paterson, Captain Henzell, Mrs. Fyfe and servant, Rev. B. T. Dowbiggin. To Calcutta: Mr. G. Hadcock, Mr. R. Smith, Lieutenant La Fouche, Assistant-Surgeon Patterson, Mr. and Mrs. F. Parker, Ensign H. F. Heathcote, Mr. H. C. Hobson, Mr. and Mrs. Garben, two children, and servant. Mr. Saunders, Mr. W. Cubbard, Mr. A. Hay, Mr. Dutt, Mr. L. Balfour. To Madras: Colonel and Mrs. Triscott, Mr. J. R. Anderson, Mrs. O'Connell. To Bombay: Mrs. Goldsworthy, Mr. P. H. Brown, Mrs. H. Walker and child, Colonel and Mrs. O'Connell, Mr. R. C. Hobden.

From Marseilles, March 13.—To Shanghai: Mr. W. Howie, Mrs. Winchester, Mr. W. Birt. To Hong Kong: Mr. J. M. Beaumont, and one second-class passenger. To Singapore: Mr. D. K. Mason. To Calcutta: Mr. D. L. Henry, Mrs. Stewart, Miss Twiner, Miss E. Rose, Miss A. Rose, Miss Beatson, Colonel W. H. Norman, Mr. and Mrs. F. E. Hogg, Major-General Fordyce, Mrs. Benedict, Mr. C. Rebsch, Major Catty, Major G. N. Money, Colonel T. B. Butt, Mr. J. Talboys Wheeler. To Madras: Mr. H. O. Dunsford, Mr. and Mrs. E. Thompson, Dr. and Mrs. Mair, 2 children, and ayah, Major and Mrs. Bayley, Miss Kindermann and servant, Mr. J. Bates. To Bombay: Miss Quinton, Captain G. Young.

Per P. and O. steamer China, from Southampton, March 20.—To Shanghai: Mr. and Mrs. Dow, Mr. A. C. Margary, Mr. B. C. G. Scott, Mr. H. A. Giles, Mr. W. N. Abdy, Mr. P. Warren. To Hong Kong: Mr. A. G. Hogg. To Singapore: Mr. and Mrs. Meldrum. To Ceylon: Master de Lemos, Mr. Brighouse, Mr. Pollard, R.N., Mr. W. D. Bosanquet.

From Marseilles, March 28.—To Shanghai: Mr. P. Maclean, Mr. A. White, Mr. M. E. Towell. To Hong Kong: Mr. W. Lowe, Mr. J. Hogg.

Per P. and O. steamer, from Southampton, April 4.—To Shanghai: Mr. Hugh Fraser.

From Marseilles, April 12.—To Ceylon: Mr. and Mrs. Dunlop and two children, Miss Layard.

Per P. and O. steamer, from Marseilles, April 28.—To Shanghai: Mr. and Mrs. W. H. Fittock.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port the P. and O. Mail brings us one day's later news than that received nine days since by the French mail. Consequently there are no important events to chronicle; but the following remarks from the *Japan Times*, on the forthcoming visit of the Foreign Ministers to Osaka, are interesting:—

The principal political occurrence of the fortnight is the determination come to by the Foreign Ministers to accept an invitation tendered them by 'Stotsbashi, the new Shiogoon, to visit him at Osaka. It is believed to be their present intention to leave Yokohama for that purpose in about a fortnight. Such a visit some time before the opening of the port next January, would in any case have been necessary—as there is much to settle regarding the position of the new foreign settlement, the anchorage, the tenure of land, erection of buildings for the Custom house and Bonded warehouses, residences of diplomatic agents, &c. It would be a great assistance to Ministers, we should think, if they were to ask the Chamber of Commerce to send its Secretary, or a duly authorised member, possessed of the wishes of the mercantile community here, whom they could consult with upon many points of detail, with which they must themselves, necessarily, be unacquainted. A serious mistake, and one which led very unfortunately to disagreeable results, was made by Sir Rutherford Alcock when the port of Kanagawa (so-called) was opened to foreign trade. It would be a most regrettable circumstance were the opening of the new port of Osaka, which will in all probability ultimately be the centre of Japanese trade, to be marred by any similar error of judgment on the part of the representatives of treaty Powers, who are sent here to make *commercial* treaties and whose earnest wish—as it is their first duty—is, in all they do, to consult the interests of the merchants of the nations which they represent. In a new trade, like this of Japan, it is especially necessary that those entrusted with diplomatic and political functions should make themselves conversant with the wishes of those whose interests are chiefly concerned. There are many points connected with the conduct of negotiations with the native Government, and especially regarding the important move of opening Osaka, in deciding which the opinion of the Chamber of Commerce would be of great use to the Ministers, and should be invited by them, and we shall be glad to hear that an expression of its ideas upon this one point has been sought. There are a number of merchants here whose opinions are opposed to opening the new port at all in the present depressed state of the trade, and if report be true, opinion is divided among the Ministers themselves as to the wisdom of the proposed measure, but on the other hand the new Shiogoon is believed to be very favourable to it.

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The admirers of Japanese art and manufactures will have (says the *Japan Times*) shortly after these lines are read in Europe, a most favourable opportunity of gratifying their curiosity by the examination of a splendid collection of articles sent from Yedo to the Paris Exhibition. The *Azof*, one of the P. and O. Company's steamers, was chartered some time back, as we mentioned at the time, for the purpose of carrying these goods to Suez, where they will be received and forwarded on to France. She will sail to-day or to-morrow. The curios, &c., are spoken of by the very few who have seen them in most extravagant terms of praise, and some idea of the extent of the collection may be gathered from the fact that it takes up 500 tons of the *Azof's* capacity. The ship is expected to make the trip to Suez, touching, of course, for coal, &c., at several ports on her way, in 35 days, and, putting the charter out of the question —a fair and not excessive one—the *Azof's* voyage will be very useful to the Company as an experiment, which we ourselves shall watch with much interest.

Many Japanese of high rank have left or are leaving this country for the purpose of being present at the French Exhibition. We have mentioned the departure of Satsuma's brothers and suite from Nagasaki, and almost every mail now carries away Japanese passengers. A large number of young gentlemen have been sent to Europe for education, and the very best results are to be anticipated from the evidently strong desire manifested amongst the upper classes of Japanese to see for themselves the nations of the West. Nor are their efforts at self improvement confined to foreign travel. A school under French direction has been for some time established at Benten, near the residence of H. E. the French Minister, and we are now able to announce that a school and college on the English system will shortly be opened here under the direction of an English principal; orders were sent home by the mail before last for the necessary books. By the *Alphee* arrived a number of French officers, commissioned and non-commissioned —all men carefully picked for the service—whose mission, though of perhaps not so useful a character to the people, will, when fulfilled, materially strengthen the power of the Shiogoon's Government. They have been engaged as drill instructors to the Yedo army, which will be trained, clothed, and armed on the French model. Already a striking alteration is to be observed in the dress of the native officials, who, as may be imagined look particularly absurd and far more like monkeys than men in European trousers dreadfully ill made, enormous boots, which the old habit of dragging the sandal quite unfits them to wear, and black coats overladen with silver lace and split up the back, to allow the long swords to stick out and stand for the tails of the animals to which we have irreverently compared them. But, though a violation of all æsthetic propriety, the change in dress is, after all, evidence of a striving upward after what they deem a higher and better state than their own; and when they can be induced to drop the murderous sabre of semi-barbarism, in favour of the humble walking stick of common life, we shall be delighted to put up with the offence to our taste of the ugliness of their dress—for the sake of their moral and political improvement.

The *Japan Times* notices the arrival of Dr. Macgowan in Yokohama, and says, "It would be very well worth while for the Yedo Government to ask Dr. Macgowan to construct a line for them between Yokohama and the capital. The Gorojiu have often complained of the expense to which they are put by the necessity of keeping up the large corps of mounted guards and couriers which are constantly passing and repassing along the Tokaido. Indeed, it is not long since they showed themselves ready to pay as much as $30,000 for a little steamer, sold afterwards to Chosiu for $45,000—which they proposed maintaining solely to take the Ministers to and from Yedo and Yokohama. A wire would save them many a *cobang* and the foreign plenipotentiaries and their suites many a weary mile's ride. The Governments of Japan are, each in its own district, so strong and so well obeyed by the people that there need be no apprehension of wilful damage to the communication—the great impediment hitherto met with in the East to the extension of the telegraph. Dr. Macgowan has the reputation of being an active-minded and energetic man, and it is more than probable that one of the onward steps to be chronicled at the end of 1867 will be the introduction into this part of Japan of —the lightning letter writer."

A very important case arising out of the late fire has been decided in H.B.M.'s Court by the Consul, Mr. Myburgh, assisted by Messrs. W. G. Aspinall and W. Marshall as assessors. In it the plaintiffs, Messrs. Bavier and Co., sued the defendants, Messrs. Hooper and Clarke, for $10,509.25, the value of waste silk and cocoons, press-packed by the latter for the former, and burnt in defendants' godowns on the 26th November, 1866. According to the plaintiff's evidence, they believed the goods to be insured on the statement of Mr. Clarke to them that they were so, and that the price they paid, $2 per bale, included every charge, including insurance. After the fire the plaintiffs sent in their claim, when Mr. Clarke replied "that he was not responsible for loose bales, but only for pressed bales." To this he was told that all their bales were pressed, when he answered—"Well, then, it is all right, I am under-covered, and I shall have to pay you out of my own pocket. It's all right—you are insured." The next day Mr. Clarke met Mr. Bavier and told him that at the time he spoke to him before he had not looked at his books, but he had since done so, and he found he was not liable for these bales as no insurance had been charged for. Messrs. Bavier and Co. had the silk and cocoons insured in their own godowns for $15,000, and would not have allowed them to remain in the defendants' godowns a single night after they were packed had they not relied on their being insured by Messrs. Hooper and Clarke. The defence was that Messrs. Bavier and Abegg, both being foreigners, did not understand what Mr. Clarke had said; which was—"I do not remember an engagement of that kind, but I do remember telling you on one occasion that I would let some goods lie in the godown, and as I was then fully covered I would protect you." The goods thus allowed to remain protected by insurance had already been shipped, and the bales for which the claim was made were not covered, no charge having been made for insurance. Judgment was given for the defendants; plaintiff to pay costs.

NAGASAKI.

A letter from this port, dated January 1, conveys the following interesting items :—

A few days ago, to the astonishment of all—foreigners at least—the *Otentosama* (belonging to Chosiu, and very actively engaged in the recent hostilities in the neighbourhood of Simonoseki) made her appearance in our harbour. She came in flying Satsuma's flag. She has since left for Kagosima, and I have ascertained that she has on board ambassadors from Chosiu to Satsuma, whose mission is to thank the latter prince for the very useful moral, and indeed material, assistance afforded by him to the patriot chief of Nagato, and to cement still more firmly the friendly relations which have for so long existed between the two Daimios. The fact of the *Otentosama* being able to venture into a Government port under the Satsuma flag, remain there unmolested, and depart without hindrance, is an undeniable proof of the influence which that great prince must have with the Shiogoon's Government, or of the awe with which his power is regarded by the officials of his so-called Majesty; who, rather than run the risk of embroiling their master with him, are perfectly willing to ignore the presence in this port of a "rebel" steamer flying his colours. I have the best authority for stating that this is the reason why the *Otentosama* enjoyed this impunity, and you will, I should think, regard the fact as one not without weighty meaning. Several other Japanese princes have sent messages of congratulation to Chosiu on the successful issue of the war sustained by him against the Shiogoon, whom they look upon as the common foe of themselves, the Mikado, and progress in this country. I have recently learnt also that Chosiu has demanded a heavy indemnity for the expenses of the war, thus taking a leaf out of the book of his own old foes, and adopting into his own vernacular the classical proverb "Fas est ab hoste doceri." To enforce payment of this, he has marched a large body of troops into the Kokura territory. If the indemnity demanded be paid, I understand that Chosiu is willing to restore to the Prince of Kokura all, or the greater part, of his territory which he at present occupies; but should the Shiogoon's Government reject his demands, he is prepared to exact it *vi et armis* on the lands he now holds. The gunboat *Slaney* witnessed the transmission of troops to the Kokura side for this purpose. Considerable bodies of men were observed, whose manœuvres were plainly visible from the deck of the vessel. The dress, accoutrements, and arms of the men appeared to be mostly of European make and fashion.

Messrs. Glover and Co. gave a great ball on 31st December, which went off very successfully. Dancing was kept up with great spirit until three o'clock the following morning.

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Messrs. Glover and Co. announce the admission of Mr. Ryle Holme as a partner from the 1st January.

CHINA.

SHANGHAI.

The new publication, entitled the *Supreme Court and Consular Gazette*, has reached its third issue, and appears admirably calculated to answer the purposes for which it is intended. Besides a full record of all legal proceedings, criminal and police reports, bankruptcy cases, and so forth, these three numbers contain original articles on the Law of Bankruptcy, the Mixed Court, the new system of Consular Registration, and other interesting subjects. There are also legal "Notes and Queries," a record of general weekly news, a commercial summary, and a record of all changes in firms, &c. The new publication promises to become useful and necessary, without trenching on the province of the local press generally.

SHANGHAI—PAST AND PRESENT.

We have before us a Hong list for 1852 and a Hong list for 1867; the one containing only forty names of foreign houses, the other more than 300; the one issued when the only Chinese residents were the few who had not yet been disturbed in possession of their original tenements, the other when the native population within the English settlement alone numbers about 70,000. It must be strange to the few old residents who can remember these primeval days, to compare the two, and to note the changes that have taken place, to recall Toong-foo as "The Commercial House," and the old Bank of India as "Victoria Hotel;" when Hong Kong-street was occupied by native docks, and the Maloo not yet dreamed of; when the old racecourse was still the scene of exciting struggles, and the banks of the Yang-king-pan were a mere suburb of the native city. For there are still some left in the settlement who can remember the pulling down of the old E-wo op the New Year's eve of 1852-53, and the bonfires on the bund with which the residents in those days were wont to celebrate the festival; when Kun-ping was ruled by Sykes, Schwabe, and the *North China Herald* shone in solitary splendour under the management of H. Shearman; when the men who have given their names to firms were active partners, and many of their successors were still assistants in the hong; when Sir Rutherford Alcock was Consul, and the Supreme Court had not entered into the imagination of the wildest dreamer; when medical practitioners were but three, and lawyers had not yet set foot on the soil. The Fives' Court stood alone in those days, unencumbered by China houses and unrivalled even by the Racquet Court. One of Messrs. Olyphant's godowns was habitually used as a theatre, and the site of the Club had not yet been purchased from its native owners. Jarvie, Thorburn's and Fletcher's were not established in 1852; while Lindsay's and Blenkin, Rawson's were in high esteem. W. R. Adamson had not yet aspired to the dignity of a firm, and shared with W. Broughall the silk inspection of the port. The Oriental was the only bank, and J. Wright was a cabinet-maker.

From a small foreign settlement, Shanghai has since then grown to be a great commercial emporium. Business has greatly altered, but it has also wonderfully increased. The commerce of the Yang-tze of the North and of Japan has since come to swell its trade, and foreign steamers by dozens ply to and from it on the coast of Yang-tze. Three mails instead of one disturb the tranquility of its merchants, and telegrams *via* Kiachta anticipate by a month the news which the P. and O. were formerly the first to bring. Yet in the face of this enormous development of trade and communication, the growl is uttered that Shanghai has run its course, and that the days of profitable business have departed. Those who say so can hardly have looked back to its early days, or must entertain an opinion little flattering to foreign, as compared with native, enterprise. Doubtless, fortunes are not to be made with the ease now that they were in 1852, because, though business has largely increased, there are hundreds more to share it. But those who remember the fate of other new ports which, from exceptional causes, have risen to a sudden and unexpected pitch of prosperity, will hardly condemn the prospects of Shanghai because it has undergone a reaction from the piping days of 1862-3 and '64. Many have succumbed in the struggle, and many others have been sorely tried. But those who remain will hardly let a trade of £30,000,000 annually slip through their hands without culling some of the profits involved.

The *Recorder* of the 19th Jan. says:—"At Messrs. Cowie and Co.'s auction yesterday the house and land, about 4 mow, belonging the late Mr. J. P. Dore, R.N., were sold for tls. 605. The lot bounded on the east by Mr. Birt's bungalow, and measuring 21 mow, fetched tls. 360; and the half interest of a plot of land situated on the Stone Bridge-road, measuring 35 mow, for tls. 160. The enormous decline in the value of land, &c., is indicated by the fact that the property of J. P. Dore, Esq., was formerly leased at £500 per annum. The lot of land next to Birt's bungalow was sold actually for about one-third of the value of average land for the purposes of agriculture. From such a state of things as this we may surely hope for a reaction before long, as it is clear landed property cannot for any time keep below the value at which it will pay to plough it up without attracting capital for its purchase."

HANKOW.

The following is from the *Hankow Times*:—

Great astonishment was not unnaturally excited not only in China but also in England at the ridiculously high prices which were paid at the various ports for fine and finest teas at the commencement of the season. The result of the investments, if we may judge by what we hear respecting most of those realised from the early arrivals from Hankow, must be disastrous in the extreme; and it is a matter of interest to investigate at whose instigation, in some measure, these losses have come to be incurred. The export for China for season 1865-6 was moderate, and less than the estimated deliveries; at the same time, handsome profits had resulted from the early shipments. For these reasons, we presume, operators in China were sanguine as to a very high range of prices ruling this season in the London market. In course of time, however, it was seen that a considerable quantity of fine tea was still in the dealers' hands, they being unable to quit them except at a considerable discount. Their realisation became compulsory when advices were received in England of very heavy shipments of new season's teas being hurried forward, and thus large sales without reserve were resorted to, which weakened and considerably lowered the value of all higher classes. The true position of the market must have been apparent to all who were in any way acquainted with these facts, and from the experience of former seasons it would have required but little foresight to predict that, if fine teas of the old season were forced off in any quantity just before the arrival of the new crop, they would meet with a very cool reception and at very poor prices. Notwithstanding this, however, we find the London brokers advising their friends in the most extravagant strain as to the prospects. As a specimen, we give the following, received in China in May last, as the opinion of one of the first brokers in London, respecting the "Expected prices before the 31st December, 1866:"—

Extra fine Oopacks and Monings	2-8 10
Two or three crack chops may bring up to	3
Usual first-class and finest	2-4 7
Usual second-class fine and finest	1-11 2.3

In contrast with which the sales have actually been 2 chops at 2-5, the finest at 2-1 to 2-4, and the class below at 1-10½ to 2, and a drooping market at these prices.

Whence arises this discrepancy? We do not pretend for one moment to justify buyers in China for paying prices higher on the average than ever realised in England in any previous season, but at the same time we feel certain that never were such extravagant anticipations conveyed to intending operators. It is a notorious fact that the opening of the market is rarely very much under the limits at which purchases are authorised, the Chinese holders being generally well aware as to what prices buyers can afford to pay, and combine to obtain as near to them as possible. This information is all the more easy to elicit when contracts are entered into, as it is deemed advisable, having once sent money into the country, to stretch a point to purchase rather than not invest at all; and when once armed with the power, the easy way in which the natives can play with the funds of others, and rival each other in paying high prices, can readily be imagined, as doubtless in many such cases a liberal discount is returned to the hong man. Those at home who would be inclined to rail at the recklessness and precipitancy of tea buyers in China should bear in mind that much of the mischief results from the prospects held out from England, and that at present they view the position of the tea market in quite a different light from that afforded to any one in China in May last; and the depression now existing in London has chiefly sprung from causes which have arisen in the meantime. A considerable quantity of fine old

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season's tea was in the hands of the trade, the losses realised on which have very materially crippled their resources and necessarily increased their caution, in addition to which the tremendously heavy shipments sent from China from June to September must infallibly have inspired the London dealers with the most exaggerated estimate of the total supply of the season. We hope, however, that the lesson now being taught, though it may be severe, will work good for the future of the tea trade, and that the home advisers may inquire more carefully and accurately into the true state of matters before venturing to promulgate such sanguine and erroneous prospects as we have shown above.

HONG KONG.

The *Evening Mail* ceases on the 31st January, and the *China Mail* will be issued daily.

The following comments on the Mint are from the *Daily Press*:—By the mail which has just arrived we receive intelligence that £50,000 worth of silver has been purchased at home and forwarded on to this colony for the use of the Hong Kong Mint. From what we can ascertain, it appears that the silver has been forwarded to the Commissariat, with instructions that it shall be coined at the Mint. Under the present arrangements as to the amount of seignorage to be charged, the sum named will not give the Mint any great profit, only £500, but the act of the Home Government in sending the bullion forward may be taken as a favourable sign of its disposition to support the Mint. There is no doubt that if the Home Government perseveres in that policy it may throw a great deal of work into our hands, and do something towards establishing the trembling fortunes of the Mint on a secure basis. Already there are some signs of renewed activity at East Point. One of the banks has sent in a parcel of silver for coinage within the last few days, about $20,000 worth, and some silver has been received from Japan, silver which was partially melted during the late fire at Yokohama, and which is now sent as an experiment, to see how far it may be profitable to send down more.

A Court of Inquiry has been held on the loss of the *Corea*, reported in our previous issues. The finding of the court was as follows:—"(1) That the steam-vessel *Corea* left the port of Hong Kong on the 19th January, laden with a cargo of general merchandise, under the command of Henry Vernon Russell, bound on a voyage to Yokohama; (2) That the loss of the said vessel happened on the morning of the 20th January, by her striking on a rock off Flat Reef by Breaker Point; (3) That we fully believe in the existence of a rock not laid down in the charts, inside of which coasting steamers have been in the constant habit of passing; and (4) That under the circumstances, as appear by the evidence, we do not consider that any blame can be attached to the commander or any member of the crew of the steamer *Corea*, on account of the accident which befel that vessel and her consequent loss."

On the subject of railways in China the *Daily Press* says:—"We are given to understand that the Chinese Government has granted the Imperial sanction to the construction of a railway from Soochow to Shanghai. From what we learn it would seem that the present scheme has nothing to do with that project for a railway between Soochow and Shanghai which was laid before Sir MacDonald Stevenson's company by two English engineers a few months ago, but is altogether a French undertaking, the Imperial sanction having been obtained through the French legation. The smallest things in which the Chinese Government and the foreign diplomatists are concerned is always shrouded in a haze of mystery; and it is not surprising, therefore, that the commencement of so important an era in the history of European relations with this country as the introduction of railways should be enveloped with all the secrecy and elaborate solemnity which is compatible with the circumstances."

An important transfer of steamers has lately been made at Shanghai, Messrs. Dent and Co. having sold to the Shanghai Steam Navigation Company their two splendid vessels, the *Fusiyama* and the *Hirado*, together with the wharves and godowns at Shanghai used in conducting the traffic of the Yangtze. The same company has purchased Messrs. Jardine's interest in a new steamer launched for them in the Clyde, and now coming out, and will in this way command the navigation of the river; but the sale by Messrs. Dent and Co. has been made conditionally on an undertaking by the company not to charge more than a certain rate of freight.

The steamer *Colorado*, the pioneer of the Pacific Mail Steamship Company's fleet, reached Hong Hong from San Francisco *via* Yokohama on the 31st January, with freight and passengers and with telegrams from England to December 30, and from New York to the 29th. The *Colorado* was saluted on entering the harbour by the U.S.S. *Hartford* and by other ships.

The following is the purser's report:—

The P.M.S.S. Co.'s steamship *Colorado*, Geo. H. Bradbury, commander, sailed from San Francisco, January 1st (or January 2nd, Hong Kong time), with passengers, mails, merchandise, and treasure for Yokohama and Hong Kong. During the greater part of passage she experienced head winds and heavy weather between San Francisco and Yokohama, at which port she arrived January 24th, having made the passage in 22 days, and steamed 5,250 miles without once stopping the engine. At Yokohama received on board passengers, merchandise and treasure for Hong Kong, and sailed at noon of the 25th instant, arriving at Hong Kong January 31st. She had 42 passengers for Yokohama. The following is a list of the *Colorado's* passengers for Hong Kong:—

Orator H. Gardner, Samuel Hort, Capt. John Eldridge, R. F. Strickland, Chalmers Scott, F. K. Dumaresq and wife, Mrs. S. K. Richardson, E. W. Stevens, A. L. Phelps, Capt. S. L. Phelps, wife, daughter, governess and servant, Jas. Otis, wife, three children and servant, E. H. Greenleaf, E. McLaugalin, A. Weillar. Tun-man, Ching-chou, Ching-lan, and 191 in the steerage.

The Hon. W. H. Rennie has been appointed acting police magistrate, in place of F. W. Mitchell, Esq., during the absence of the latter gentleman on an official tour of inspection through the northern points.

The following mercantile changes have been noted:—

W. Pustau and Co.—Mr. W. S. van Reeseema's interest ceased Dec. 31, 1866. Mr. Theodor Probst admitted from Jan. 1, 1867. Mr. O. C. Behn and Mr. J. F. Cordes sign.

Turner and Co.—Hinton Daniell Stewart's interest ceased December 31, 1866.

Reid and Co.—John George Dunn's interest ceased December 31, 1866.

W. Watson.—Style W. Watson and Co. from January 1, 1867. Edward Byrne signs.

Shaw Brothers.—Alfred Adolphus Krauss admitted January 1, 1867.

(FROM A CORRESPONDENT.)

JANUARY 31, 1867.

The approach of the Chinese holidays—we are within five days of China New Year—has paralysed all business operations of the more important descriptions, and in the political world there is likewise nothing stirring to relate. A month's trial of the Ordinances introduced for the better government of the colony has shown their highly beneficial tendency in the way of promoting control over the native population both ashore and afloat, and the most persistent opponents of Sir Richard MacDonnell's policy, as, for instance, the *Daily Press* newspaper, have been constrained to confess that the ordinances providing registration of all Chinese ashore and supervision over all junks in harbour have been brought smoothly into operation and have produced good results.

The New Year's holiday time is to be utilised by the two most prominent public companies here for the purpose of holding general meetings. The Hong Kong and Shanghai Banking Corporation will, it is understood, declare a dividend of $7½ per share ($125 paid up) for the half year, or at the rate of 12 per cent. per annum, a most favourable prospect for the investors in this well-managed concern; but in the case of the Hong Kong and Canton Steamship Company there can be no prospect of any dividend to shareholders for some time to come, in view of the heavy preliminary expenses to be wiped off, and the large amount of capital locked up in unproductive steamers.

Another steamship company, viz., that established at Shanghai under the title of "the Shanghai Steam Navigation Company," and which was constituted in 1862 through the transfer of Messrs. Russell and Co.'s direct interest in their river steamers plying on the Yang-tze, has, according to the latest accounts, taken over the two steamers hitherto owned by Messrs. Dent and Co., and running in competition with the company's vessels. The latter have now the monopoly of the river traffic, and it may be presumed that this circumstance will put the directors in the pleasurable position of declaring one of these days a dividend for the first time since the formation of the company. The same corporation has also purchased for about $530,000 all the property owned by Messrs. Dent and Company at Shanghai, with the exception of the land on which their business premises stand. The tracts of land they have now parted with measure I believe some fifteen acres in extent, and were purchased at fabulous prices in 1861-2-3, with the view of deriving immense future profit from their position on the water

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frontage. Mr. Edward Webb, who was until 1864 the managing partner in Dent and Co. at Shanghai, is expected shortly to return to China in connection with the house of Birley and Co.

By the French mail which left this a day or two ago three Chinese females went on their way to Paris, to form part of the "curios" to be exhibited at the coming Exposition, but they were not, as is erroneously stated in the local newspapers, singing women or actresses, though doubtless French ingenuity will cause their ultimate development into imposing characters of some description, most probably Mandarins' wives. They are most commonplace persons in reality, one being a domestic servant in a foreign household at Canton, the other a gardener's wife, and the third possibly no better. Unlike the Japanese, the Chinese, both merchants and officials, have declined to take any interest in the Exposition, and I have not heard of a single article being despatched, with the exception of those purchased by the French agent, M. de Meritens, who was allowed 200,000 francs for this purpose. On the other hand, the more enterprising Government of Japan has despatched a large assortment of native productions and manufactures.

A scandalous transaction has recently taken place at Amoy. Some U.S. citizens of that energetic class from which so many promising specimens of the *genus* rowdy have been known in China having entered into arrangements with a barracoon keeper at Macao, proceeded some distance into the interior, kidnapped a couple of hundred villagers and boatmen, carried them by force to Amoy, and shipped them on board the French barque *La Vierge*, which at once put to sea without a Customs' clearance, and made sail for Macao. On the affair becoming known, one of the foreign Customs' employés at once proceeded to Macao, bearing despatches from the Chinese authorities, demanding the rendition of the kidnapped Coolies; but Governor Horta's past actions do not encourage a very lively hope of this being promptly acceded to. This desperate action on the part of the coolie-agents is properly due to the difficulty which prevails in obtaining recruits for the barracoons, owing in a great measure to the increased vigilance of the Chinese officials near Macao.

COCHIN CHINA.

SAIGON.

From this port two incidents are reported that show the absolute necessity that now exists for the establishment of an English Consulate without delay. The first is the loss of the British barque *Wallaroo*, of 611 tons, in the river. Although she had a full cargo, which was insured for £29,000, no Court of Inquiry could be held on the spot, owing to there being no Consul. No lives were lost, and the crew were taken on to Singapore in H.M.S. *Pearl*.

The other case is one of some commercial interest. An action was brought before the *Tribunal de Commerce* to recover payment of a promissory note for over £9,000; and although the defendant admitted his signature, the claim was dismissed *because the body of the note, as well as the signature*, was not in his handwriting! This is strong confirmation of the remarks made in our last issue on the utter uselessness of this tribunal as a court of justice, and the urgent necessity for affording adequate protection to British interests.

SIAM.

BANGKOK.

The *Bangkok Recorder* states that M. Aubaret has commenced an action for libel against the publisher of that paper, for having given circulation to certain comments on his conduct towards the King of Siam. The following is the paragraph announcing the action:—

"We regard it our duty to inform the public that the editor and proprietor of the *Bangkok Recorder* has been sued by M. Aubaret, the French Consul, on the plea of damages for libel; that both plaintiff and defendant appeared at Court before J. M. Hood, Esq., United States Consul, on the 3rd inst.; and that the trial of the case was then postponed to the 21st inst., at ten o'clock A.M. Plaintiff grounds his charge on that part of our report where we say the French Consul spoke disparagingly of his Excellency the Prime Minister, and was said to have proposed to nominate another man as his successor."

The following letter has been sent by the editor to M. Aubaret, apparently as an apology:—

"Sir,—I pray that you will allow me through J. M. Hood, Esq., U.S. Consul, to come in this way before you for the purpose of offering some explanation, and proposing some amicable settlement of the affair in which you feel that I have aggrieved you. After further and careful inquiry I am now inclined to think that the reports which I made in the *Bangkok Recorder* of the 20th ult. were based on some misunderstanding of the true sense of that part of your conversation with his Majesty the King of Siam relating to H.E. the Prime Minister.

"The Siamese Government affirms that there was a great mistake made in this matter, and there seems to be collateral evidence that what it affirms in regard to that point is true—to wit—that you did not demand or even request that H.E. should be removed from his place as Premier, but only that he should be removed from his post as Chief Commissioner in reference to the Cambodian Treaty.

"For any expressions in the article with which you feel aggrieved, and which may not be true, and in regard to which I have been misinformed, I am willing to make all reasonable apologies and corrections.

"Allow me to declare unto you that my only object in writing that article was to perform faithfully what I regarded my duty as a public recorder."—Yours respectfully,

"Bangkok, Jan. 2nd, 1867." D. B. BRADLEY.

STRAITS OF MALACCA.

SINGAPORE.

From this port our advices are to the 7th February (three days later than by the French mail delivered on the 6th instant). No later English mails had arrived out in the interval.

The chief subject of interest is the *Erin* barratry case, the decision in which has already been briefly announced by telegraph. It will be remembered that the *Erin* foundered at sea eleven days after leaving Bangkok. At a Court of Inquiry held by the British Consul there, some suspicious circumstances were elicited, and the master and mate were sent to Singapore to be tried for wilfully casting away the ship. In the meantime some evidence transpired implicating Mr. Scott, whose firm had effected several heavy insurances on the cargo. It was discovered, in fact, that the quantity of cargo was largely overstated, and its value exaggerated, and these facts not being satisfactorily explained, Mr. Scott was included in the indictment. The trial began on the 23rd January, but after proceeding three days the jury had to be discharged in consequence of some irregularities. The case was begun *de novo* on the 29th, and concluded on the 2nd instant. All the prisoners were found guilty, and sentenced to penal servitude, Mr. Scott and the master for life, and the mate for ten years. Mr. Scott, whose firm had always been esteemed a respectable one, was the subject of great commiseration.

PENANG.

Dates from this port are to the 9th February. We take the following items from the *Penang Gazette*:—

"Sir William Hackett, the new Recorder, and Lady Hackett, arrived on the 21st January last in the P. and O. steamer *Behar*. At twelve o'clock on the same day he went into court and took the usual oaths of office and allegiance, which were administered to him by the Resident Councillor in the presence of the members of the bar, the magistrate, coroner, and other officials, after which these were invited to the Judge's chambers and introduced to Sir William by the Resident Councillor.

His Excellency Sir Gaspard le Marchant, Commander-in-Chief of the Madras Army, and Staff arrived here from Burmah in the steamer *Cheduba*, on a tour of inspection to the Straits. His Excellency, after holding a review of the troops at the lines, departed the same evening for Malacca and Singapore. We understand his Excellency will probably, should there be time, visit Java previous to his return.

We understand that the Government of India have instructed the local Government of British Burmah to adopt measures for obtaining an accurate survey for a line of railway, to pass from the port of Rangoon through Pegu territory to the Burmese boundary, and thence onward by the most practicable route to reach Western China. The survey is to commence from Rangoon in the direction of the old city of Pegu, thence onward to the east side of the Sittang river, and follow any practicable course between the Sittang and Salwan rivers towards the northern boundary, where it would terminate for this year, and be continued at the next cold season into Burmese territory. Maulmain and Martaban have been brought into telegraphic communication

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LATEST TELEGRAMS.

With the exception of the following brief commercial telegram we have no telegraphic advices in advance of the next inward mail, except those published in our last issue. The morning papers of the 12th inst. published a telegram dated Hong Kong, February 1, but full details of all the items it contained had been already given in our issue of the 6th.

CHINA. HONG KONG, Feb. 15.

Total export of tea to date, 109,125,000 lbs.

SHANGHAI, Feb. 7.

Total export of silk to date, 35,750 bales.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANNESLEY—On the 19th Feb., at Farringdon, Alton, the wife of Francis Charles Annesley, Esq., 28th Regt., of a daughter.

BENNETT—On the 22nd Jan., at Singapore, the wife of John Bennett, Esq., of a son.

LOCOCK—On the 5th March, at 9, Cambridge-square, the wife of Charles Brodie Locock, Esq., barrister-at-law, of a daughter.

MACDONALD—On the 20th Jan., at Singapore, the wife of W. Macdonald, Esq., of a daughter.

MAITLAND—On the 31st Dec., at Shanghai, Mrs. John Andrew Maitland, of a son.

DEATHS.

DEWSON—On the 25th Jan., on board H.M.S. Melville, William Dewson, wardroom-servant, H.M.S. Osprey, aged 24 years.

HALKET—On the 8th March, at Newcastle-on-Tyne, Mary Rose, eldest child of Richard Webb Halkett, Esq., of Hankow, China, aged 3¼ years.

HOUGHTON—On the 14th March, after a short illness, at his residence, 33, Gordon-square, Henry James Houghton, Esq., aged 46, deeply lamented.

MCKENZIE—On the 12th Jan., at the Government Civil Hospital, Hong Kong, John McKenzie, police-constable, aged 30 years.

NELSON—On the 29th Jan., at the Government Civil Hospital, Hong Kong, William Nelson, police-constable.

TEMPLAR—On the 27th Jan., at the Hotel Francais, Hong Kong, Arsese Templar, chemist, late of Shanghai.

THOMPSON—On the 25th Jan., on board the U.S.S. Hartford, Joseph Thompson, seaman

COMMERCIAL REPORT.

CHINA EXPORTS.

CANTON.—TEA.—The market remained perfectly quiet until within the last few days, when an unexpected settlement of the two best chops Congou was effected at the extreme price of taels 30 per picul. The chops settled are "Oan Thie," and "Tan Qui," for which holders some ten days since were anxious to accept considerably lower rates; the present settling prices bring the market up again to the highest point it attained throughout the past season, at which it closes for outgoing mail; holders naturally at once becoming again very firm, and thus entirely precluding most intending buyers from entertaining any ideas of operating.

AMOY.—The remaining stocks in the market, amounting in all to about 5,000 packages Oolong and 200 packages Congou, have been settled during the past fortnight at about previous rates, and this season is therefore closed.

FOOCHOW.—Congou: A large business has been done for England, Australia, America, and the Commissariat of India, and the stock is now reduced within very narrow limits. A purchase (on the 8th January) of 8,000 chests was made half a tael cheaper than prices current before the departure of last mail. Since then prices for all grades have steadily advanced, and a rise of 1½ to 2 taels is quoted. Oolong: The market has been cleared of these for America. The settlements reported include 83,328 chests, 19,854 half-chests, and 2,746 boxes of Congou at taels 6 to 24, say 1,209 chests, and 3,242 half-chests, at taels 6 to 12 for dust and broken leaf, 10,494 chests, 4,059 half-chests, and 1,746 boxes, at taels 12 to 15 for common to good common, 21,625 chests, 12,552 half-chests, and 1,000 boxes, at taels 14 to 24 for flavory to good flavory. Souchong: Fair to good, 2,620 chests at taels 16 to 25.5. Oolong: Inferior, 1,190 half-chests at taels 12.5 to 15. Common to fair cargo, 20,000 chests at taels 15.5 to 19. Scented: Common to fair, 946 boxes at taels 16 to 20.

SHANGHAI.—Black Tea has continued to decline, and a further concession on the part of holders has only resulted in the settlement of about 3,000 chests. The rates paid for these, though averaging one tael per picul less than in the previous fortnight, are stillnearly 1d. per lb. above the latest London values. Arrivals have been few, and the stock is now reduced to 14,000 chests of all descriptions.

HANKOW.—2,000 chests Congou had been settled, at 12.2.5 taels to 13.7.5 for common Oonams and 16 to 16.2.5 taels for common to fair Oopacks, prices which show no decline on the rates previously paid. One chop of 650 chests had been shipped to Shanghai. 2,700 chests remained in stock.

KIUKIANG.—There has been no business done either in Black or Green Teas, the increase in the export being due to shipments on native account. There were still about 15,000 packages Green Tea to come from the country.

YOKOHAMA.—There has been very small business in the tea market since the date of the last report, viz., 29th December. The teamen have given way considerably in their demands, showing a decline in rates of $2 to 3 per picul in some instances, and they are very eager to dispose of their stocks prior to the New Year holidays. Quotations as given below must be considered quite nominal. Settlements are estimated at about 1,500 piculs. Quotations and stocks stand as follows:—Good common, $15 to 22; stock, 1,000 piculs. Medium, $23 to 28; stock, 2,000 piculs. Good medium, $29 to 32; stock, 2,000 piculs. Fine, $33 to 36; stock, 1,000 piculs. Finest, $37 to 43; stock, 400 piculs.

RAW SILK.—CANTON.—Transactions towards the latter part of the fortnight have been large as regards Tsatlee Reel. During the early part of the fortuight arrivals were gradually taking place, and rates were becoming somewhat easier, when a buyer entered the market and prices became firmer. Settlements for the fortnight and stocks are as follows:—Tsatlee No. 1 412 bales, $590; Loong-kong, No. 1, 40 bales, $570; Kowkong, 30 pcls., $510; Lacklow and Cumchuck, no sales, $550; Seulam, do., $420; Re-reeled Cumchuck, 200 boxes, $620; Punjum, 200 pcls., $150; Pierced Cocoons, 20 pcls., $95; Waste Silk, 50 bales, $75.

SHANGHAI.—Settlements of China Silk are estimated at about 900 bales for the past fortnight, about 100 bales of which went forward by the last English mail after the statistics relating to this port in the last issue were made up. Transactions have been chiefly in barter against imports, so that the prices paid have been naturally irregular. Good chop Silk still maintains its price, a few bales of best No. 3 Tsatlee having been taken for America at taels 570 to 580. It is generally believed that but little more Silk will be brought down to this market after the Chinese New Year.

YOKOHAMA.—Prices having further receded in consequence of the paucity of purchases during the earlier part of the fortnight, an active business sprang up, which was rather encouraged by the intelligence brought by the mail of the 10th November, but again checked by that of the 19th November, which arrived on the 13th instant. As the native dealers on the approach of the Japanese new year are generally eager to dispose of their stock, it is expected that under the depressing influence of the last news from Europe prices will further go down. Arrivals during the fortnight have been on a very reduced scale; they brought a few parcels of hank silk of good quality, but none of the finer sizes, and the unsold stock is now under 600 piculs. Owing to the enormous quantity of silks rejected after inspection its general quality is poorer than ever.

DRUGS, &c.—CANTON.—Cassia Lignea very scarce, and a small arrival of 200 piculs was sold immediately placed at $19-30. Inquiry continues, but there is no stock left. Cassia Buds, offered at reduced terms; say at $40, but no disposition exists to purchase stock 100 piculs. Cassia Oil, 6 piculs offering at $185. China Galls, quiet at $13-50, with 60 piculs on the market. China root, $3-50. Galangal, $1-80, neglected; supplies amount to 300 piculs. Vermillion, somewhat easier at $39 per box of 50 catties for present quality. Rhubarb in low quantities remains on offer, but no transactions have occurred.

CHINA GRASS.—SHANGHAI.—Stock, 3,000 to 4,000 bundles. No. 1, none, Tls. 16.5, nominal; No. 2, Tls. 14 to 15.5; No. 3, Tls. 13.5 to 14; Green, Tls. 11. Business continues confined to Chinese, as these prices are considerably above the parity of London quotations.

CHINA AND JAPAN IMPORTS.

The usual depressing effect of the approaching China New Year has been felt, in some of them to a greater extent even than usual, and the operations of the fortnight have been devoid of any general characteristics.

COALS.—HONG KONG.—The coal arrivals during the fortnight comprise 1,568 tons Welsh, 1,250 tons Australian, and 1,300 tons patent fuel. Of this quantity none came in the market except 850 tons of Australian, the remainder being for consumers. The market is firm, English may be quoted at $13-50; Welsh, $14; Australian, 8½ to $9.

SHANGHAI.—The market is firm. The only sales effected have been small parcels from godown at higher rates, viz.:—English Steam Coal, Tls. 12.5.0; Australian, Tls. 9.5.0 to 10.0.0; American Anthracite, Tls. 12.0.0; Japan, Tls. 6.5.0 per ton. Of Cardiff and North Wales Coal none on the market for sale. Arrivals since the 7th inst. were 1,212 tons from Great Britain, 900 tons from Australia, and 200 tons from Japan,—in all, 2,310 tons. The quotations are:—English, Tls. 12.0.0 to 12.2.5 per ton; Cardiff, Tls. 13.0.0 per ton; Welsh, Tls. 12.0.0 per ton; American Anthracite, Tls. 11.5.0 to 12.0.0 per ton; Sydney, Tls. 9.0.0 to 9.5.0 per ton; Japan, Tls. 6.0.0 to 8.0.0 per ton; Formosa, Tls. 5.0.0 to 6.0.0 per ton.

YOKOHAMA.—The import market has remained in the dullest possible state. At this time of the year there is never much demand, as the native merchants are mostly employed in settling up their accounts; in spite of this, however, goods have in past years generally been saleable at a slight concession in price, and for delivery after the Japanese New Year. This year, however, an entire absence of demand for the chief staples appears to be the feature in the import market, and prices for nearly everything must be considered nominal. No doubt the large importations of every description of goods from China has materially assisted the general dullness. Dyed Brocades and Spots, Turkey Red Plain and Figured are all lower, and very difficult of sale. Black Camlets from $28 have receded to $23. Black Velvets are saleable, but a few arrivals would soon weaken the market. Yarn 16-24 continues in demand, as there is little or none here. Metals are difficult of sale.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 7d.	4s. 8d. to 4s. 8d.
At Shanghai	4 ditto	4s. 6½d.	4s. 7d. to 4s. 8d.
"	6 ditto	6s. 1d.	6s. 2d. to 6s. 2d.
"	4 ditto	6s. 0d.	6s. 1d. to 6s. 1d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 6d.	4s. 6d. to 4s. 7d.
	4 ditto	4s. 5d.	4s. 6d. to 4s. 6d.
At Singapore	6 ditto		4s. 5d. to 4s. 6d.
"	4 ditto	4s. 4d. to 4s. 4d.	4s. 5d. to 4s. 5d.
At Manila	6 ditto	4s. 0d.	4s. 1d.

At Shanghai, bills on India, Rs. 298 to 300 per 100 taels. At Hong Kong, Rs. 221 to 222 per $100. Bar Silver at Shanghai, tls. 111·40; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 73·7·5 per 100; and exchange on Hong Kong, 26½ discount. Hong Kong and Shanghai Bank shares improved on the announcement of the dividend to 3 to 4 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 30 per cent. prem.; Steam Shares, 12 per cent. dis.; Union Dock Company, 40 per cent. dis.; China Traders' Insurance, 60 dols. premium.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From Hamburg, Jan. 22, Alert.

At HONG KONG.—From London, Jan. 21, Shunlee (Canadian, reported by telegram); from Swansea, 15, Niphon; from Cardiff, 19, Andromeda; from Newcastle, 20, Gem of the Ocean; from Cadiz, 15, Cervantes; from Havana, 14, Gussa; 19, Baron Kellner; from New York, 15, Burnside; 20, Jeanie.

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At MANILA.—From Cadiz, Jan. 15, Emigrante; 19, Elena.

At SINGAPORE.—From Rotterdam, Feb. 6, Johannes Martinus; from Liverpool, Indiana (reported by telegram).

At PENANG.—From London, Feb. 2, Katinka; 3, Champion; from Newcastle, 4, Bertha.

DEPARTURES.

From SHANGHAI.—For New York, Jan. 23, Dunkeld.

From FOOCHOW.—For London, Jan. 10, Esperanza; 11. Charlotte, for Boston; 22, Lubra, for New York; 26, Robin Hood.

From AMOY.—For New York, Jan. 26, Lord Clyde, Japan.

From HONG KONG and CANTON.—For London, Jan. 25, Dilloussund; 23, Diamant, for New York.

From MACAO.—For Havana, Jan. 8, Confucius.

From MANILA.—For Cadiz, Jan. 18, Feliz; 11, Queen of the East, for New York.

From SINGAPORE.—For Falmouth, Feb. 1, William; 2, Stirlingshire, for Liverpool; 4, Helensbank, for London; Bravo, for New York.

From PENANG.—For London, Feb. 7, Amersham; 6, Achilles, (str.) for Liverpool.

At SINGAPORE.—Cleared for London, Agamemnon; Feb. 4, Helensbank, Gazelle; 6, Maude, for Boston.

VESSELS LOADING.

At YOKOHAMA.—For London, Carioca; for New York, Johanne Maria.

At SHANGHAI.—For London, Burmah, Peter Denny, John Bellamy, James Shephard; for New York, Crawshey Bailey, Endeavour, Horatio, Magellan.

At FOOCHOW.—For London, Bucton Castle, Tavistock, Red Riding Hood (all full); for New York, Tynedale (full).

At HONG KONG and CANTON.—For London, Sea Bird; for New York, Sea Serpent, Ariadne.

At MANILA.—For London, Canaan, San Fernando; for Cadiz, San Luis, Union; for Havana, Espana; for Barcelona, Nuevo Lantaro; for New York, Gamecock.

At SINGAPORE.—For London, Agamemnon, Sophie, Gena; for Liverpool, Roslin Castle; for Rotterdam, Bengal; for Bordeaux, Prefet Paul Feard; for Falmouth, Carlota Helena; for New York, John Norman.

At PENANG.—For London, Zanzibar; for Liverpool, Monteagle.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £2 10s. to £3 per ton; Silk, £4 to £4 10s.

At SHANGHAI.—Suitable vessels for coasting purposes are scarce, and rates have advanced; for London and New York tonnage is abundant, and rates remain at £1 15s. to £2 to United Kingdom, and to the latter port £2 per ton.

At FOOCHOW.—To London, £2 5s; to New York, £2 8s. per ton.

At HONG KONG and CANTON.—A better demand for tonnage exists for general charters, but in home charters direct the quotation is still £2 per ton, and to United States £1 15s. The circular of George Holmes gives the number of disengaged vessels in harbour at 25, representing 13,749 tons.

At MANILA.—The Canaan has been taken up for London at £2 5s. for 700 tons, current Sugar; and £3 per 20 cwt. for 300 tons Hemp. The San Fernandes (Spanish) also loads for the same port at £3 5s. for current Sugar, and £2 10s. Hemp.

At SINGAPORE.—A good demand has prevailed for vessels to load at the Burmah rice ports, which has caused more firmness in the freight market. Rates offered for rice charters: £2 17s. for vessels over 600 tons, and £3 for small ships. The Roslin Castle, loading for Liverpool and Glasgow, has obtained her dead weight at £1 15s., showing an advance of 5s.; light freight, which is scarce, is being taken at £2 per ton.

At PENANG.—There has been a better supply of tonnage, and the demand for the rice ports has led to a few transactions. The following charters have been effected:—The Ingeburg, 345 tons, from Rangoon, Akyab, Maulmain, or Bassein to United Kingdom or Continent at £2 15s., 30 lay days; the Cuba, 390 tons, from any Burmah ports to Falmouth for orders for United Kingdom or Continent at £3 per ton, 35 lay days.

To LONDON.—The Zanzibar is taking tin at £2 10s., and offering to take light cargo at £2.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	For
Jan. 8 ...	Corea ...	Yokohama ...	London
— 11 ...	Louisa ...	Monte Videc ...	Batavia
— 12 ...	Galatea ...	Whampoa ...	New York
— — ...	Robertus Hendrikus...	Amsterdam ...	Batavia
— — ...	Adm. de Ruyter ...	Amsterdam ...	Sourabaya
— — ...	Alida ...	Amsterdam ...	Batavia
— — ...	Tamerlane ...	Shanghai ...	London
— 13 ...	Tyburnia ...	Shanghai ...	London
— — ...	Johann Anton ...	Hong Kong ...	Cape of G. H.
— — ...	Sirius ...	Amsterdam ...	Batavia
— 14 ...	Hong Kong ...	Macao ...	Havana
— — ...	Nederland & Oranje...	Amsterdam ...	Batavia
— 18 ...	Delangle ...	Macao ...	Havana
— 19 ...	Kosmopoliet No. 1 ...	Batavia ...	Holland
— 20 ...	Isabella Ridley ...	Foochow ...	New York
— 21 ...	Confucius ...	Macao ...	Havana

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—March 8, at Falmouth, from Colombo, May Queen; 9, at Scilly, from Colombo, Gaucho; 7, from Samarang, Felicia; Feb. 14, at Havana, from Macao, Suomi; 14, at London, from Colombo, Percy Douglas.

DEPARTURES.—March 9, from London, for Cardiff and Yokohama, Hayamaro (s.); 8, from Cardiff, for Shanghai, Lizzy; from Rotterdam, for Batavia, Susanna Johanna, Johannes Antonius; 8, from Cardiff, for Hong Kong, Island Queen; 9, for Galle, Crusader; 8, from Penarth, for Singapore, Koffyboom; 9, from Glasgow, for Manila and Yloilo, Tio y Sobrino; 14, from London, for Newport and Shanghai, Sydenham; 12, from Cardiff, for Hong Kong, Stuart Wortley.

LAID ON.—At London, for Shanghai, Invincible; for Singapore, Janet Ferguson.

SPOKEN.—Hemisphere, Liverpool to Galle, 52 days out, 22 S. 30 W. Sumatra (ship), of Palermo, Sunderland to Galle, 24 Feb. 47 N. 18. W. Louise, Amsterdam to Sourabaya, 25 Feb. 44 N. 12 W. Temeraria, Colombo to London 31 Jan., lat. 6 long 15.

MAIL COMMUNICATION WITH THE FAR EAST.

The following is the text of the memorial about to be sent to the Treasury on this subject, with the signatures at present attached to it:—

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY.

MY LORDS.—We, the undersigned merchants trading with China, Japan, Singapore, Penang, Siam, Borneo, Java, and Manila, observing that notice has been given to terminate the present mail contract with the Peninsular and Oriental Steam Navigation Company, and being deeply interested in the establishment of a more satisfactory system of mail communication with China and the above named places, respectfully urge the following facts on your lordships' consideration.

That under the system at present in force the homeward mails are retarded by unnecessary delays *en route*.

This is extremely prejudicial to the interests of those concerned in the trade, and that it is totally unnecessary is evidenced by the fact that the Messageries Imperiales steamers have during the past year brought the mails from Shanghai to Marseilles, on an average, in seven days' less time than the Peninsular and Oriental Company's.

The annexed table, published in the *London and China Telegraph* of 28th February, shows that during the year 1866 the average number of days taken to convey the mails from Shanghai to London was by the French Company, 44½ days, and by the English, 51½.

The homeward mails and passengers are often detained as much as four days at Galle, waiting for either the Calcutta or the Australian steamer. Again, it frequently happens that on the arrival of the mails at Alexandria there is no steamer in readiness to convey them to Marseilles, and a delay in Egypt on one occasion of five days, and on another of eight, has occurred during the present year.

We therefore suggest that the importance of the trade demands that the service should be worked from Hong Kong direct to Suez, calling at Singapore, Penang, Galle, and Aden, with a branch service between Hong Kong, Shanghai, and Yokohama, calling at the intermediate ports; and that a steamer should be in readiness at Alexandria to bring the mails on to Marseilles. The magnitude of the postal arrangements for India, China, Australia, &c., render it competent for the service to be divided into sections, inviting tenders for the whole, or for each portion separately.

Were these suggestions carried out, we are confident that the distance between Hong Kong and Marseilles might easily be performed in thirty-seven days. The last French mail left Hong Kong on the 28th January, and arrived at Marseilles at seven P.M. on the 4th March, thus occupying only thirty-five days.

A reference to the hand-book of the Peninsular and Oriental Company shows the respective distances to be as follows:—

	Miles.
Hong Kong to Galle	3,031
Galle to Suez	3,442
Alexandria to Marseilles	1,478
Giving	7,951 miles

as the total distance traversed by the steamers. This at an average of ten miles an hour would occupy thirty-three days, three hours, to which the following detentions *en route* have to be added:—At Singapore say twenty four hours, at Penang six hours of daylight, at Galle twelve hours, at Aden twelve hours, and the transit through Egypt eighteen hours; making a total of thirty-six days, three hours, or say thirty-seven days.

In this calculation Malta is omitted, as we consider it inconsistent that this port should be included in the scheme of mail communication with India and China *via* Marseilles, although it may be necessary as a coaling station for the Southampton line.

These facts demonstrate that taking the moderate speed of ten miles an hour as a basis, and adding in June, July, and August an additional four days as a fair allowance for the south-west Monsoon, the transit from Hong Kong to Marseilles need occupy no more than thirty-six to thirty-seven days during nine months of the year, and forty to forty-one days during the remaining three.—We have the honour to be, your Lordships' most obedient humble servants.

London, March 8, 1867.

MATHESON & Co.
DENT, PALMER, & Co.
T. A. GIBB & Co.
ASHTON & Co.
GLEDSTANES & Co.
GREGSON & Co.
G. G. NICOL (Chairman, Chartered Mercantile Bank of India, London, and China).
ELIAS & Co.
G. U. ADAM (Manager Chartered Bank of India, Australia, and China).
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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, FRIDAY, MARCH 15, 1867.

THE COMING TEA SEASON.

"IN TE(A) SPES EST"—once the hopeful motto of the "olfactory corps" in China—has now become obsolete, if indeed it be not entirely forgotten by the members of that important body. The remonstrances we have from time to time addressed to purchasers at Foochow and Hankow have been persistently and recklessly disregarded, with what fatal results the present state of the trade but too faithfully indicates; still, the time has now come when it appears to us a duty once more to raise a warning voice, hoping, almost against hope, that it may not pass unheeded on the eve of the campaign of 1867-68. As usual at this season, we hear of extensive credits being sent out to facilitate the purchase of new season's tea; and a little serious thought as to the mode in which these orders are given, the hands they are entrusted to, and the probable manner in which they will be carried out, can hardly, we believe, be considered unprofitable. First, then, as to the nature and extent of the orders. It has of late years become a practice, more and more extensively adopted, to send out to commission houses loose if not altogether open orders for tea. Now here is a thoroughly unsound principle to begin with. We have no wish to bear hardly upon commission houses—in which category, indeed, must be included many of the most respectable and highly esteemed firms in China,—yet we cannot blind ourselves to the fact that when a loosely worded order, or one conferring wide discretionary powers, is entrusted to a commission agent, there is a chance of such powers being strained to their utmost limits to admit of the prompt execution of the order to its fullest extent; while if a safe limit had been strictly enforced, the order would not perhaps have been executed at all. The latter cause might sometimes give rise to disappointment, but seldom to loss; the former can hardly fail to result in both.

We have next to consider the hands into which these orders fall at the tea-shipping ports. Many of them we fear are entrusted to tea-tasters of not very matured experience; men who, however competent they may be considered as judges of the article itself, have proved by their operations during the last two years their lamentable deficiency in the knowledge of how and when to buy it. The temptation to do an extensive business and to load many ships; the certainty of earning a commission without incurring any risk; and the ready facilities offered by competing banks, are all causes that militate against the exercise of that extreme caution that should be regarded as a *sine qua non* in those who are entrusted with the investment of large sums of money belonging to others. Add to these the excessive competition to secure the first and finest chops of the season, and we need be at no loss to discover how it is that the astute Chinese, quick to profit by the palpable eagerness of their victims, continue to enrich themselves at the expense of our merchants. One evil result of this excessive haste to ship, is that the grower is often so hurried in bringing forward his tea, as to place it on the market in anything but a fit state to stand the long sea voyage; in which case the out-turn must necessarily be unsatisfactory, however fine the original quality of the leaf. Eager buyers lay far too much stress on the reports conveyed in circulars of any slight improvement or actual advance in the home markets, and readily advance their offers in a like proportion, although ignorant of the cause and probable duration of the improvement; matters which should be attentively studied by a careful operator.

Of late it has become manifest that the operations even of the large China firms themselves have fared no better than the orders entrusted to commission houses and tea-tasters. Some of the causes of this are doubtless identical with those above enumerated; but in many cases it is in a certain degree owing to the prevalent custom of the firm taking all responsibility off the hands of the tea buyer, by giving positive instructions what to buy and when to buy it; instead of leaving those points to the buyer himself, who has, or ought to have, a thorough knowledge of his business from long experience in the home markets, and who, moreover, in *this* case, has or should have no personal interest in premature or too extensive operations. His orders should be "buy us tea to a certain extent, if you can do so to pay a profit; but not otherwise." And by that test he should stand or fall. A repetition this season of last year's scale of prices must inevitably bring with it a recurrence of last year's losses. Hoping, as we have already said, almost against hope, that such another sad chapter in the history of the China trade may yet be averted, we present these remarks for the consideration of those interested in it. It may be said that none of our arguments are new; that they have all been brought forward over and over again. So much the worse, then, for those who read, and yet ignore them; who hear, but will not heed. Hitherto all words of caution from this side have been treated with contempt by those to whom they were addressed; and we have seen the result in a long list of failures, and in old and honoured firms, whose very names were once held as types of wealth and solvency, now tottering on the verge of bankruptcy. Let but the same reckless disregard be continued through another season, and the houses left standing will be few indeed.

THE DUTCH IN SUMATRA.

THE question of the Dutch aggressions in Sumatra has been mooted in the House of Commons by Mr. WHITE, who asked for papers, and received from Lord STANLEY a promise to produce any "that could be published without inconvenience to the public service." It is to be hoped that at least some may appear that will throw a little light on this much-vexed and long agitated question, the present aspect of which is far from satisfactory. The Dutch have seized all the ports from Assahan to Timor, which belong to the Sultan of Acheen, but which the Dutch claim as belonging to Siak. The Sultan of Acheen complains that he has received no answer to his letters to the Governor, calling on the British Government to mediate between him and the Dutch according to treaty; which communications are alleged to have been left unanswered for upwards of two years. This is certainly a matter demanding prompt investigation, and indicates that a new broom was required in the Straits Government.

THE STRAITS GOVERNMENT APPOINTMENTS.

IT was only natural that the superseded officials of the Straits Settlements should use their influence in the House of Commons to procure an explanation of the apparently uncourteous treatment they have been subjected to; and, as will be seen in our Parliamentary intelligence, a discussion has taken place regarding it. The explanation given, however, clearly shows that no slight was intended, and that in fact the SECRETARY FOR INDIA had in some degree gone out of his way to ascertain the course likely to be adopted by the Colonial-office, and to communicate the information thus obtained to the GOVERNOR-GENERAL of India. The delay was the unavoidable result of this circuitous course, rendered necessary by the Straits officials being under Indian jurisdiction, and is in itself an additional proof of the necessity of the change.

LAUNCH OF A STEAMER FOR RAJAH BROOKE.

On the 5th inst. Messrs. Blackwood and Gordon launched from their building yard at Glasgow a handsome screw steamer for Sir James Brooke, K.C.B., Rajah of Sarawak. The vessel was named the *Royalist*, and is of the following dimensions:—Length, 145 feet, breadth of beam, 22 feet; depth, 11 feet; tonnage (builders' measure), 340 tons. Her engines, which are on the direct acting principle, are being fitted on board in the builders' dock, alongside the yard, and it is expected she will be ready to go to sea in about four weeks. This is the second steamer built by this firm for Sir James Brooke, the former one being the steamer *Rainbow*, with which Sir James in a great measure cleared the Bornean coasts of the hordes of pirates which infested them.

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A MEMORIAL to the Lords Commissioners of the Treasury is in course of signature on the subject of improved mail communication with the Far East. The memorial calls attention to the unsatisfactory manner in which the present mail service is performed (as lately dwelt on in our columns), and urges the necessity of an entirely separate service for China and all parts east of Ceylon. A copy of the memorial will be found in another column.

The *Dragon* (Capt. Gibbon) has cleared for Singapore, Nagaski, and Yokohama. The *Hayo-Maro* (Capt. Carnes) sails for Japan about the 20th; the *Coquette* (Capt. Lobneitz) and the *Courier* about the 31st; and the *Lamont*, for Hong Kong (Capt. Castilla) about the 10th April.

MAJOR BRINE, R.E., has been selected by the SECRETARY of STATE for India to proceed overland to Bombay, Madras, and Calcutta in charge of the telegraphic staff.

COUNT LATOUR, the Italian representative in Japan, will leave shortly for his post, proceeding first to Peking with the ratified treaty concluded between Italy and China.

FOREIGN OFFICE, March 5.—The Queen has been pleased to approve of Don Albino Mencarini as Consul at Singapore for Her Majesty the Queen of Spain.

DOWNING-STREET, March 7.—The Queen has been pleased to appoint Edward Wallace Goodlake, Esq., to be Police Magistrate for the colony of Hong Kong.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 7.

After a debate that lasted not less than eight days, in which all other subjects were swamped by the discussions about the constitutional question of the former sitting, the Second Chamber at last finished with glancing at the reason by which that Parliament was dissolved, and the consequences of that measure and matters of fact were taken up. During this long debate the Liberals did nothing but protest against the opinion of the Cabinet that Parliament had not the right to disapprove of the appointment of Mr. Myer to be the Governor-General of the East Indies, whilst the Ministers persevered in defending the measures taken by them. It was only when the budget for the Department of Foreign Affairs was taken up that the Second Chamber dealt with material facts and questions. I scarcely need say that nothing created more interest than the discussions about the rumours that deterred the public in such a high degree, and of which I spoke in my last. And indeed such was the uneasiness that was created by the increased warlike rumours spread by the Conservative papers that almost a panic prevailed. Business had come to a standstill; the quotations at the stock markets were lower and lower every day, and even the insurance brokers refused to insure ships without the clause on the policies —"free from molest of war." The Ministers, however, behaved themselves as did they not know anything of that what passed. At last, however, an interpellation took place, and then the Minister van Zuylen declared, but not before he was closely pressed, that there had never been any question of the rumour spread by the *Amsterdam Courant* that Prussia had demanded of Holland that the plan of dismantling Maestricht and Venlo should be given up, and that Prussia should have the right of placing garrisons within these fortified places. "No credit must be given to these rumours," the Minister said; but nevertheless it is necessary to be forearmed for every eventuality. The circumstances of Europe are such that Holland is bound to be cautious, so that we must spare no sacrifices which may be required for the maintenance of our independence. It needs no comments that such an alarming contradiction, that evidently referred to the scheme for the reorganisation of the army, and to invite the Chamber to vote the high estimates for the department of war and navy, did not at all satisfy the members. He again was questioned for further explanations on the subject of the said rumours, and then the Minister only declared most positively that no European Power had menaced Holland. In the meantime the guarded language of the Minister, and his reference to prospective dangers, have produced a very bad impression throughout the country, and generally it is considered that he only was so restrictive to support by underhand means the carrying of the Budgets. The spreading of these rumours, it is loudly said, is only a trick of the Conservatives.

According to the addresses that were sent to the Second Chamber by some Rotterdam and Amsterdam merchants connected with the Japan trade, requesting an indemnification for those traders who experienced losses by the war in 1863, one of the M.P.'s—Mr. Viruly—stated in one of the last sittings that the Minister of Foreign Affairs was in the wrong by denying that our Government should be accountable for these losses. That member was of opinion that the very high indemnification which was paid by the Japan Government to ours did not tend only to pay the damages of the man-of-war, the *Medusa*, but also for the losses experienced by the traders, and therefore he supported the tenor of the address, notwithstanding he thought that the claims of the merchants were too high. Our Government, he concluded, is still more obliged to pay an indemnification, because the Japan Government does not pay the tribute out of its own treasury, but a tax is laid upon the foreign trade. He intimated that a close inquiry will be made by the Government about this question. Other members seconded this wish; they all were convinced that the Japan traders did not have any right to claim for indemnifications, but the Government having encouraged the trade with that country, is obliged, in a moral way, to pay them. Jhr. de Casembroot, who was in Japan during that war, contested the claims. He was of opinion that it would be a very dangerous precedent were the Government to consent, and he said that the merchants had no right whatever, because nobody had ordered the Europeans to leave Japan or to store their valuable merchandises on board of ships. They have done it, he asserted, upon their own instigation, and, therefore, they only have to pay the losses and costs caused by these measures. He stated, finally, that all their valuable papers were put safe on board of the men-of-war. The Minister, answering to these assertions, stated that he had the firm conviction that these traders had no right to claim indemnifications, and therefore he declined to ask that a credit for this purpose should be granted to him now; but he will reconsider the question when the traders shall have given him full information to state that they had experienced, indeed, losses. Since this debate our papers deal with this question. Amongst the defenders of the claims appear Mr. G. F. Plate, former partner of the Japan firm Carst, Lels, and Co., but his motives are strongly opposed by the Captain Lieutenant of the Navy, J. E. de Man, former commander of the Dutch squadron in the Japanese waters, who condemns very severely these claims. He adds that in place of this war having caused losses to the traders, they have made enormous profits out of it. Not only have they gained a great deal of money by providing the men-of-war and by buying the bills of exchange of the commanders, but since they have made such enormous pecuniary advantages that he is of opinion that Japan is now a sort of New California. The more he rejects these claims, because not one of the soldiers who took part in this expedition has profited a farthing, neither of the seized guns or the sum paid by the Japan Government—viz., 3,060,000 dollars.

About the Japan matters the minister further stated that our trade henceforth will duly be represented there by consuls, from which dignities, however, he will not exclude the agents of the Dutch Trading Company, as some members of Parliament wished that he should do. Then passing upon European matters, he stated that the commercial treaty with North Germany was ready, and that also, within a short delay, a new smuggling treaty with Prussia will be concluded. The question about the relation between our province of Limburg with the ex-German League —which is still unsettled—was adroitly fenced, notwithstanding the minister was pressed closely to give ample information. After some pourparlers about the steadiness of the pædagogycal-anti-revolutionry principles of this minister, this budget was carried with 39 against 33 votes. At the last moment of the debate, Mr. van Zuylen experienced an *echec*, because an amendment to decrease the credit asked for the salaries of our *corps diplomatique* with 9,200f. passed.

The budget for the department of Justice was approved of with 44 against 21 votes, a majority, that is of much importance, because a great deal of the members saw in this minister the person who advised to apply the measure which led to the dissolving of the former Chamber. This point excepted, the discussions about that chapter were not of much interest. Like his predecessors Mr. Borret also promised much, but it is the question if he will fulfil one of his words. He promised a revisal of the code penal, but declined to propose the abolishment of capital punishment by a special Bill. A scheme for a new judicial organisation will be laid before the members as soon as possible; the commercial code also will be revised, but he declines to abolish arrests for debts; a new police law is to be created, etc., in one word he made so many promises, he has such good intentions, that Mr. van der Linden warned him with the proverb, *Qui trop embrasse, mal etreint.* The Chamber is now busy with the discussions about the budget of the Home Department, and there is likely to be a very obstinate fight.

When all the budgets have been approved of (?), then a Bill will be laid before the members of Parliament proposing new measures to prevent the spreading of the rinderpest. I am, however, happy that I am able to state that this plague has been decreasing rapidly during the last weeks. According to the last returns, 1,607 head of cattle were attacked in the week ending the 23rd February, against 1,735 and 2,048 in both the former weeks.

Within a month or two the steamer *Gravenhage* will start for Batavia. This is the finest and greatest vessel that, for private account, ever was built here. Not less than 86 passengers (first-class) have taken passage for Java, whilst 300 soldiers will also be transported by this clipper. It is 2,000 tons burthen, and is provided with an engine of 80-horse power. It is thought almost certain that the voyage to Java will be done within 70 days. The owners, Messrs. Zeylen and Dekker, have now ordered another clipper, which will be larger still. Since the resolution of the Trading Company, which abolishes the fixed rates of freights (see my former letter), it is, of course, the only way to win money by building ships of this charter.

For some months past there has been a great deal of false coin in circulation, and likewise Government notes of 10f. (*muntbilleten*). Of course this creates much uneasiness amongst the public. Till now the police did not succeed in catching the falsificators.

Till now the Trading Company made enormous profits by the ½ per cent. that was paid to it, of every amount of silver and copper coin that was sent by the Government to the East India Colonies. Strong objections, however, are made now by some members of Parliament against this very costly privilege, and they urge that this ought to be repealed.

A Bill is brought in Parliament tending to ask a credit in behalf of the India Service for increasing the salaries of the India heads and functionaries in Java and Madeira. Undoubtedly this Bill will be carried by an overwhelming majority.

There is no news about the Scheldt-question; the English and French engineers have already finished their local inspection, whilst Mr. Hagen, the *Ober-Bau-Director* from Berlin, has arrived at the Hague, and will start with the shortest delay to Zealand. The general opinion is that the reports will be in our favour.

The subscriptions in behalf of the Pope, opened by the Catholic Journal *de Tyd*, have produced, according to the last returns, an amount of 110,000 guilders. The lists are not yet closed.

COMMERCIAL.

COFFEE.—The Dutch Trading Company announced its second auction on the 26th ult., at which will be offered 62,008 bales Java, Padang, and Macassar. There is not much passing, but prices of all sorts are fairly

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supported. Holders decline to operate, waiting for still higher quotations. The private transactions include only 3,500 b. Java ex Kortenaar; 500 b. do. ex Dagmar; 651 b. Padang ex Ramsay; 500 b. Java ex Belle of the South; 1,600 b. Padang ex Ramsay at 45c.; 200 b. do. ex Ione; 728 b. Java ex Joseph Willem at 40c., and 238 b. do. ex do. at 41½c. The stock amounts to 480,000 b., of which 414,783 are of the Trading Company.

SUGAR (RAW).—1,180 mats Passaroeang ex Garibaldi were sold at prices that did not transpire. The market remains unaltered, firm, in consequence of the announcement of the English Government that the modification of the duties and drawbacks will not come into force before the 1st of May, because our Government cannot be ready before that period. Stock of Java Raw Sugar: 105,924 mats and 1,528 bales, against 131,974 mats and 3,539 mats in 1866.

RICE.—There are no transactions to report.

SPICE.—Superior qualities dull but firm. Pepper: 540 b. Padang ex Ramsay were sold at 18c. The unsold stock of spices is as follows:—Nutmegs, 301 casks; Mace, 155 casks; Cinnamon, 154 fard; Pepper, 983 b. Quotations: Nutmegs. 86 to 89c.; Mace, D, 110 to 112c.; LE, 106 to 107c.; Cloves, No. 2, 30 to 31c.

TEA.—The cargo ex Monarchy, say 6,819 quarter and 3,274 half-chests Congou, 1,117 quarter and 283 half-chests Souchow, and 44 three-quarter chests Pekoe, will be sold by public auction on the 21st. The brokers' taxation is as follows:—Congou, ord. to good ord., 95 to 130c.; Souchow, ord., 80 to 100 c., and better quality 125 to 150c.; Pekoe, 130 to 190c. On the same day are to be offered on sale 66 quarter-chests Congou (Java), 280 quarter-chests Java Souchow, 2 quarter and 19 half-chests Pekoe.

TOBACCO (JAVA LEAVES).—In waiting for the auctions to be held on the 14th and 15th, when 5.490 b. will be offered; the market is very inactive. Stock of Java 6,652 b., and 56 b. Manila.

DRUGS.—Camphor: The market is inactive; the nominal quotation is 85c. for China, 88c. for Japan. Cubeben: 497 b. ex Dagmar, and 175 b. ex Joseph Willem, were sold at prices that did not transpire. Cassia Lignea meets with an active demand, and nothing can be bought under 76c. Gum Benzoe: 59 chests Sumatra ex Ione, good seconds, were sold at 110c.; holders now demand 122½c. Japan Wax: Without stock. Gutta Percha: 5,300 k. ex Ione, from Padang, were sold at prices that did not transpire.

RATTANS.—The Trading Company will sell in public auction 85,000 bundles. The private transactions include 860 bundles ex Ymuiden and 150 piculs ex Kortenaar.

MOTHER-O'PEARL SHELLS.—297½ plc. (17,530 p.), ex Petronella Catharina from Macassar, were *tel quel* sold at prices that did not transpire.

JAVA INDIGO.—The tone of the market is very cheerful with an active demand, 70 chests were sold at 20c. above October value. Stock (private, 61 chests.

BANCA TIN.—In the last week of the past month there was but little business doing, as the market has been depressed by a feeling of distrust and despondency which seemed to hang over it. Speculators were disinclined to operate, and consumers, having already supplied themselves in anticipation of their wants, were no longer buyers; the consequence was a dragging market. Another depressing cause, too, was the non-announcement of the Dutch Trading Company's sale; this was expected to be given out very early in this month, but as day after day passed by, and larger arrivals were reported than were expected, the market began to get a little uneasy; that their fears were without ground is now proved by the announcement of the Trading Company's sale, which will take place on the 28th inst., and which will consist of 69,400 slabs Banca and 600 slabs Billiton. The following sale will take place in September. Considering the actual arrivals, the quantity is very small, being 39,300 slabs less than the last sale in September, and 41,800 less than the previous sale in March last, and it needs no comment that these facts have already had a very good effect on the market, and better prices are still anticipated; the market closes very firm, with buyers at 54¼f. Before the announcement of the auction were sold—200 slabs Banca at 52½f., 800 slabs do. at 52f., 250 slabs do. at 51¾f.; then the prices went up, and 600 slabs were sold at 53f., 500 slabs at 53¼f., 300 slabs at 53½f., and 500 slabs at 54¼f. Trading Company's stock 87,764, and floating 13.600 piculs.

HIDES.—The transactions include 467 ps. Rinder, ex Ione; 405 ps. Passaroeang, ex Ymuiden, at 40¼c.; 325 ps. Buffalo, ex Ymuiden, at 22½c. Stock E.I., 8,902 p., against 25,599 in 1866; Buffalo, 1,653 p., against 5,390 in 1866.

COCOANUT OIL.—The market is inactive by want of stock. A direct cargo from Cochin China and Ceylon is, however, waited for.

SILK (RAW).—The Trading Company will sell on the 21st of March 463 b., which are valued as follows:—

171	b	Sodai (bricks)	f.34 to 40	per kilo.
45	„	Sodai (bricks)	32 to 40	„
6	„	Massah (slips)	30 to 35	„
12	„	Maybash (dyepots) ..	39 to 44	„
8	„	Sinshui (slips)	34 to 39	„
37	„	Oshio	32 to 39	„
70	„	Id	31 to 39	„
20	„	Id	35 to 42	„
36	„	Id	33 to 42	„
53	„	China	36 to 42	„
5	coll.	Java	26 to 28	„

MONEY.—A great many unfavourable rumours having been current, there was a general depression; the market, however, closed somewhat firmer, but the transactions were very unimportant. Dutch Two-and-a-Half per Cents., 52¼; Three per Cents., 63¼; Four per Cents., 84⅝. Trading Co., 141½. Central Railway, 49. Spanish Two-and-a-Half per Cents., 31⅛; Portuguese Three per Cents., 40⅛; Russian Five per Cents., 92¾; Austrian Five per Cents., 46½; United States, 1874, Five per Cents., 73½. Netherlands Bank, 259¼; Rotterdam Bank, 1st series, 99¾.

Money meets with a good demand, and in the open market at full rates. Bank discount 3½ to 4 per cent.

'CHANGE.—London: 3 months, f.11.73; 2 months, f.11.76; short, f.11.82½. Paris: 3 months, f.46.60; 2 months, f.46.70; short, f.47.05. Hambro': 3 months, f.34.87½; 2 months, f.34.92½; short, f.35.10. Bremen: 3 months, f.188.

SHIPPING INTELLIGENCE.

ARRIVALS.—Feb. 23, at Brouwershaven, from Batavia, Jedo. Feb. 24, at Texel, from Batavia, Nicot. Feb. 25, at Brouwershaven, from Batavia, Madura; at Texel, from Sourabaya, Jane Avery. March 4, at Brouwershaven, from Passaroeang, Konigin Auguste.

DEPARTURES.—Feb. 28, from Texel for Batavia, Stad Dockum; March 1, from Brouwershaven for Samarang, Vyf Vrienden; for Batavia, Ouderkerk a. d. Amstel; from Hellevoet for Java (*via* Cardiff), Stad Delft; from Texel for Batavia, Aldebaran. March 2, from Texel for Samarang, Quartet. March 3, from Texel for Samarang, Presto; for Sourabaya, Senior. March 6, from Brouwershaven, for Batavia, Aeolus.

PASSENGERS INWARD.—From Java, per Maria Adolfina: Messrs. Fransen, Sienwerts van Reesema, Lacourt. Per Brouwershaven: Mr. Schiebelhout and family, Mrs. Kloppert. Per Madura: Mr. van der Kerkhoff. Per Jedo: Mr. Kanf and family, two Misses Graswinkel.

PASSENGERS OUTWARD.—For Java, per Quartett: Mr. J. W. Landre and family. Per Presto: Mr. L. T. Berlyn and family, H. Leeuwenstein, S. Stam and family, Mrs. van der Stadt, and Mrs. Driessen. Per Ouderkerk a.d. Amstel: Captain Renaud, of the E. I. army, and family, Mr. Epple and family, Mr. van der Adel Lion, Miss M. Cramer. Per Aldebaran: Mr. J. Bruining, Miss J. Haackman.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 7.

Senator Kirchenfrauer, Hamburg's Plenipotentiary for settling the draft of the new German Federal Constitution, objected to several parts of the proposal, and these objections are appended to the protocol of the final sitting of the conference held at Berlin on the 7th of February. The following is a summary of his principal remarks.—

Ad. Sec. 51 (relating to the creation of a Federal flag).—If Hamburg consents to the creation of a new Federal flag for all the ships of the States belonging to the Bund, and the abolition of their own hitherto existing separate flags, of which however nothing is said in the Prussian fundamental proposals of the 10th of June last for the constitution of a new Confederation, it can only be on the understanding that the material disadvantages attendant on such an alteration be guarded against as much as possible; and that those States be allowed to use their own flags, not only till the general international recognition of the new Federal flag, but also with reference to the transfer of the rights and privileges enjoyed by those separate flags as secured by treaty with European and non-European States. As a preliminary measure, it will therefore be necessary to make the usual notifications combined with a revision of the treaties of navigation at present in force, and some legal enactment as to the conditions acquired to obtain the right of wearing the new Federal flag.

Ad. Sec. 52 (concerning the appointment of Federal consuls in foreign countries).—If the new Federal consuls are to replace those of the separate States, power must be reserved to the German Maritime Governments to give the Federal consuls instructions and orders, and to receive from them direct reports and despatches. Not only is great stress laid at Hamburg on the reservation of this right, but equally so on enjoying a potent voice in the choice of places suited for Federal consulates, and the appointment of gentlemen competent to fill these offices, as well as the fees permitted to be taken by them, to which privilege Hamburg has an undoubted claim, from the fact that the Hanseatic cities are almost exclusively the mediators of the trade between Germany and transatlantic countries.

The Plenipotentiaries for Bremen and Lubeck having declared their full concurrence with the above, the Prussian Plenipotentiary replied:—

Ad. Sec. 51.—That it was an understood thing that the separate States would continue to make use of their own flags till the international recognition of the new Federal flag on the part of all other maritime States, and till their rights and privileges were legally transferred to the new flag; and

Ad. Sec. 52.—That the seperate maritime States of Germany, would have the undoubted power of giving orders and instructions to the Federal consuls abroad, and requiring Reports from them on all commercial matters within the jurisdiction of such consulates. The Hanseatic cities would moreover have a voice in the establishment of Federal consulates in all countries and places out of Europe, and the appointment of competent persons to fill those offices.

The Russian Postal Department at St. Petersburg gives public notice that in consequence of a new arrangement with the Post-office of East Siberia, dated February 21st, newspapers and other printed matter *sous bande* or in wrappers open at both ends, may now be forwarded to China by the Mongolian land post established between Kiachta and Tientsin. The rates of postage on the above are fixed at 2 copeks per single rate of 3¼ loths weight to Ourga, and 4 copeks for Kalgan, Peking and Tientsin.

COMMERCIAL.

COFFEE.—This market has been more lively than for some time past, and prices were well supported. Sales of the week 25,000 bags.

SUGAR.—No demand for raw or refined, though prices are not lower.

RICE.—There was a fair amount of business done at previous rates for cleaned grain. No transactions in rough.

SPICES.—No alteration in Cassia Lignea. Of Flores 100 chests came to hand *via* London but mostly in bad condition, and will be sold by auction. Ginger, mace, and nutmegs firm. Of pepper 2.000 bags ex Cecrops from Singapore were sold by the importers at 3-13-32 Sch. Bco. per lb.

SPELTER.—A rather better feeling prevails, and 1,000 centners for delivery on arrival were done at 14 mks. 2 sch., 4,000 centners afloat at 14.3, and 500 centners ex warehouse at 14.5.

SHIPPING INTELLIGENCE.

ARRIVED.—March 1, Bernhard Carl, from Amoy.

LOADING.—Macassar and Hong Kong, Ceres; Shanghai, Hugo and Otto; Hong Kong direct, Fetish; Singapore, Bernhard Carl.

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Monetary and Commercial.

A circular has been issued by Messrs. Hooper, of 32, Great St. Helens, announcing that a partnership has been concluded with Messrs. Alt and Co., Nagasaki, and that the firm will in future be Alt, Hooper, and Co.

The well-known premises at the corner of Lombard-street and Birchin-lane, belonging to Overend. Gurney, and Co., were sold at public auction to Messrs. Glyn, Mills, and Co., bankers, for £29,500.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 4th inst., was, in silver, to Bombay, £17,080. There has been a fair supply, including the bars brought by the *Tasmanian*, which have been disposed of for the Continent at 5s. 0¾d. per oz. standard, being the price obtained for those by the previous packet, and since current. There is still no general inquiry for silver remittances to the East. The large amount of Mexican dollars by the *Tasmanian*, above £500,000 was sold, the early part of the week for transmission to the Continent at 4s. 11½d. per oz., showing no alteration from the price lately current.

MANCHESTER MARKETS.

The following is from Sam Mendels' Manchester Circular of the 12th.

There is little demand here generally, and, compared with some days past prices are weaker. To-day there is more anxiety to make sales, but the offers are mostly too low to find acceptance. Yarns have found rather more favour to-day both for the Home demand and Export, at prices fully equal to those accepted at the close of last week. Quotations are—Grey Shirtings, 7 lb., 10s. 3d. to 10s. 6d.; 8¼ lb., 12s. 6d. Cotton Yarns Nos. 16 to 24, are 17d. to 18d.

THE HONG KONG MINT.

The following are the principal points in the report of the commission appointed to inspect the Hong Kong Mint:—

"It is practicable at comparatively moderate cost to increase the coining and melting power of the Mint so as to insure its becoming profitable if it can only be supplied with silver.

"We have come reluctantly to the conclusion, always provided that the Mexican dollars will be procurable as heretofore, that there are no reasonable grounds for the belief that the public will, under present conditions, supply the Mint with sufficient silver to keep it in paying operation, or, in other words, that the public will pay two per cent. seignorages to have their silver converted into British dollars. Tradal experience has left no room to doubt that so long as the two coins be of the same weight and purity, the Chinese will not account the Hong Kong dollar of more value to them than the Mexican, and the public therefore will not pay two per cent. for the conversion of the latter into the former, nor will it answer their purpose to have their sycee or bar silver so coined into British dollars unless these two forms of bullion should happen to be ruling much below their intrinsic value as compared with defaced or chopped currency, or clean coin happen to be bearing a premium. As to a recurrence of the latter contingency, not overlooking the fact that two coins would now divide its benefit, it must be remembered that the premium borne in 1862 and 1863 by undefaced Mexican dollars over disfigured ones was entirely due to exceptional circumstances at that time prevailing in North China and Japan, which for the past twelve months have altogether ceased to exist. Foreign trade with Japan first rose into consequence in 1860, and speedily led to a vast demand for Mexican dollars, because the Japanese, ignorant then of suitability to their wants of western manufactures, would accept only these coins in exchange for their produce, and because they at that time placed upon gold, as compared with silver, a value far below that which the former metal bore in most other parts of the world.

"In our opinion the pecuniary object of the Hong Kong Royal Mint, namely, the production of British dollars, will not make it a paying concern; but with regard to the subsidiary coinage of fractional parts of a dollar there is so much necessity for that here that we think it will always return a profit upon its own cost to the Mint, but the extent of that profit it will be impossible to estimate until we know how far the colony and the neighbouring parts of China will absorb such coinage.

"We are unable to discern any further circumstances materially affecting the chance of rendering the Hong Kong Royal Mint a paying concern unless it be that the Chinese Government will either make the British dollars the universal currency of China or employ the Mint to fabricate Imperial Chinese coin. For more definite information upon these points we would suggest an application to Pekin or the Home Government. At the same time we would point out that any action on the part of the Chinese Government to prove of real use must comprehend the whole Empire; it will not do merely to authorise the receipt by tael of British dollars at the Treasuries of certain public departments, because they would be as inevitably melted as is the case at present with other coins, when the Chinese customs freely accept them in common with all other coins of similar standard by the old system of weight. Of course similar action on the part of the Japanese would lead to the same beneficial results, and we doubt both that country and the Straits Settlements, under any circumstances would absorb a large amount of the coin in time, if freely procurable, but they no more than China can afford to pay two cents. seignorage for such an advantage.

"We would observe that a change has lately taken place in the coinage of the Mexican dollar. This, together with the influence which the opening of a new line of steamers between Panama, San Francisco, Japan, and Hong Kong early in the ensuing year, may have on the money market in China, are matters which time alone can decide."

ARTICLES OF IMPORT.

TEA.—We have again to report a very dull market, business being on a very limited scale, notwithstanding the very large deliveries in progress. There has been a reduction in price on the fair to good kinds, both of blackish and reddish leaf Congou, but otherwise prices have been fairly maintained. Moning kinds of siftings are difficult of sale at the reduction last quoted; Kaisow kinds remain much as before. There has been a good demand for broken-leaf kinds at from 8d. to 10d. per lb. Fair to good common have sold steadily at from 1s. to 1s. 0½d. per lb. Fair to good flavoury kinds have sold at a decline of ½d. to 1d. per lb. Fine to finish Kaisows have met with a fair demand at former prices. Pak Lings show no alteration. Common to fair blackish-leaf kinds remain as before, the demand being moderate. Fair to good have been sold at a decline of about 1d. per lb. Fine have only been saleable in small parcels, but prices are firmly supported. New-made Canton kinds remain as before. Oolongs continue in request; a few have been taken for export; fine to finest are wanted for home consumption. Flowery Pekoes are still neglected. In Scented Capers there has been a fair business done, and prices have an upward tendency for common to good kinds. Fine are also wanted. Canton-made Orange Pekoes remain difficult of sale at the low prices current. Foochow kinds have sold at previous rates. Green: There has been a steady demand, buyers for the Canada market taking Young Hysons, chiefly Ping Suey kinds, at a further advance of ½d. per lb. Hysons have been inquired for, but are very scarce; fine quality, 3s. to 3s. 3d. per lb. Gunpowders have been in demand for home consumption, fine Moyunes selling at rather higher prices. In Japan leaf the inquiry for coloured sorts has fallen off; of uncoloured leaf there is none in first hands on offer. Public sales, comprising 15,575 packages, of which 12,601 were offered "without reserve," commenced on the 5th and terminated on the 6th inst.; a heavy feeling prevailed throughout, and prices tended in favour of the trade. The stock in the United Kingdom on the 28th ultimo was estimated at 93,300,000 lbs., against 94,500,000 last year, and the cargoes afloat up to last mail's advices are as follows. The reports by this mail will be found in the Tea table in another page:—

				lbs.
Aug. 19	Conference	...	Japan	92,130
Oct. 5	Agamemnon*	...	Do.	1,003,045
„ 14	Sir W. F. Williams†	...	Do.	703,620
Nov. 3	Samuel	...	Canton	528,300
„ 19	City of Quebec	...	Shanghai	933,938
„ 23	Camilla	...	Shanghai	633,594
„ 10	Gauntlet	...	Foochow	919,200
„ 14	Chetah	...	Canton	655,500
„ 14	Cora Linn	...	Do.	490,646
„ 17	J. C. Munro	...	Foochow	862,000
„ 30	John Bunyan	...	Nagasaki	488,629
„ 20	Banian	...	Foochow	991,200
„ 20	John Temperley	...	Do.	1,356,900
„ 27	Patna	...	Do.	429,500
„ 29	Cissy	...	Shanghai	815,000
Dec. 7	Osprey	...	Foochow	798,700
„ 8	Yeavering Belle	...	Do.	671,300
„ 8	Cingala	...	Do.	1,069,800
„ 11	Southern Cross	...	Shanghai	802,500
„ 17	Harlow	...	Do.	1,137,641
„ 19	Dundonald	...	Do.	740,000
„ 12	Weymouth	...	Foochow	1,166,700
„ 28	Tyburnia	...	Shanghai	1,167,589
„ 23	Tamerlane	...	Do.	1,050,035
„ 18	Corea	...	Japan	59,076
Jan. 5	Jno. Lidgett	...	Foochow	1,050,700
				lbs. 20,617,243

* Put into Singapore for repairs. † Put into Cape dismasted.

SILK.—The market was steady with fair sales up to the 4th inst., when the receipt of telegrams announcing a stock of 7,000 caused a general stoppage of business. The telegram was, however, soon found to be an error, and the thousands were hundreds only. Experience has shown how difficult it is to judge of the future of the Silk Trade, but from the symptoms evinced this week of an improved inquiry for good classical Silk generally, both for home consumption and for the Continent, there really does appear a fair reason to expect an improvement in business at the reduced rates. Piece Goods:. Of *Pongee Handkerchiefs* there was a full supply in the sales—3,407 demi-pieces; a large proportion of these were of very poor, thin quality—under 5 ounces in weight,—but there were several lots of good and superior Handkerchiefs, and these found ready buyers at good rates, considering the full quantity brought on the market.

STATE OF THE WAREHOUSES.

	Sold Stock.		Unsold Stock.		Delivered.	
	Mar. 1, 1867.	Mar. 1, 1866.	Mar. 1, 1867.	Mar. 1, 1866.	Jan. 1 to Mar. 7, 1867.	Jan. 1 to Mar. 7, 1866.
Bengal	2,791	2,369	1,847	1,719	1,944	1,527
China	7,554	6,253	7,735	8,110	4,767	6,720
Japan	2,802	1,735	2,040	1,004	1,444	1,942
Canton	1,879	1,449	1,463	3,037	1,054	965
Chinese Thrown	12	4	—	—	3	29

	Usual imports.	Superior.
	s. d. to s. d.	s. d. s. d.
CHINA.—Tsatlee, No. 1 & 2	31 0 to 33 0	
„ 3 & 4	26 0 to 29 6	30 0 to 30 6
„ 5	23 6 to 25 6	
„ Hang-Chow	25 6 to 26 6	27 0
Yuun-fa	17 0 to 28 0	29 0 to 30 0
Taysaam	19 6 to 26 0	27 0 to 28 6
„ Skeins	23 0	24 6
„ Long reel	22 0 to 23 6	24 0 to 24 6
CANTON.—	21 0 to 23 6	23 6 to 24 0
Tsatlee, reel		23 6 to 24 6
Chinese-thrown	None.	None.

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	Common and ordinary.	Middling and superior.
JAPAN.—Maibash, Dyepot	27 6 to 30 0	31 0 to 34 0
Ida, bricks	23 0 to 28 0	30 0 to 34 0
Sodai, „	27 0 to 30 0	31 0 to 32 0
Oshue, re-reeled	27 0 to 29 0	30 0 to 32 6
Koshue, Sele	27 0 to 29 0	28 0 to 30 0
Aechezan, slips	23 0 to 24 0	25 0 to 28 0
Mashtah „	23 0 to 24 0	25 0 to 28 0
Hatchojee, Tussah	7 0 to 11 0	21 0 to 27 0

COTTON.—Since the 26th ult. this market has been extremely quiet, with limited business. On the 28th ult. an increase in the demand occasioned an advance of ¼d. per lb., but as inquiry slackened prices again declined, and now remain the same as at our last report. The sales have included 170 bales fair China at 10¼d., and 10 bales very ordinary at 7½d.; also 80 bales fair Rangoon at 8½d. per lb. The stock of China and Japan in London amounts to 906 bales, against 271 in 1866, the total stock being 50,193 bales, against 53,117 in the corresponding period of last year. Since the 26th ult. the sales in London of all descriptions have been 6,200 bales on the spot, and 5,810 to arrive.

COFFEE.—For Plantation Ceylon the demand is steady, and there is a moderate business doing on former terms. The sales of Plantation have amounted to 1,399 casks, 248 barrels, 1,530 bags, realising as follows:—Garblings, 7s. 6d. to 30s.; triage, 35s. to 64s.; fine ordinary small to low middling, 74s. 6d. to 77s.; middling to good middling, 79s. to 84s., fine middling 86s. to 86s. 6d.; pea-berry, 78s. to 91s. 6d.; colory, fine to fine fine ordinary, very small, 72s. 6d. to 75s.; low middling small to middling, 76s. to 80s.; good middling, 81s. to 83s. Of Native Ceylon about 21 casks, 3 barrels, 1,000 bags realised for fine bold 71s.; good ordinary, 64s. to 64s. 6d.; small, 63s. 6d.; triage, 57s.; garblings, 21s. to 40s. The remaining transactions at auction were 1,170 bags Java, from Mauritius, which sold with all faults at 64s. 6d. to 65s. for ordinary greenish, 67s. to 68s. 6d. for pale, and 141 bags Macassar Singapore at 90s. per cwt. The stock in the United Kingdom on the 2nd inst. was:—Of Ceylon 5,680, against 6,490 tons last year; of Java 1,670, against 2,040 tons; and the total of all descriptions 10,020, against 11,800 tons in 1866.

COIR YARN.—There have been large arrivals since our last report, and nearly the whole quantity has been placed on offer at the auctions. The greater portion was held for high prices and withdrawn, the result being a fair amount of competition for the remainder, which was taken at an advance of £1 to £3 per ton. Of Ceylon the quantity offered was 82 tons, which was all sold, fine at £37 10s. to £48, good £33, good middling £30 to £31 15s., common to medium £26 to £28 5s. Subsequently 60 bales fine Ceylon realised £38 5s. to £51 10s., and 4 bales Singapore £20 to £24 5s. per ton.

COIR FIBRE.—In public sales 226 coils (7½ tons) Ceylon Rope sold without reserve, 2 to 2½ inch at £23 10s., 3 in. at £22 5s., 3½ in. at £35, 2½ to 6 in. at £18 per ton. Also 65 bundles sea-damaged Singapore Fibre, Bristles at £40 5s. to £40 10s., and ordinary coarse Mattress at £10 15s. to £12 per ton.

DRUGS.—Cubebs: Of Batavian 204 bags were offered, out of which 55 first-class sea damaged sold at 51s. 6d., the sound portion being bought in at 55s. At a later auction 50 bags second-class Singapore were bought in at 46s., and 155 bags good fair stalky Batavian sold at 51s. 6d. to 52s. per cwt. Stock 1st inst., 1,746 bags. Camphor: No business worth reporting in either China or Japan. Stock 2,031 packages. Dragonsblood: 4 cases fair lump bought in at £9. 5s.; stock 77 chests. Galls: At auction 8 packages Japan were bought in, fair stalky at 60s., much broken at 58s., and 300 cases China sold at the advanced rate of 65s. per cwt. Small private transactions are reported at the same quotation. Rhubarb: Of 78 cases China offered, 19 sold as follows:—Good fair, 6s. 6d.; ordinary, 2s. 6d. to 2s. 7d.; dark wormy, 1s. 4d.; low wormy, 8d. per lb.; stock, 776 chests.

GUMS.—Benjamin: Of 21 cases Sumatra, at auction, 9 cases fair thirds sold at £6. 10s., and 4 cases seconds at £10. 10s. to £10. 12s. 6d. per cwt. Stock, 807 packages. Copal: In public sale 52 cases good bold hard Manila realised 40s. 6d to 41s., and 74 cases ordinary soft 27s. to 27s. 6d. per cwt. Stock not given. Damer: The scarcity continues, and 80s. has again been refused for Batavian. Stock, 953 packages.

JAPAN WAX.—Great irregularity has been observable in the sales, and of 625 boxes 95 sold; good yellowish and white, mixed, at 89s. to 91s. 6d., stained at 76s., badly stained at 74s. Later an offer was made of 1,070 boxes, which were all taken as follows:—Good medium, slightly mixed saucers, 77s. to 78s.; ordinary to medium, 69s. 6d. to 73s.; very ordinary, 61s. 6d. to 65s.; very low discoloured, 55s. to 55s. 6d.; good unmixed cakes, 85s. to 86s.; mixed, 80s. per cwt.

MANILA HEMP.—Previous value is firmly maintained, but the business has been of small extent. At auction 100 bales Sorsagon sold at £51, and of 125 bales sea-damaged, one-half sold at £48. A few private transactions are reported at £51 per ton. Stock, 812 tons.

PEPPER.—Black: Of 4,130 bags Penang at auction, 1,824 bags (including a portion damaged) were taken, good Trang realising 3⅛d., ordinary brown East Coast 2⅞d. Subsequently 1,080 bags Acheen sold at 2⅞d., and 560 bags Singapore were bought in. By private contract 3,000 bags Singapore realised 3⅛ to 3 3-16ths, and 200 bags fair West Coast Penang 2 15-16ths cash. White: Business extremely limited, and of 233 bags middling Singapore about half only were taken at 5⅝d. to 5¾d. per lb. No private business.

RICE.—This market is inactive for all descriptions, the only sale being 4,500 bags—Rangoon at 11s. 9d., Bassein at 11s. 6d. cash. Nothing doing in Java.

SUGAR.—It having been definitely arranged that the new scale of duties and drawbacks will not come into operation before the 1st of May, the home trade have appeared more confident than of late, and showing some inclination to buy at the nominal reduction of 1s. to 1s. 6d. from the highest point which had been established, a total business of a rather improved extent has resulted. The following sales have been all by private contract, there being no transactions at auction; 3,000 bags brown and yellow Penang at 30s. to 34s. 6d., and 26,000 bags Unclayed Manila at 25s. 6d. per cwt. The stock of Sugar in the United Kingdom on the 2nd inst. was:—Of Penang 800 tons, against 1,250 in March 1866; of Manila, Siam, and China, 30,350 tons, against 20,780 tons last year, and 14,570 in 1865.

SPICES.—Nothing of importance.

TAPIOCA.—Of Penang, 125 bags of good quality realised 5d. per lb.

TIN.—Prices have advanced £1 10s. to £2 per ton with large business. On the spot 250 tons fine Straits realised £86 10s. to £87 10s. for cash, and for arrival 500 tons sold at £87 10s. to £88. Banca is firm at £90 to £91 per ton.

MISCELLANEOUS.—Blacklead: About 200 barrels Ceylon sold, ordinary dull lump at 12s.; good bright lump at 25s.; ordinary dust at 8s. 6d.; and medium dust at 9s. 6d. per cwt. Beans: 6 cases Tonquin sold at 1s. Isinglass: At auction 1 case good medium leaf Penang realised 3s. 10d., and 4 bags tongue 3s. 3d. to 3s. 5d. for medium, 2s. 9d. for ordinary. Musk: Of 47 caddies Tonquin 31 sold, ordinary to fair 21s. 6d. to 28s.; inferior, 17s. 6d. Preserves: 400 cases China Ginger sold at 1s. 0½d. to 1s. 1d.; one lot 1s. 1½d. Rattans: 5,478 bundles Singapore sold at 2s. 7d. to 3s. 10d., and 2,723 bundles Penang at 2s. 8d. to 3s. 2d. per hundred. Sticklac: At auction 140 boxes fair unsifted Siam realised 47s. to 48s. 6d., and 140 boxes small woody and very dusty Rangoon were bought in at 30s., except 18 boxes blocky, which were taken at 21s. per cwt. Sapanwood: 7 tons Siam were bought in at £10. Vermilion: 50 boxes China realised 2s. 7d. to 2s. 8d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5. 15s. to £6; nail rod, £7. 10s. to £8; hoops, £8. 17s. 6d. to £9; sheets, single, £9. 17s. 6d. to £10; Staffordshire bars, £7. 17s. 6d. to £8. 10s.; rails, £6 to £6. 5s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £86 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£90 for block; £91 for common bars. Tin plates, best charcoal I.C., 32s. to 33s.

LEAD, &C.—English pig, W.B., £20 to £22. 5s.; shot, patent, £23; sheet, £20. 10s.; spelter, £21. 10s. to £21. 15s.; zinc, English sheet, £26 to £28; quicksilver, £6. 17s.

The following is from the circular of Messrs. French and Smith:—

Notwithstanding the abundance of money, metals generally have continued depressed, and sales of any amount have only been effected at prices under general quotations.

IRON.—The Welsh masters are better employed than a month since, but they cannot obtain higher rates. Rails, common specifications, £5. 15s. to £6; bars, £5. 15s. to £6. 5s.; Staffordshire is without change; Scotch has only varied slightly.

COPPER.—As the production continues large, in spite of low prices, any improvement in quotations cannot immediately be looked for. Low prices are stimulating export, but not to an extent sufficient to reduce stocks. We quote to-day's prices:—English tough, £80 to £81; Kapunda, £90; Burra and Wallaroo, £84; ores of high produce, 14s. 9d. to 15s.; Chili bars, £74.

TIN.—The demand for consumption during the past month has been uniformly good, but the price receded a little nevertheless, say from £86 to £84 10s. This was owing in a great measure to the low quotations from the Straits. Since the announcement that the Dutch Company's sale of Banca, to take place on the 28th inst., will only be for 69,400 slabs, we have had very active inquiry, and sales of Straits are reported at £87 cash, and Banca £90 to £91. A few parcels of Straits afloat have been sold at £88. There are one or two ships loading which will probably bring some hundreds of tons more. The quantity of Banca Tin now afloat for the Dutch Trading Company is 850 tons.

TIN Plates continue in fair demand. The shipments for February were 100,000 boxes, against 117,000 same month last year. Exports last year were 71,000 tons, against in 1865, 62,700 tons.

LEAD is very quiet indeed, and the price has receded. The Board of Trade returns give the following:—Imports for the year ending Dec. 31, 1866, 36,946 tons; 1865, 34,903 tons. Exports for the year ending Dec. 31, 1866, 30,422 tons; 1865, 27,278 tons.

SPELTER receded in price to about £21. 10s. The market is now firmer. The stock on the 1st inst. was 4,120 tons, against 5,886 tons 1st March 1866.

QUICKSILVER remains £6. 17s. per bottle.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£17,995
Foo-chow-Foo	—	—
Amoy	—	—
Hong Kong	—	—
Singapore	—	6,915
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	5,520
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£18,628	£45,018
To Batavia	1,476	—
To Hong Kong	—	—
To Shanghai	—	11,048
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb.27	Johanna	Lauer	Batavia	Bremen.
Mar. 1	Ida Maria	Kohler	Singapore	Falmouth.
— 1	Fontenaye		Foochow	Off Penzance.
— 1	Elizabeth Nicholson	Crosbie	Shanghai	Off Fowey.
— 1	Percy Douglas	Hamon	Colombo	Off the Lizard.
Feb.28	Bernhard Carl	Luders	Amoy	Cuxhaven.
— 18	Teesdale	Scarrow	Penang	New York.
Mar. 4	Oscar	Gadda	Batavia	Motherbank.*
Jan.16	Johanna	Christensen	Hong Kong	Buenos Ayres.
Mar. 2	Cleughs	M'Bey	Batavia	Off Scilly.
— 4	Konigin Augusta	Schaede	Pasaroeang	Brouwershaven.
— 8	May Queen	Turner	Ceylon	Off Falmouth.
— 8	Mercia		Manila	Queenstown.

* Short of provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
— 28	Philomela	Taggart	Yokohama	London.
—	Mozambique	Oehlmann	River Amoor	Hamburg.
— 27	Helena and Anna	Van Axlborg	Batavia	Falmouth.
Mar. 1	Naomi	Jenkins	Hg. Kg. and Canton	London.
Feb.28	Pallos	Hellund	Batavia	Cardiff.
Mar. 1	Heros	Brolin	Singapore	Newport*
Feb.28	Chalgrove	Armstrong	Hong Kong	Penarth.
— 28	Annie Storie		Sourabaya	Glasgow.
— 26	India	Vonck	Batavia	Shields.
—	Ouderker. den Amstel	Dingemans	Do.	Rotterdam.
Mar. 4	Adan y Eva	Erezuma	Manila	Liverpool.
— 4	Charles	Lechere	Galle	Do.
— 3	Marion		Singapore	Shields.
— 6	Benvenue	Harris	Penang	London.
— 6	Benvoirlich	Jenkins	Singapore	Do.
—	Presto	Teekes	Samarang	Amsterdam.
Jan.30	A. J. Ingenbolt (s.)	Clark	Hong Kong	Pernambuco.
Feb.16	Bhering		Nagasaki	New York.
Mar. 4	Sir John Moore	Robertson	Hong Kong	Cardiff.
— 4	Kinderdyk	Verdoes	Batavia	Do.
— 4	Alblasserdam	Hoen	Onrust	Do.
— 5	Scawfell	Thompson	Hong Kong	Cardiff.
— 6	Sardinia	Nelson	Do.	Liverpool.
— 6	Edinburgh Castle	Erskine	Singapore	Glasgow.
— 8	Dunmail	Thompson	Shanghai	London.
— 8	Annie Bragington	Bolt	N'port. & do.	Do.
— 9	Ajax (s.)	Kidd	Pen. Sing. H.K. Shg.	Liverpool.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Caractacus. For Nagasaki: Chanticleer. For Shanghai: Juanpore. For Hong Kong: Solent. For Hong Kong and Canton: Invincible, Northfleet. For Manila: Ercilla. For Singapore: Norwood. For Batavia and Sourabaya: California. For Colombo: Wynaud. For Colombo and Trincomalee: Boldon Lawn.

At LIVERPOOL.—For Hong Kong: Veronica, Coringa. For Singapore: Bella, A. H. Wille. For Manila: Doriga, Bella Maria. For Batavia and Sourabaya: Susanna Elizabeth.

At GLASGOW.—For Manila and Yloilo: Tio y Sobrino. For Singapore, Hong Kong, Nagasaki, and Yokohama: Dragon (s. s.). For Batavia and Sourabaya: Jamaica.

SPOKEN.

NEWCASTLE (barq.), London to Singapore, Dec. 27, 7 S., 32 W.
HIGHLAND LADDIE (ship), Newcastle to Galle, Jan. 2, 32 N., 18 W
PAK WAN, for Hong Kong, 25 N., 21 W.
CITY OF ABERDEEN, London to Shanghai, Jan. 22, 12 S., 32 W.
MINEHAHA (Amer. ship), New York to Japan, Jan. 28, 8 N., 25 W.
LAUDERDALE for China, 6 N., 20 W.
BELLE OF SOUTHESK, London to Singapore, Jan. 22, 11 S., 31 W.
ILLIETRELAINE (? Ille & Vilaine) Brdx. to Hg. Kg., Jan. 2, 32 S., 28 W.
RERSROYO, or KERSROYO (?), Sunderland to Galle, Feb. 27, 44 N., 10 W.

FREIGHTS AND CHARTERS.

We have no alterations to note since our last issue in freights to the Eastern ports. There is still a good demand for tonnage, and previous quotations are well maintained.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 4s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

MISCELLANEOUS.

At SANTOS.—Jan. 21, Andromeda, Ruding, sailed for Batavia.

At RIO JANEIRO.—Jan. 21, Kai-you-mar (s), from Holland, for Japan to coal.

The arrival at Brouwershaven on the 25th Feb., of the Vriendschap, Bruggen, from Batavia, has been contradicted.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 12, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

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J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

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Telegrams may be despatched from Europe from Tuesday, 19th February, to Tuesday, 19th November, inclusive. From Shanghai, on the departure of the first steamer to Tien-tsin, till the freezing of the river Peiho.

C. MITCHELL GRANT,
KIACHTA.

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MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

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*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

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THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool	... 5th May.
Leaving San Francisco ...	... 3rd July.
Due at Yokohama ...	... 23rd July.
Due at Hong Kong ...	... 2nd Aug.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

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Shanghai ...	Juanpore ...	Brocklebank	W.I.D.	With des.
Hong Kong ...	Solent ...	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Nagasaki ...	Chanticleer .	A1 10 yr.	W.I.D.	With des.
Kanagawa (Yokohama) ...	Swanley ...	A1 13 yr.	W.I.D.	With des.
Singapore	Jant. Fergusn	A1 14 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

HAYO-MARO.—The DEPARTURE of this beautiful extreme clipper twin screw steamer for CHINA and JAPAN, via Singapore (also Cape de Verds and Cape of Good Hope, should sufficient inducement offer), has been DEFERRED until the 20th. Can accommodate a few more first-class passengers. Carries an experienced stewardess for ladies' attendance. No cargo taken.

For Passage apply to Captain Carnes, at Mr. John Preston's, 98, Gracechurch-street.

STEAM to YOKOHAMA and NAGASAKI Direct.—To sail from Glasgow on the 25th March, will touch at St. Vincent and Singapore to coal, the splendid new composite, Clyde-built screw steamer COQUETTE, A 1 12 years, 626 tons register, horse power 90 nominal, 380 indicated; W. LOBNITZ, Commander. This beautiful vessel, just launched and built under special survey, is confidently expected to make the passage in 80 days, and is strongly recommended to shippers of fine goods.

For freight apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C. Goods to be consigned to Messrs. ALLAN C. GOW and Co., Glasgow, and to be distinctly marked for which port they are intended.

STEAM from the CLYDE to SINGAPORE and HONG KONG.—The fine, new screw steamer PEI-HO, JOHN BELL, commander, will be despatched about the 10th of April. A few passengers will be taken at moderate rates.

Apply to Capt. Bell, on board; or to Browne and Watson, 80, Union-street, Glasgow.

Regular Line of Packet Ship.

FOR HONG KONG and WHAMPOA, the well-known clipper, INVINCIBLE, A 1 13 years, 657 tons register, C. BEECHING, Commander; lying in the London Docks. This ship is in first-rate order, having been dry docked and newly metalled. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR HONG KONG and WHAMPOA direct, to sail on the 16th March, the well-known China clipper-ship NORTHFLEET, A 1 14 years, 878 tons register, W. SYMINGTON, Commander, loading in the East India Docks. This splendid vessel, newly coppered, is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, E.C.; or to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

With quick despatch.

FOR KANAGAWA (YOKOHAMA), JAPAN, direct, the splendid China clipper ship CARACTACUS, A1, 13 years, 679 tons register, G. MURRAY, Commander, East India Docks, has good accommodation for passengers.

For freight or passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

COLOMBO Direct (warranted first ship), the beautiful British-built clipper ship BOLDON LAWN, A 1 11 years, 551 tons register, now newly coppered; W. B. HOPPER, Commander; is rapidly loading in the West India Docks, and shippers are requested to send their goods down immediately. Has very good accommodation for passengers.

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Has a large portion of her Cargo engaged, and will meet with very quick despatch.

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FOR YOKOHAMA (KANAGAWA) the splendid clipper barque CASTLETON, ——, commander, 499 tons, A1 at Lloyd's for twelve years, and twenty years in red in the Liverpool registry, only four years old, noted for her good delivery of cargo and rapid passages.

For freight or passage apply to Messrs. J. NAPIER and SONS; or E. C. FRIEND and Co.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 240.] LONDON, WEDNESDAY, MARCH 27, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN—			
Yokohama	Nov. 27	Jan. 20	Feb. 2
Nagasaki			Feb. 4
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			Feb. 1
New-chwang			
Hankow			Feb. 3
Kiu-kiang			Feb. 4
Chin-kiang			
Shanghai	Dec. 17	Feb. 7	Feb. 10
Ningpo			Feb. 6
Poo-Chow			Feb. 10
Formosa—Tamsuy			
Amoy			Feb. 11
Swatow			
Hong Kong	Dec. 26	Feb. 8	Feb. 15
Canton			
Macao			
PHILIPPINES—			
Manila			Feb. 7
COCHIN-CHINA—			
Saigon			Feb. 10
SIAM—Bangkok			Feb. 13
BORNEO—			
Labuan			
Sarawak			Feb. 12
JAVA—			
Batavia			Feb. 16
MALACCA STRAITS—			
Singapore	Jan. 17	Feb. 19	Feb. 22
Penang	Jan. 10	Feb. 14	Feb. 24

The India lines have again been out of order, and no messages received for 14 days until the 25th, when a few came in from Bombay. The Hong Kong telegrams of 1st March are not yet in, nor have any been received via Kiachta for this season.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Nyanza, arrived March 25.—From Shanghai: Mr. Hargreaves. From Hong Kong: Mr. Van Raescema, Mr. Pastorious, Mr. W. C. Young, Mr. Eschisick, Mr. Fry, Mr. King. From Singapore: Mr. Lamond, Mr. Lock, Mr. Goelthe. From Galle: Mr. and Mrs. Morrison, Mr. Young.

To Southampton, per P. and O. steamer China, expected to arrive April 2.—From Singapore: Colonel and Mrs. Elphinstone and children.

PASSENGERS OUTWARD.

Per P. and O. steamer China, from Southampton, March 20.—To Shanghai: Mr. T. Mills, Mr. A. C. Margary, Mr. B. C. G. Scott, Mr. H. A. Giles, Mr. W. N. Abdy, Mr. P. Warren, Mr. M. E. Towell. To Hong Kong: Mr. A. G. Hogg. To Penang: Mr. J. A. Hanway. To Singapore: Mr. F. O. Marshall, Mr. and Mrs. Meldrum and servant. To Ceylon: Master de Lemos, Mr. Brighouse, Mr. Pollard, R.N., Mr. W. D. Bosanquet, Mr. F Schultze, and one second class passenger. To Calcutta: Mr. J. M. Tritton, Major Williams, Mr. John Hay, Mr. W. J. Rowe, Mr. and Mrs. F. Lovell, Vet.-Surg. Anderson, Mr. R. H. Curran, Mr. J. B. Gaffney, Mr. J. J. Wood, Mr. H. D. Compigne, Mr. A. M. Paterson, Mr. W. G. May, Mr. W. D. Stewart, Ensign Harington, Mr. J. L. Browne, Mr. E. A. Down, Mrs. Wilson, child, and servant, and six second class passengers. To Madras: Mrs. Milton, Miss Abel, Assist.-Surg. J. P. Rooney, Assist.-Surg. J. F. Sargent, Assist.-Surg. E. Brockman, Assist.-Surg. J. W. Strong, Ins.-Gen. Hadaway, Dep.-Gen. Barclay, Surg.-Major Shelton, Mr. R. Irving Griffith: Mrs. Tyers, Miss Jackson, Capt. and Mrs. J. E. Baillie and servant. To Bombay, Assist.-Surg. Lowrie, Mr. J. Simpson, Mr. S. H. Banks, Mr. M. Hefferman, Mr. A. R. Cowell, Mr. W. Nolan, Mr. T. Wood, Mr. F. B. Thompson, Mr. T. Browne, and one second class passenger.

From Marseilles, March 28.—To Shanghai: Mr. P. Maclean, Mr. A. White, Mr. J. R. Green. Mr. Lucas. To Hong Kong: Mr. W. Lowe, Mr. J. Hogg, Mr. R. H. Chambers. To Singapore: Mr. S. Price. To Calcutta: Mr. J. M'Kenna, Mr. W. Finden, Mr. J. Debuam, Mr. H. Maxwell, Mr. Nethersole, Mr. C. Barron, Mr. Chinie, Mr. Johnstone Smith, Mr. J. M. Keymer, and one second class passenger. To Madras: Mr. L. E. Ross, Mrs. Chapman, Mr. W. Lonsdale. To Bombay: Mrs. E. Nash, Mr. J. Kenyon, Ensign Lynch.

Per P. and O. steamer, from Southampton, April 4.—To Yokohama: Mrs. Dunwoodie. To Shanghai: Mr. and Mrs. Dow. To Hong Kong: Mr. Richard Amos, Comdr. Swann, R.N. To Ceylon: Mr. and Mrs. Dunlop and two children, Miss Layard, Mr. W. C. Iliff, Miss Potter, Dep.-Ins.-Gen. of Hospitals Innes, Mrs. Maxwell, Mr. and Mrs. Brighouse, Mr. C. A. Leechman.

From Marseilles, April 12.—To Shanghai: Mr. Hugh Fraser. To Hong Kong: Mr. E. H. Lavers. From Suez to Ceylon: Mr. A. O. Cowan. From Marseilles, April 20. —To Ceylon, via Bombay: Mr. G. G. Thomson.

Per P. and O. steamer, from Southampton, April 20.—To Ceylon: Mr. G. Crowe.

Per P. and O. steamer, from Marseilles, April 28.—To Shanghai: Mr. and Mrs. W. H. Fittock. To Ceylon: Mr. and Mrs. Lewis.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 2nd February. The outward mails of Nov. 27, conveying also telegrams from London to Dec. 10, arrived on the 20th January. By the arrival of the *Colorado* (already announced by telegraph) telegrams from London had been received to Dec. 30. The following items of news are from the *Japan Herald*:—

On the 18th January the P. and O. steamer *Azoff*, chartered by the Japanese Government to convey to France the contribution of Japan to the great Exhibition at Paris, arrived here from Yedo and started the following morning for Suez, to touch only at Hong Kong and other coaling stations. The collection was exhibited in Yedo to some of the foreign Ministers and their friends some months since, and we are informed by gentlemen who saw them that it will make a most attractive feature even in that wondrous palace, in which all that is beautiful in nature and art will be represented. Not only has Japan sent specimens of the country's products, manufactures and works of art to the great Exhibition in Paris, but already many of the people have gone, and others are going to be present at the opening. Stosbashi has determined not to be behind other rulers in adding his quota of effect to the occasion. A Prince of his house, a younger brother, is to proceed to Paris, attended by a suite commensurate with his rank and the greatness of the occasion. He is to arrive in Paris some little time before the opening day, and afterwards, it is understood, he will remain in Europe for a time for study and observation. It is quite resolved that ambassadors shall be sent from Japan to the Courts of the principal treaty Powers, but the visit of the Prince has nothing to do with that. He is the special representative of his brother at the great world's meeting, and has no duties unconnected with this object.

Stotsbashi was formally installed into his new office on the 10th of January. Up to that day he was only administering the government as Shiogoon elect. From that day he is fully endowed with the Shiogoonal power. As we have previously stated, he has expressed his wish to invite the foreign Ministers to visit him at Osaca. It only remains for the certainty of their accepting his invitation to be made known to him, when the invitation will be formally delivered. In the meantime it is looked upon as a certainty, and great preparations are being made for a proper reception at Osaca Castle.

On the 12th January H. E., D. de Graeff van Polsbroek, in his capacity of Plenipotentiary for his Majesty the King of Denmark, concluded a treaty of friendship, commerce, and navigation between that kingdom and Japan. The foreign nations having treaties with this country are now England, France, America, Holland, Prussia, Switzerland, Portugal, Belgium, Italy, and Denmark.

On the 25th January at half-past six o'clock a fire broke out in the roof of the house occupied by Sir Harry Parkes, the British Minister. The roof ignited either from the overheating of the flue from one of the stoves, or from sparks falling on the roof and driving in under the tiles, and the flames spread rapidly through the whole building. Lady Parkes calmly gave directions as to the children being placed

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in safety, and only when she found nothing could be done did she leave the burning house. Much help being at hand a good deal of the furniture was got out, and Sir Harry saved the more valuable of his papers, &c. Several engines were quickly on the spot, and with them everything possible was done; but their greatest use was in keeping the fronts and roofs of opposite buildings wet, so that the showers of sparks fell harmlessly. Much activity was shown by the soldiers of the 9th Regiment, of which a detachment arrived very promptly on the scene, accompanied by Colonel Knox and other officers. Several naval officers and sailors were also present. The Governor of Kanagawa arrived very early, as did also H. E. M. Leon Roches, the French Minister. They expressed their sympathy with Sir Harry and Lady Parkes, a sentiment that is most heartily shared by every person in the settlement. The fire occurred just when all the family were occupied in preparations for an evening party, to which a very large number of guests had been invited. Mr. Hegt's engine was, as usual, amongst the most efficient, and to that gentleman and to all others who assisted are due sincere thanks for their successful efforts in preventing the sparks from catching other approximate premises.

The general meeting of the Yokohama Race Club had been held. The principal business done was the passing of a vote of thanks to the retiring committee for their energetic conduct of the club's affairs, and to the Japanese Government for the excellent manner in which they had completed the course, &c. Messrs. Fraser, Lindau, Wallace, Malcolm, and Bond were elected as the committee for the present year.

On the 30th Jan. a steeplechase match, which had been made between the well-known Japanese ponies Pericles (rider, Lieut. Bond), Boomerang (rider, Captain French), and Sweet William (rider, Captain Roberts), was decided on the steeplechase course adopted at the late races. It terminated in favour of Pericles, who came in fifty or sixty yards ahead of Boomerang, who was second. Sweet William and his rider came to grief in the last descent, and thus lost their chance. At the last races Sweet William came in an easy winner the first day, when Pericles was so distressed that he fell back at the last jump, and had to be led in; the second day Pericles won easily. Besides the steeplechase there were one or two scratch flat races.

A rumour has gained some currency that the Japanese intend to avail themselves of the opportunity which they anticipate will be afforded to them by hostilities on the part of the French against Korea to make war upon that country in retaliation for wrongs inflicted on Japan in old times. The number of gunboats which the Japanese are at present purchasing would seem to lend some colour of truth to the rumour, though, at the same time, it is very doubtful whether the Japanese would so soon after the troubles in their own country undertake an expedition of the kind. Were they, however, disposed to do so, it can scarcely be imagined from the accounts which the French gave of the Koreans, that the Japanese would have much trouble in bringing them into subjection.

CHINA.

PEKING.

The new French cathedral at Peking was opened on New Year's Day, when the French Minister attended in state. It is a fine building and looks especially grand alongside of the miserable China houses. The mission, which it will be remembered was sent by the Emperor to Korea to advise a conciliatory policy, has not yet returned to the capital, a fact which goes to confirm the report that the Regent had thrown the members into prison. Another mission is about to set out for the Loochoos, embarking from Foochow, but what its object is is not explained. From the nomination of Pin as superintendent of the new foreign college, the happiest auguries are drawn as to the intention of Government to support the institution warmly. The three youths who accompanied Pin to Europe have been taken into Government employ.

CHEFOO.

The *Wachussetts* left Chefoo on the 21st January for Korea, it is believed to make inquiries regarding the *General Sherman*, and, if possible, ascertain the real fate of her crew. It is reported that the English, French, and American Ministers have agreed to go there together in the spring, accompanied by their respective fleets, and insist on treaties. This is of course unlikely after the news from home that the British Government will not interfere, but we give the rumour for what it is worth. Another rumour is that the French are likely to take separate action to settle their little account with the Koreans; but the joint action seems much more likely. Chefoo residents, therefore, are looking forward to a lively spring, as that port would in all probability be the basis of operations. Our correspondent expresses himself confidently that the North is destined to have the honour of the first railway. From Chefoo to Peking is the line that will be made first.

SHANGHAI.

Dates from Shanghai are to the 10th February. The French mail of Dec. 17th was received on the 7th February.

A case of piracy has occurred in the interior, northward. Three foreigners forcibly entered a boat near Kin Tsun, in the district of Tsinpoo, and stole therefrom $3,000 in cash and tls. 1,000 in notes, together with one bale of silk. The robbers caught the boat about noon, and going on board intimidated the owners and boatmen, and about 11 P.M. put them on shore at a deserted spot, and made off with the booty. The nationality of the culprits is not known, nor are their names. The *Recorder* also mentions the following case:—A band of native robbers recently entered a bank at Soochow and made away with sycee, dollars, and gold to the value of about tls. 5,000. Only one of the malefactors was captured by the native authorities. He was tried and executed; but the others seem to have got away scot free with the booty.

Another European pirate has just met with condign punishment at Shanghai. The *News* states that at the Mixed Court on February 2, Jesse King was brought up charged with being engaged in the piratical expedition for which Smith and Caleby had been sentenced to two years' penal servitude. The prisoner had already acknowledged his guilt. In consideration of the evidence he gave enabling those two men to be more readily brought to justice, H.B.M. Consul recommended his Excellency the Taotai to pass on him the mitigated sentence of penal servitude for six months, with deportation from China at the expiration of the term. Sentence accordingly.

The Customs return of trade at Shanghai during the month of December is chiefly noteworthy for the great falling off indicated in the imports of shirtings; only 195,405 pieces of grey, and 19,653 pieces white shirtings having arrived, against 403,373 and 44,578 respectively, during the same month of 1865. Camlets also fell from 31,958 pieces in the previous years to 8,490, and Spanish stripes from 11,978 to 6,242. Lustres offer almost the only instance of increase, figuring for 51,370 pieces, against 36,548. Only 6,000 tons of coal were received against 12,000, and only 170 piculs of rice against 36,993. About 4,000 more piculs of green tea came from Ningpo, but 2,000 less from Kiukiang.

Sir Rutherford Alcock has, under date of 14th January, issued a notification to the effect that it shall be lawful for and the duty of Her Majesty's Judicial Officers, when it shall appear necessary, to summon before them and enforce the attendance of all persons who it may be reported to them have no ostensible means of livelihood, and then and there require of such persons to state, and, where expedient to produce, evidence of the means they possess of subsistence; and should it appear that such persons possess no ostensible means of livelihood, it shall be lawful to order such persons to inform the Court of their place of residence, and to report themselves to such persons as the Judicial Officers shall direct, at such times and with such formalities as shall be then directed; and any neglect in obeying any order thus given shall render the person guilty of the disobedience liable to imprisonment for a term not exceeding ten days or deportation from China, and to be detained in custody until a fit time and opportunity for his deportation arrives. In consideration of the urgent necessity for this regulation the Minister further orders that it shall have effect unless and until disapproved of by Her Most Gracious Majesty, and notification of such disapproval is received and published by him in China.

The following additional particulars are given of the recent transfer of the steam traffic on the Yangtsze:—The Shanghai Steam Navigation Company, which has been steadily recovering from the depression caused by its many misfortunes during the early portion of its career, has now completed an arrangement by which it gets nearly the whole of the river traffic into its hands. The directors have bought the whole of Messrs. Dent and Co.'s property on both sides of the river—both wharf and dock—and their two steamers, the *Hirado* and *Fusiyama*, for taels 550,000, payable in instalments extending over eighteen months. They have also arranged for the purchase of a new steamer now being built by Messrs. Jardine, Matheson and

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Co. in England, and have come to an understanding with these firms that neither will compete with them on the river, while the S.S.N. Company agrees not to ply between Shanghai and Hong Kong. The company further undertakes not to raise the rate of freight beyond taels 5 a ton from Hankow, at which it will, we believe be temporarily fixed, as the present charge of taels 4 does not prove remunerative. The *Tawah* is already in their hands, the *Kiangloong* therefore remains their only competitor.

The Shanghai *Recorder* says:—"We are glad to be able to announce that a despatch has been received from the Postmaster-General, Hong Kong, to the effect that the Duke of Montrose has given his sanction to the proposal that when the regular day for despatching the mail in Shanghai falls on a Monday, the mails shall be despatched on the previous day; an end will therefore be put to the Sunday mail grievance. We presume the regulation will apply equally to Christmas Day. If this be not certain, it would be well to ask the question between this and next Christmas."

The *North China Daily News* contains the following paragraph, relating to the Prussian Consul at Shanghai:—"Mr. Tettenborn is singularly unhappy in his notifications. A short time ago he instructed Prussian subjects to fall into the trap prepared by the Chinese, with the object of making foreigners parties to the collection of squeezes from themselves. Now, because a Prussian carpenter, who proved himself before the Board of Examiners supremely ignorant of almost everything a pilot should know, is refused a certificate, H.P.M.'s Consul-General withdraws from the association of treaty consuls who are endeavouring to place the Yangtze pilotage on a better footing, and declares that he will issue licences himself. Without for a moment questioning Mr. Tettenborn's ability to decide on the competency of his countrymen to pilot vessels in the Hwangpoo and Yangtze rivers, we cannot but regret that he should have seen fit to isolate himself from his colleagues." We understand that Mr. Tettenborn has since relented, and now co-operates with the Board.

A complicated case has been decided in the Mixed Court, of which the *North China Herald* gives the following outline:—

"A more hopelessly confused dispute than that between Messrs. Adamson and Co. and Wong Kin-kee seldom has to be unravelled. It affords, however, a fair sample of the complications likely to arise when business between foreigners and Chinese is conducted on the basis of 'friendly feeling' alluded to by the plaintiff; and mutual understanding, instead of documentary proof, is relied on to bring about a satisfactory settlement. In order to fully understand the case, it is necessary to go back to the action lately brought by Messrs. Adamson and Co. against Kin-kee in the Mixed Court for the recovery of 30,000 taels advanced to get him out of gaol when imprisoned for debt by Messrs. Dent and Co. Judgment was then given against him, as entries in Messrs. Adamson's books attested the advance, and he had continued to pay interest on it up to the present time. Kin-kee, however, repudiates the debt, affirming that they merely paid Dent and Co. with money handed to them by his friends for that express purpose; that that transaction, therefore, is at an end, and that the entry against him in the books of the firm had a totally different origin. Not only is he not indebted to them in the amount stated, but they owe him 35,000 taels on grounds which a whole history is necessary to explain. The case, therefore, stands thus. Messrs. Adamson and Co. allege that Kin-kee owes them 30,000 taels, which they advanced to get him out of gaol, but which Kin-kee asserts have been paid. And he in turn avers that they owe him 35,000 taels, part of which they deny having received, and to part of which they deny his claim. To explain away the debt, and to recover the sum which he claims, was the double object of the present action.

"For the origin of the dispute we have to go back to 1862, when the rebels were roaming through Anhwey, and Kin-kee was sent to purchase Fychow teas on behalf of his foreign patrons. A portion of the teas collected fell into rebel possession, a portion came to grief on their way down country, and a loss of 39,800 taels resulted from the transaction. Kin-kee's story now is that Messrs. Adamson and Co. were disinclined to advise their partners of the loss, and engaged him to procure them funds to cover the deficit. He was only able personally to advance 9,800 taels, but negotiated a loan for them of the remaining 30,000 taels, of which he undertook the responsibility on the understanding that he was to have an opportunity of repaying himself out of future transactions with which the firm would entrust him. The loss, therefore, was entered as a loan to Kin-kee, and he has continued for several years to pay interest on it as though it were a *bona fide* transaction. His refusal to continue doing so was the cause of the action in the Mixed Court; and the loss of that action prompted him to bring a counter claim for the recovery of the 9,800 taels advanced in 1862 of a subsequent loan of 9,100 taels made by him in 1864, and of the interest paid by him during four years on the fictitious loan of 30,000 taels, of which we have—from Kin-kee's point of view—explained the origin. Messrs. Adamson's answer, we believe, is very brief; they deny the whole statement; deny that they ever received the sum paid for Kin-kee's release, and deny that he ever made the advances alleged. They further produce an acquittance signed by Kin-kee of all outstanding claims which might have existed between them on the score of tea transactions, and an acknowledgment of debt which he now repudiates. Their books too are innocent of any entry referring to such transactions. On Kin-kee, of course, fell the onus of proving his statement. He failed to do so, and a nonsuit was the result."

The following legal cases are also reported:—

BANKRUPTCY COURT.

January 16.

(Before Sir EDMUND HORNBY.)

IN RE JARVIE, THORBURN, AND CO.

This meeting had been adjourned from the 28th November. The statement of accounts, filed on the 2nd January, was as follows:—

DR.	Tls.
To unsecured creditors	1,706,435.37
To creditors holding security	130,705.60
To ditto to be paid in full	777.28
To assignees	12,375.76
	Tls. 1,848,506.73
Pendencies:—	
Interest and the exchange	Tls. 249,033.88

CR.		Tls.
By debtors, good		8,831.40
Doubtful...	Tls. 40,963.78	
Bad	743,982.81	
By property given up to my official assignee at Shanghai		336,490.75
By bills in the hands of creditors		175,905.35
By shipments unaccounted for		102,427.33
Deficiency		1,224,851.90
		Tls. 1,848,506.72
Pendencies:—		Tls.
Interdicted funds in England		604,406.62
Probable proportion to this estate		374,040.85

The partners' expenditure from January, 1864, to February, 1866, was Tls. 37,000,00.

Messrs. Dent and Co., per W. Hanssen, attorney for Hamilton, Grey, and Co., of Singapore—Balance of account admitted, tls. 59,155.

A claim of tls. 1,520.84 by the China Insurance Company in respect of unpaid premiums on policies of insurance. Against this the company sought to retain tls. 1,359.18 dividends due on two shares in the above company, and also the proceeds, 1,164 tls. of the two shares sold, they being willing to hand over the balance to the assignees.

The consideration of this claim was adjourned.

Commercial Bank Corporation by the Liquidator claimed tls. 9390.52 in respect of a dishonoured bill for £2,800, tls. 9,020,146 estimated at 6.2½.

This claim was admitted with interest and charges.

Messrs. Smith, Elder, and Co., through the official assignee, claimed £20. 9s. 7d.

This claim was admitted.

There being no opposition to the bankrupt's discharge it was accordingly granted.

MR. MYBURGH said he should not apply for the declaration of a further dividend in consequence of an arrangement having been came to between the assignees of the bankrupt and the trustees of the estate of Buchanan, Hamilton, and Co., which required some consideration to understand, and which would materially affect the amounts which the different bill-holders under the estate of Jarvie, Thorburn, and Co., might have to receive. It appeared that a remittance fund had been created, out of which the bill-holders would have to receive a portion of the amount of their proofs, so that they would be paid a dividend out of the bankrupt's estates and out of this fund. It would therefore be inexpedient to declare a dividend, inasmuch as if too much were paid to firms also in liquidation, it would be difficult perhaps to get the excess repaid.

Mr. MYBURGH also applied for leave to be given to the assignees to make payment for services rendered by a Mr. Barnard, the professional accountant employed by them in the preparation of the bankrupt's accounts, as they were very complicated and extended over a long time.

Leave was granted.

An application was made for remuneration to the creditors' assignees.

The CHIEF JUDGE, however, did not think the Act gave him power to sanction any payment to the creditors' assignees by way of remuneration for services. All he could do would be to sanction any expenses they had incurred in the performance of their duties. If, being professional men, such as accountants, they had acted professionally and such professional assistance had been necessary then he would sanction their being paid. In

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this case, however, a professional accountant had been appointed and payment for his services had been sanctioned.

January 15.
(Before Sir EDMUND HORNBY.)

RE ROBERT MACKENZIE.

The bankrupt filed his accounts on the 5th January. The following is the statement:—

DR.	
To creditors unsecured	129,153.19
To —— holding security	64,314.00
To liabilities on bills discounted	
To —— accommodation bills, 7,000, ...	
To creditors paid in full	
	193,467.19
CR.	
By debtors, good, ...	
By do., bad,...	23,100.00
By property given up to my assignees—furniture, &c., ...	1,239.50
By property in the hands of my creditors ...	8,100.00
By balance (deficiency)	161,026.69
	193,467.19

Private expenditure for the year preceding bankruptcy about tls. 6,000.

Mr. Rennie appeared for the bankrupt and Mr. Myburgh for the Agra and Masterman's Bank.

Mr. JOHNSTON, on behalf of Messrs. Jardine and Co., claimed tls. 2,412.42 on balance of account, which was admitted.

Mr. BAYNE, on behalf of the Bank of Hindustan, claimed tls. 8,302.49 on balance of account, against which the bank held a share in the North China Insurance Company, which was admitted, subject to an application to sell the share.

The CHIEF JUDGE: An application has been made by the Bank of Hindustan to sell this share. Now, although there is a clause in the Deed of Settlement of the North China Insurance Office that no shares can be sold excepting to such person or persons as the board of directors may approve, I am of opinion that when a shareholder comes into bankruptcy the Court can compel the company to accept the best purchaser, meaning by the best purchaser he who will give the most for the share or shares. It is the duty of the official assignee to look after the interests of the creditors irrespectively of those of the company. The bank who are the equitable owners of the share should make an application in the regular way to the Court who will then direct the legal owner, the official assignee, to sell the share for the benefit of the bank; or it will direct him to make the transfer to the party accepted by the office, on the terms that the tenders made for the share are shown to him, in order that he may judge whether or not the best price offered has been accepted.

Mr. STEWART, on behalf of the Oriental Bank, claimed tls. 27,884.97 on balance of account which was admitted, also tls. 11,183.45 which was admitted, also tls. 24,397.84. Against this last claim the bank held shares in two insurance companies viz. :—one in the North China and three in the China Fire. The consideration of this claim was adjourned until an application for sale of the shares should be made.

Mr. MYBURGH claimed for the Agra and Masterman's Bank on a balance of account, tls. 41,734.45, which was admitted. He stated that he intended applying for the sale of the shares of which his clients held the equitable estate. It was also his intention on behalf of his clients to oppose the discharge of the bankrupt, not so much with the view of preventing the delivery of the order of discharge or its adjournment *sine die*, as with a view of endeavouring to get it given coupled with some arrangements as to future acquired property or income. Mr. Myburgh considered that he should be able to show he was justified, at least, to this extent, in the opposition he proposed to offer. It would be necessary for him to examine the bankrupt, but under the circumstances he should prefer availing himself of an adjournment, suggested as necessary, to enable him to examine the accounts filed, and he should then be prepared to enter into the case fully.

BOURJAU, HUBENER AND CO. V. FOONG-TAE-HONG.

This was a claim for $288.32. Foong-tae-hong in April chartered the *Euxine* for a voyage from Chefoo to Swatow. The vessel was disabled in the river by getting on the North Bank, and was subsequently sold by order of the Supreme Court. The plaintiffs had received $1,000 as advance on the charter party. The plaintiffs now claim from the defendants tls. 258.32 as general average. The Court adjourned the case. The Prussian Consul, we may state, had decided that Bourjau, Hubener and Co. could not be compelled to refund the tls. 1,000.

GLOVER AND CO. V. SHEN-YUE.

This was a claim of 233.12 tls., the balance of freight on 9,541 piculs of millet conveyed by the *Corea* from Newchwang. The defendant said that there were not more than 9,000 piculs, and at the Custom-houses in Newchwang and Shanghai the number of piculs had been passed as 9,000 also. The bill of lading was produced for 9,000 piculs of millet. In the absence of the plaintiff, the Court gave judgment for the defendant with costs.

HANKOW.

Rebel depredations in the surrounding country as usual occupy a prominent feature in the news from this port. It had been hoped that the rebels had retreated on Honan, but the expectation seems to be premature, and their reappearance, to the great discomfiture of the Chinese authorities, is reported.

KIUKIANG.

The only item of news from this port is the laying of the foundation-stone of a new church, which ceremony was performed on the 25th January by Mr. Medhurst, H.B.M. Consul at Hankow. A public breakfast, at which a large number of the community and several guests from Hankow were present, succeeded. The whole proceeding went off most satisfactorily.

HONG KONG.

Dates from this port are to the 15th February. The outward mails of December 26 arrived on the 8th February with London telegrams to the 7th January.

The most interesting topic of conversation at Hong Kong during the fortnight had been the arrival of the *Colorado*. The *Daily Press* says:—The *Colorado*, it appears, will not go away from here empty handed. The agents of the line have already refused to take any more freight for Yokohama, on account of the poor facilities there for promptly discharging a large quantity, and fearful of detaining her too long at that port. For San Francisco a good amount is offering, much more than was expected, which speaks well for the favour with which the line is already beginning to be viewed. It seems however that as far as accommodations go, those of the *Colorado* although of the first description, are better adapted to residents of America or Europe rather than those of Asia. A passenger, writing to the *China Mail* says:—"Here every person takes his daily bath. Only fancy 150 old residents in India bound to San Francisco, all wanting a bath in the morning, and all waiting their turn to get into the one solitary bath that this steamer contains, with the privilege of paying a waiter 50 cents for getting it ready. Another great abuse is that there is no light table drink supplied by the company, which our old P. and O. Company are very liberal of; but on board the *Colorado* such is sold at exorbitant rates. Verily, without these and a few other abuses are altered by the Pacific Mail Steamship Company, the P. and O. will get a long start in the competitive battle."

The half-yearly general meeting of shareholders in the Hong Kong and Shanghai Banking Corporation was held on the 11th February. The Hon. J. Dent occupied the chair. A report and balance-sheet were read, from which it appeared that the net profit for the half-year ending December 31st, including $45,696.86 brought forward from last account, after defraying all outgoings and current expenses, deducting interest paid and due, and making provision for bad debts, amounting to $347,085.07; of which, after taking out rebate on bills not yet due, and allowing for the amount written off preliminary expenses, the remuneration of directors, &c., there remained for appropriation $290,901.44. From the latter sum the directors recommended the distribution of a dividend of $7.50 on the paid-up shares and $1.50 on the new shares, being equivalent to 6 per cent. for the half-year or 12 per cent. per annum, which will absorb $180,000; and of the balance the directors propose carrying $75,000 to the reserve fund, and $35,901.44 to the credit of new account. The report and balance-sheet were unanimously adopted.

The first ordinary meeting of the Hong Kong, Canton, and Macao Steamboat Company was held on the 8th February, and a satisfactory statement of the company's affairs was laid before the shareholders. No dividend was declared, but in view of the exhausting competition on the Canton river, out of which the company only came successfully towards the close of last year, and in view of the high prices they had to pay for the steamers taken over from Messrs. Russell and Co., no dividend was expected. The shareholders will probably have been highly satisfied under the circumstances at finding that the profit and loss account of the year showed a small favourable balance, which the board recommended should be carried forward to new account as undivided profits. The report was agreed to, and the only resolutions brought forward at the meeting related to the remuneration of the directors and the conditions of insurance on the steamers.

We have been requested to contradict the statement which appeared in our last as to Mr. Edward Webb having gone to China to join Messrs. Birley and Co. We find that several letters from Hong Kong mentioned the same thing, but we are assured it is incorrect.

There is still (says the *China Mail*) some business being done at the Mint, if not for the employés, at least for the thieves. A somewhat extensive robbery was committed in that establishment lately. It would seem that Mr. Davies, superintendent of the bullion office, had one night left the key of his safe in the lock, certainly a very convenient aid to any one kleptomaniacally inclined. An individual so touched was found ready-made in the person of one of the coolies whose duty it is to put out the lights early in the morning; and this member of the department, we learn, has disappeared to parts unknown. The sum taken amounted to $180, consisting of notes and silver coins of various values. Scouts are said to be closely upon the

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fellow's track, and may probably succeed in apprehending him; but in the meantime it might be as well for keys to be left elsewhere than in their locks, and a system of searching Chinamen at the Mint adopted.

With regard to the working of the Mint, the *Overland Trade Report* says:—"In many ways the action of this Government in connection with the Mint has been difficult to comprehend, but in nothing more than in relation to the small coins from which so much was expected and so little advantage has as yet accrued to the colony. One of the queries put by the Governor to the Mint Commissioners related to that subject, and if our readers turn to the report they will see that the paragraph numbered six deals with it. The Commissioners say that while the Mint will not answer on a large scale except by the successful production of Hong Kong dollars, 'with regard to the subsidiary coinage of fractional parts of a dollar, there is so much necessity for that here, that we think it will always return a profit upon its own cost to Mint, but the extent of that profit it will be impossible to estimate until we know how far the colony and the neighbouring ports of China will absorb such coinage.' What efforts have been made to push the subsidiary coins either here or anywhere else? They have it is true been on offer at the Treasury, and anyone who chose to take dollars or bank-notes to that office has been at liberty to obtain ten and twenty cent pieces in exchange, but that is merely suffering the public to obtain them, that is not pushing them into extensive circulation."

Mr. Mitchell, the Postmaster-General, and Mr. Rae, from the General Post-office, London, had started in the *Douglas* on a tour of inspection of post-offices in the North and Japan. The main object of their tour is to make arrangements for transferring the British postal service of China and Japan to the Hong Kong office.

By advices from Canton we learn that the mandarin troops recently despatched against the Hakkas were at first repulsed, but that returning with reinforcements they succeeded in defeating the Hakkas and capturing some prisoners, who were taken to Canton and executed. The body of so-called "Hakkas" is however stated to be composed of a large number of insurgent Puntis, with a certain number of Hakkas, who give their name to the whole force. The new Governor of Canton is said to be exciting some dislike amongst his subordinates by the vigorous way in which he deals with abuses, and still more by his personally seeing his orders executed. It is said that he dispenses too much with form and ceremony, and does not give those under him the chance of gaining the fair perquisites of their office in the way of "squeeze." A few officers like this at the more important posts would almost regenerate China.

Attention has been directed to the subject of railways in China (says the *Overland Trade Report*) by the receipt in Hong Kong of a despatch from Sir Rutherford Alcock to the committee of the China Railway Company. This despatch arrived curiously *apropos* to the statement that the superior diplomacy of the French agents at Peking had obtained for their Government the right to construct a line between Shanghai and Soochow. It has been held that this despatch throws discredit on the statement, but all that it proves is that the application of Sir Rutherford Alcock to the Chinese Government was rejected. This can hardly surprise any one who reads even the present despatch, in which the British Minister epitomises the communication he had sent to Prince Kung. He reports himself as having enumerated the advantages reaped in Western countries from the existence of railways, pointing out that revenue might be derived from them, that they improved commerce, and that they greatly increased the military strength of the Government. The prejudices which had been felt against them at first in other countries, he said, had always disappeared on their introduction. He did not urge Prince Kung to reply immediately, but to wait and hear what the Chinese Commissioner who recently proceeded to Europe with Mr. Hart had to say on the subject when he returned. It is hardly necessary to add that such an application as this, met simply with a verbose negative from the chief of the Tsunle-Yamen. Judging the despatch to Prince Kung by what Sir Rutherford says of it himself, one might imagine that it was purposely constructed for the purpose of indicating that the writer was merely fulfilling an inevitable form in making his application, and that the Chinese Minister was supplied beforehand with excuses to be offered in return, even the excuse dearest of all to the Chinese nature, the excuse for a long delay. Sir Rutherford wrote in July last, but Prince Kung being told that he was not expected to give an immediate reply, did not answer till December. Then he wrote making commonplace references to the vague and undefined "difficulties" of introducing railways into China, the prejudices of the people, and the undeniable fact that China was different from other countries. The difference he appeared to think mainly consisted in the more elaborate cultivation and occupation of the Flowery Land than those of wild and barbarous regions in Europe, where railways had been introduced with success, and in conclusion he declines to have anything to do with the subject. Sir Rutherford appears deeply impressed with his striking and original remarks, and recommends the China Railways Company to give up their project. That they had not the slightest ground for hoping anything from his assistance; that nothing he was likely to do in Peking would in the least degree promote an important measure of progress in China must have been very obvious from the first to any one who had studied the course of recent British diplomacy in this country. That this should be so is a painful and humiliating state of things. That enterprising English capitalists and men of science (*sic vos non vobis*) should exert themselves in laying the foundations for a great scheme like that of introducing railways in the Far East, only to see others reap the reward of their exertions through the feeble and lethargic character of their national representation is mortifying enough, but it can scarcely have been surprising to those who have been familiar for any length of time with the current of events in this part of the world.

The following fortnightly review of the Hong Kong markets is from the *Overland Trade Report*:—

A somewhat unpleasant discovery is thus recorded by the *China Mail*:—"So soon after the explosion which so clearly brought before the mind of every one the terribly destructive power possessed by gunpowder, it may be matter of surprise to learn that a gunpowder manufactory of rather alarming extent has been in working order for a considerable time at the western end of Victoria. Yet such appears to have been the case up till late last night, at which time police constable Johnson (56) pounced upon the entire establishment. The facts, so far as we can at present gather, are something about the following. In the village of Shek-tong-tsui, within a stone's throw of the Pokfolum-road, and at a distance of about 100 yards from the gas company's works, are situated two small Chinese houses. One of these is the mill, and the other was the storehouse of the factory. In the latter, at the time of the discovery, nearly 200 cwt. of gunpowder were found stored in a wooden chest, and tied up in two mat bags, while amongst the loose stones two stone jars were found containing nearly a cwt. more of the 'fire medicine.' So perfectly unconscious or careless were the powder manufacturers of the dangerous nature of the mixture amongst which they were working, that the box in which the powder was kept formed a bed for one of the workers every night. And, as if nothing were left unprovided for to secure an explosion, a fire for cooking, &c., was burning in the same room. A quantity almost equal to that found (which is now stored at the water police station) is said to have been made at the factory every day; but this we suspect to be an exaggeration."

The following vessels were about leaving for home for the purpose of being put out of commission:—The *Barossa*, 21, 400-horse power, Captain H. Boys; and the *Coquette*, 4, 200-horse power, Commander A. G. Rae.

As usual, the Chinese have during the past fortnight universally given themselves up to the observance of their annual festival of the New Year, which began on the 5th inst., to the exclusion of everything else, and business has consequently been restricted and of small amount. During the last few days, however, some inclination has been shown to purchase, but this has only been of staple articles, and mostly for the recuperation of exhausted stocks, and the supply of a small consumptive demand. It is not probable that business will fairly be in progress again for some weeks, as the holidays extend through a greater portion of the current month, and the wants of the country trade, for which Hong Kong is the base of supplies, are not ascertained until about the beginning of next month. There has been little change in the ruling of commercial values, prices continuing at a low range, and the markets are far from presenting a healthy or satisfactory tone for reasons that were assigned in the last issue of this report, and that to a great extent still continue to exist. The disposition to realise on goods at almost any price is still apparent, and it is known that during the past fortnight sales have been made for cash at

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rates that can Barely pay the freight and charges on the goods laid down here. The Chinese are always the most persistent of "Bears" and seldom fail to appreciate and take advantage of such a state of trade, and in view of this they are now offering for staple goods scarcely their prime cost at home. Intelligence received by the last mail of the enormous exports that had been made of Manchester goods for China created no little uneasiness in this market, more especially when it was understood that a larger portion of these immense shipments had been made on account of Manchester houses, and were not Hong Kong purchases. That there is no profit to be derived from thus flooding an already weak, and depressed market is very clear, and it appears exceedingly unfair that colonial merchants should have to contend against such fearful odds thus thrust upon them. In view of this there is little prospect of any better range of prices being attained, and the losses that must ensue from the markets being stocked so much in excess of the demand will increase the embarrassments already noticed.

SIAM.

BANGKOK.

A great ceremony has just been celebrated in Siam, which drew large numbers of visitors from all parts of the East, namely, the burning of the body of the Second King of that country, who died a year ago. Siam, unlike most Eastern kingdoms that retain pure their native Government, has prospered apace by its connection with the commerce of Europe, and is more wealthy now, probably, than ever it was under the reign of its ancient princes. This wealth was allowed to display itself on the occasion. Over sixty thousand people were gathered round the scene of incremation, and amid the grotesque and gorgeous panoply proper to the occasion the body of the Second King, a prince who self-taught had become an English scholar and a man of parts, was reduced to dust, by a process somewhat more sharp but not less sure than that which awaits the whole of us.

The *Bangkok Recorder* takes farewell of its readers in its issue of the 16th February, it having been decided by the proprietor and editor to stop the publication. The necessity which compels this step will be regretted as much by the East generally as by the people in Bangkok; for the *Bangkok Recorder* —always decorous and moderate in its writings—afforded us a knowledge of the condition and progress of Siam which must now be greatly shut out from us. It served, moreover, to bring the politics and public concerns of that country so before the view of the world as to give, perhaps, a better guarantee of the maintenance of its territorial integrity than could be afforded by the councils of its rulers.

STRAITS SETTLEMENTS.

SINGAPORE

From this port we have advices to the 22nd February. The English mail of January 10 arrived out on the 16th, and the French mail of January 17 on the 19th February. The latter conveyed London telegrams to the 8th February, the only instance in which public telegrams had reached Singapore in eleven days.

The approaching transfer is the leading topic, and on this the *Straits Times* has the following remarks:—

"The time is now rapidly approaching when the public accounts are to be transferred from the Indian to the colonial keeping—the 30th of April being the expiry of the Indian official year—but as far as the public can judge, very few preparations appear to be making towards this end. With respect, too, to the changes of the various offices under Government, there seems to be quite as little evidence of any approach towards the new order of things. Further than that Colonel Ord, our future Governor, will arrive here by the first mail in March, together with his private secretary—that Mr. Robinson, formerly of the Colonial-office is, to follow shortly afterwards to assume the appointment of Colonial Secretary, and that a few days since Mr. Irvine, the new Auditor General, arrived, actually nothing is known here of the institution of the colonial regime. Major General Kavenagh, will, it is believed, leave Singapore before the arrival of his successor; his health is doubtless the cause of this, his Honour going home upon sick certificate; but the public attribute it in some respect to a feeling of just dissatisfaction with the scant courtesy which, after a period of eight years of uninterrupted toil in the settlement, has been vouchsafed to him in connection with the coming change of Government. It is beyond all doubt that as the termination of our connection with India approaches, a feeling of something very akin to regret begins to display itself. This is due in a great measure to the clean sweep of office-bearers which has been determined upon, as the cry for the transfer was one against measures not men."

The British steamer *Agamemnon*, Captain Middleton, from Liverpool (via Mauritius and Penang), arrived on the 21st of February.

The *Agamemnon* experienced heavy weather after leaving Mauritius, which caused a breakdown in her machinery, and compelled her to put back to that port for repairs, where she remained twelve days. She had 352 tons of cargo for this port, and 778 tons for China.

JAVA.

BATAVIA.

From this port an important salvage case is reported, which a correspondent of the *Straits Times* thus describes:—

"There has been a pretty little quarrel getting up in Batavia between a great mercantile firm there and the agent of the Netherlands India Steamboat Company, of which the following are the particulars, and unless some reasonable arrangement is made there is little doubt that a considerable amount will get into the hands of the Dutch lawyers:—The *Lady Louisa*, British ship, from China, and bound to New York, got on shore in the neighbourhood of Lucipara Island, and the Dutch mail steamer *Koningen Sophia* having vainly attempted during twelve hours to get the ship off, for which service a bill for £500 was given, proceeded to Singapore with the mails, undertaking, however, at the *Lady Louisa* captain's request, to return to his assistance as soon as she delivered her mails, which she accordingly did, the remuneration for which service it was proposed I believe to be left to arbitration. In the meantime, however, news of the accident had reached Batavia, and the above firm being Lloyd's agents put themselves in communication with the agent of the steamboat company, and an arrangement was entered into by which the *Minister Fransen van der Putte* was despatched to the scene of the disaster, Lloyd's agents agreeing, it appears, to be responsible for the expenditure of coals should the vessel have been already got off and the steamer's services not be required. Two gentlemen accompanied the steamer, one on the part of Lloyd's agents or the British Consul—the latter position being held by a gentleman also connected with the firm—the other on the part of the steamboat company. No other special agreement, as far as I can learn, was made as to the amount or the manner of settling the recompense for any services rendered. The *Minister Fransen van der Putte* went to the stranded vessel, found her still ashore, and by means of a long stage laid from one vessel to the other lightened her about two-and-a-half feet when the vessel floated off the bank, which it seems was composed of hard sand, and was towed into Batavia. Arrived at Batavia, the above firm constituted themselves agents of the vessel, entered her at the Custom-house, and arranged to store the cargo in a bonded warehouse. So far all was right, but while the cargo was being landed some question was raised respecting remuneration for the steamer, they claiming salvage; this was resisted by the agents of the ship, who offered to pay a certain daily hire for the steamer on which it seems that the same gentlemen who had accompanied the steamer on the part of the company seized some lighters of goods from the ship which had already passed the Custom-house and were discharging into the warehouse, and by some means not distinctly stated, got them transferred from the agents' names to that of the agent of the steamboat company, by whom they are still held.

"It seems by the arguments used by both parties *pro* and *con* the salvage claims are these:—The agents of the ship say that by their or Lloyd's agent undertaking to pay for the coals there was an implied promise to pay the expenses of the ship, which they think authorises them to resist the claim for salvage and pay a fair hire for the use of the steamer. On the other hand, the steamboat company argue that from the fact of the captain's having requested assistance from the company, and there being no special agreement for hire, they are fully entitled to a fair salvage. Opinions in Batavia, as a matter of course, differ on the subject, but as far as I can glean they are not in favour of an excessive reward for services which it seems were not in any way dangerous to the vessel rendering them, and entailed neither risk of life nor any extraordinary amount of skill nor labour to accomplish. Arbitration, I should have thought,

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would have been a better way of settling such a matter than an appeal to the Dutch law courts, which are not particularly clear on the subject of salvage."

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BEIT—On the 4th Jan., at Nelson, New Zealand, the wife of John Beit, Esq., of a daughter.

BOUVERIE—On the 19th March, at Coleshill House, Berks, the Hon. Mrs. Pleydell Bouverie, of a daughter.

DILL—On the 13th March, at 19, Regency-square, Brighton, the wife of Dr. Dill, of a daughter.

ENGLER—On the 21st Jan., at Saigon, the wife of F. Engler, Esq., of a son.

KING—On the 10th Feb., at Hong Kong, the wife of George King, Esq., of a son.

LESSLER—On the 13th Feb., at Bangkok, the wife of Paul Lessler, Esq., of a son.

MAXTON—On the 15th March, at 96, Highbury New-park, the wife of P. Maxton, Esq., of Shaw, Lowther, and Maxton, of a son.

MICHIE—On the 18th Jan., at Shanghai, Mrs. Alexander Michie, of a son.

MOSTYN—On the 21st March, at Buckworth Rectory, the wife of the Hon. and Rev. Hugh W. Mostyn, of a daughter.

PLUNKET—On the 13th Feb., at Penang, the Hon. Mrs. Charles Bushe Plunket, of a daughter.

POWYS—On the 18th March, at 63, Eccleston-square, the Lady Mary Powys, of a daughter.

SCHMIDT—On the 7th Feb., at Singapore, the wife of A. E. Schmidt, Esq., of a daughter.

STEWART—On the 15th March, at 26, Kildare-street, Dublin, Lady Stewart, of a son.

MARRIAGES.

BAKER—LAPRAIK.—On the 2nd Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, Acting Colonial Chaplain, assisted by the Rev. C. F. Warren, Robert Ellis Baker to Jane Lapraik, niece of Douglas Lapraik, Esq.

BOWRA—ORMISTON.—On the 14th March, at St. Giles', Camberwell, by the Rev. F. F. Statham, Frederick William, only son of the late William Addenbrooke Bowra, Esq., of Durrington Lodge, Surbiton, formerly of Hong Kong, to Emily, only daughter of P. S. Ormiston, Esq., Woodville-house, Gipsy-hill. No cards.

DEATHS.

BARCLAY—On the 22nd March, very suddenly, at No. 137, Westbourne-terrace, W., Elise Josephe, youngest daughter of Charles Malo, late Marquis de Rune, of Warsy, Picardy, the beloved wife of Sir David William Barclay, Bart., aged 57.

DOWNE—On the 20th March, at Bowden Hall, near Gloucester, in her 87th year, Louisa Maria, Viscountess Downger Downe.

HIPPISLEY—On the 20th March, at the Manor House, Mells, Sir John Stuart Hippisley, Bart., aged 76.

HOPE—On the 17th March, at 67, Cadogan-place, the Dowager Lady Hope, widow of Sir John Hope, of Craighall and Pinkie, Bart., M.P.

HORNBY—On the 19th March, at Little Green, in the 82nd year of his age, Admiral Sir Phipps Hornby, G.C.B., Rear-Admiral of the United Kingdom.

JANNUS—On the 12th Feb., at Hong Kong, Edward Jannus, seaman, aged 19 years.

KNOX—On the 24th March, at Dover, Admiral the Hon. Edmond S. P. Knox, in his 80th year.

PITT-RIVERS—On the 17th March, at Torquay, of congestion of the lungs, Henry Peter Pitt-Rivers, fifth Baron Rivers, of Sudely Castle.

PRITCHETT—On the 10th Feb., at Hong Kong, Maria, daughter of John Pritchett, engineer, Hong Kong Mint, aged 1 year and 3 months.

ROMILLY—On the 22nd March, at 29, Wilton-crescent, Lady Georgiana Elizabeth Romilly, wife of Charles Romilly, Esq., and eldest daughter of John, sixth Duke of Bedford.

SCHMIDT—On the 17th Feb., at Singapore, Ann, the wife of A. E. Schmidt, Esq., aged 29 years.

STANLEY—On the 11th Feb., at Hong Kong, George Stanley, seaman, aged 20 years.

STUTCHBURY—On the 15th Jan., at Yokohama, Mr. Joseph J. Stutchbury, aged 28 years.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Jan. 31, 1867	716907	51983590	45881924		11644469	110226890	40647
Corresponding period last season	1812250	48103218	46784080	747284	11980339	109427171	5691½

SHIPMENTS SINCE, AND IN JAN.

	Ship.	From.			
Jan. 1	Benares (mail str.)	Shanghai, &c.	—	1,271	Included in above total.
— 5	John Liddgett	Foochow	1,050,700		
— 15	Emeu (mail str.)	Shanghai	—	1,262	
— 10	Esperanza	Foochow	527,600		
— 11	Charlotte	Do.	842,900		
— 17	Achilles (str.)	Shanghai, &c.	360,762		
— 19	Beemah	Do.	1,072,625		
— 24	Dilpussund	Canton	819,000		
— 24	Bankside	Do.	510,000		
— 26	Cambodge (Fr. mail str.)	Shanghai, &c.	—	1,445	
— 27	Bucton Castle	Foochow	1,260,300		
— 28	James Shepherd	Shanghai	1,089,773		
— 30	Tavistock	Foochow	707,600		
— 31	Salsette (mail str.)	Shanghai	—	974	
Feb. 1	Stornoway	Canton	312,594		
— 9	Red Riding Hood	Foochow	1,003,151		
— 15	Baroda (mail str.)	—	—	895	

The telegrams report the export of Tea to Feb. 15 at 109,125,000 lbs., and of Silk to Feb. 7, from Shanghai 35,750 bales.

TO UNITED STATES.

From June 1 to Jan. 31, 1867	...	...	...	...	...	28859017	Pcls. 431
Corresponding period last season	...	...	...	...	...	...	522

SHIPMENTS SINCE, AND IN JAN.

	Ship.	From			
Jan. 1	Avonvale	Shanghai	378,383		Included in above total.
— 5	Isabella Ridley	Foochow	583,400		
— 9	Portland	Canton	41,627	7½	
— 11	Amaranth	Do.	37,941	65½	
— 15	Golden State	Yokohama	849,339		
— 15	Chesapeake	Do.	372,141		
— 17	Deucalion	Shanghai	487,712		
— 22	Dunkeld	Do.	888,456		
— 22	Lubra	Foochow	329,000		
— 26	Robin Hood	Do.	949,400		
— 26	Lord Clyde	Amoy	561,800		
— 26	Japan	Do.	295,929		
— 26	Diamant	Canton	4,392		
— 26	Horatio	Shanghai	478,938		
— 30	Johanne Maria	Yokohama	649,845		

Feb. 1 to 15.—None.

TO THE CONTINENT

From June 1 to Jan. 31, 1867	...	...	...	...	...	1648750	Bales 67
Corresponding period last season	...	...	...	...	...	436360	433

SHIPMENTS SINCE.

Jan. 31 ... Taffarette ... ... Canton ... ... 19950 Included in above tota

TO SAN FRANCISCO.

From June 1 to Jan. 31, 1867	...	...	...	...	...	Tea pkgs 43360	Boxes. 67
Corresponding period last season	...	...	...	...	...	29861	407

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1, 1865, to Jan. 31, 1867 9,662,378

Corresponding period last year 10,575,057

SHIPMENTS SINCE.—None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales. China & Japan.
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,827,800	61,280
„ 1855 to 1856	92,240,800	50,481
„ 1857 to 1858	76,990,255	68,315
„ 1858 to 1859	65,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,886	46,603
„ 1864 to 1865	121,236,870	32,313
„ 1865 to 1866	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Jan. 31, 1867	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Jan. 31, 1867	10141	25	...	1080	106	480

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Jan. 31, 1867	183011	68872	6249	7879	2635	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Jan. 31, 1867	850	...	56811	6576	3442	351601

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Jan. 31, 1867	170	...	2469	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6¼d.	4s. 7⅛d. to 4s. 7⅛d.
„	4 ditto	4s. 5¾d.	4s. 6⅝d. to 4s. 7d.
At Shanghai	6 ditto	6s. 1¼d.	6s. 1⅜d. to 6s. 1⅛d.
„	4 ditto	5s. 11⅛d. to 6s. 0d.	6s. 0⅛d. to 6s. 0⅜d.
At Canton, At Hong Kong, At Macao	6 ditto	4s. 4⅞d.	4s. 5¼d.
	4 ditto	4s. 4¼d.	4s. 5d.
At Singapore	4 ditto	4s. 4½d. to 4s. 4⅝d.	4s. 5⅛d. to 4s. 5⅜d.
At Manila	6 ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219 to 221 per $100. Bar Silver at Shanghai, tls. 111·30; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, tls. 74 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares 2 to 3½ dis.; Gas Company, par; Hong Kong and Whampoa

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Dock, 20 to 30 per cent. prem.; Steam Shares, 15 per cent. dis.; Union Dock Company, 40 per cent. dis.; China Traders' Insurance, 70 dols. premium.

The folowing is from Sharp and Co.'s Circular.

GOLD.—The receipts of gold have been quite unimportant, amounting only to $150,000 worth. $310,000 value has been sent away, inclusive of the Salsette's shipments on the 1st inst., and excluding the purchases for this opportunity, and the steamers leaving for Calcutta on the 18th inst., which have swept the market.

SILVER.—Has arrived in large quantities from the North, and has been freely taken at hardening rates. The imports represent $720,000, and the exports $190,000; but this latter sum is exclusive of the three Indian steamers leaving as above, by which over a million dollars go forward.

MEXICAN DOLLARS.—The movements in coin have been confined to the receipt of $130,000 from the Coast, and the departure of $40,000 outwards.

EXCHANGE.—Bills have been very scarce, and remittances have been in great part supplied by Bank drafts. A larger business has been done in rupees than for some time past; the first purchasers getting the advantage in the declining rate.

DISCOUNT AND MORTGAGE.—There is very little money to be had, except upon short discounts; those who have funds available for any length of time preferring to invest them in purchases at present low rates. One or two properties have been bought up during the week which have been upon the market for a length of time.

SHARES.—Some little business has been done, but there is really no important change to note during the last few days, the general want of money preventing the advance which rates would seem to justify.

BANKS.—The annual meeting of the Hong Kong and Shanghai Banking Corporation has been held, when a dividend of 12 per cent. per annum was declared, and $75,000 carried to the reserve fund.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—The season is drawing to a close, and the China New Year has interfered with all commercial transactions during the past fortnight, so that there is little to be said of the tea market. The stocks seem likely to hold out longer than usual in consequence of the reluctance of buyers, during the latter part of the season, to operate on the terms demanded.

CANTON.—The settlement of the two chops Country Congou reported last mail, as anticipated, did not lead to any further transactions, and the China New Year's holidays are passing over with an unusually heavy stock of Congou remaining unsold, present stock being as last advised, 33 chops or 21,104 packages. Country Greens: Holders continue firm; there are no further arrivals or settlements to report. Canton-made Teas: Some little attention has been directed during the fortnight to Scented Orange Pekoes and Gunpowders intended for the Australian market, a few Scented Capers have also found buyers; Canton Packed Congou and other Canton Teas have been quite neglected. Rates remain unchanged. Sales, &c., are reported as follows:—Scented Orange Pekoe, 4,200 boxes at Tls. 17.5 to 25.5; Scented Caper, 700 boxes at Tls. 19 to 22; Gunpowder, 3,000 boxes at Tls. 15 to 23. Stock, 33 chops, or 21,104 packages Country Congous, 4,527 packages Country Greens.

FOOCHOW.—Congou: Settlements continued to the 26th ult. at former prices, since when the Chinese New Year holidays have entirely put a stop to all business. Reports differ as to the amount still to arrive, but it is improbable that present receipts will be increased to any extent. The settlements reported include 1,187 chests 877 half-chests and 60 boxes, at tls. 7-5 to 17-2-5, say, 131 chests and 327 half-chests at tls. 7-5 to 13 for Dust and Broken Leaf, 736 chests, 350 half-chests and 63 boxes at tls. 13-5 for Common to Good Common and 320 chests and 200 half-chests at tls. 15-5 to 17-2-5 for Flavory. Pekoe: Fair mixed leaf 125 chests at tls. 24 to 26.

All Teas since 10th May, 1866, and Stocks on 8th February, 1867.

Arrivals.

	1866-67.		1865-66.
Congou	591,956 chests.	...	590,215 chests.
Souchong	37,407 „	...	31,174 „
Flowery Pekoe	5,770 „	...	5,512 „
Oolongs	184,493 hf-ch.	...	181,101 hf.-ch.
Scented Teas	112,673 boxes.	...	142,783 boxes.

Sales and Contracts.

	1866-67.		1865-66.
Congou	588,096 chests.	...	589,595 chests.
Souchong	37,061 „	...	31,174 „
Flowery Pekoe	5,105 „	...	5,112 „
Oolongs	184,193 hf-ch.	...	180,931 hf.-ch.
Scented Teas	110,119 boxes.	...	140,983 boxes.

Stocks.

	1866-67.		1865-66.
Congou	3,860 chests.	...	620 chests.
Souchong	346 „	...	Nil. „
Flowery Pekoe	665 „	...	400 „
Oolongs	300 hf-ch.	...	170 hf-ch.
Scented Teas	2,554 boxes.	...	1,800 boxes.

SHANGHAI.—Only 2,000 chests have been sold during the fortnight, little disposition having been shown to purchase at the rates asked. Prices exhibit no actual decline, but the fall in exchange has slightly reduced the laying down cost. Arrivals have maintained the stock at the figure given in the last report, viz., 14,000 chests, and the total supply still due from the river this season will probably not exceed 10,000 chests of all descriptions. The New Year holidays have caused a temporary cessation, but a firmer market is expected when business is resumed. The settlements comprise:—Oonam, 620 chests, common, at taels 16.7.5; Ningchow, 460 chests, common to medium, at taels 16.2.5 to 19.2.5; Hohow, 860 chests, inferior to common, at taels 14.7.5 to 15.0.0; Flowery Pekoe, 60 chests, common, at taels 15.0.0; Re-shipments, 300 chests. Total settlements, with re-shipments from the river ports, from 1st June, 1866, to date, 314,400 chests, against 266,000 chests last year. Green Tea: Up to the last day of the Chinese year (the 4th inst.) a fair business continued to be done, at rates which show a slight decline on last quotations. Teamen generally have not shown the anxiety to sell usual at this period, owing to the increased facilities now afforded them for holding over their annual settling day. Settlements continue to be chiefly for the American market, prices being still considerably in advance of London rates, and the ships on the berth for New York are reported almost full. Fine Teas remain scarce, the stock consisting chiefly of undesirable chops. Though the actual stock exhibits no decrease, it is believed that little is now left to come forward—say from all quarters 20,000 half-chests—and teamen are holding more firmly in consequence. Total settlements, with re-shipments from Kiukiang, from 1st June, 1866, to date, 322,000 half-chests, against 243,000 half-chests last year.

HANKOW.—During the fortnight under report there had been no settlements of Black Tea, but the arrival of 300 chests from the country had raised the stock to 3,000 chests.

KIUKIANG.—In the entire absence of business in either Black or Green Teas the report is confined to the following statistics:—Arrivals, 1866-7: Black, 122,600; Green, 151,700. Settlements: Black, 122,200; Green, 146,600. Stock: Black, 400; Green, 5,100.

YOKOHAMA.—The tea market has been extremely dull during the past fortnight, and buyers are holding off in consequence of unfavourable news from both England and America, the high purchases having shown a heavy loss. The amount of business done has been too small to fix any quotations, and prices must be considered nominal, as, although all are anxious to sell, they do not like to submit to the decline which the few buyers that there are like to operate; and some merchants who are at present sellers under pressure for money, would prefer to hold for further advices. Business will most probably be more settled after the Japanese New Year has fairly set in.

RAW SILK.—CANTON.—The market has continued quiet during the fortnight, and settlements have been on a very moderate scale; the natives affirm that arrivals have ceased, and that present stocks reported constitute the bulk of staple to be settled, to complete the present season, now fast approaching its close. Prices for Tsatlee Reel and Loongkongs remain as last; quoted a decline of about $30 is noticeable in Re-reeled Cumchuck. The prevailing opinion as regards the commoner sorts is that prices will recede, there being too much stock on the market considering the late period of the season. Settlements for the fortnight and stocks are as follows:—Tsatlee, No. 1, 51 bales, $580 to 600; Loong-kong, No. 1, 50 bales, $570 to 600; Kowkong, 20 piculs, $510; Lacklow and Cumchuck, no sales, $570 to 580; Seulam, 20 piculs, $440; Re-reeled Cumchuck, 200 boxes, $600 to 610; Punjum, no sales, $150 to 160; Pierced Cocoons, no sales, $90 to 95; Waste Silk, no sales, $70 to 85. Stock, 150 bales, No. 1, Tsatlee, 150 bales; No. 1, Loong-kong, 380 piculs Kowkong; 400 piculs Lacklow and Cumchuck; 300 piculs Seulam; 1,000 piculs Punjum.

SHANGHAI. — But little has been done in China Silk during the past fortnight, about 130 bales included in the settlements having been shipped by the last mail to Europe, after the previous report was made up. The steamer Aden, which left on the 3rd inst., took 110 bales to Hong Kong, to be forwarded by this mail to England, and it does not appear probable that more than 100 bales of China Silk will be sent by this mail steamer. The transactions being so limited no alteration has been made in the table of quotations, but the tendency of the market would appear to be towards higher prices. Settlements for the past fortnight, 350 bales; total settlements since 1st Jan., 1,500 bales.

YOKOHAMA.—The gradual fall in prices, which is the main feature of this market since the latter part of December, caused a proportionate decrease in supplies, and the unsold stock, which a month ago amounted to 900 piculs, has dwindled to about 350. The approach of the Japanese New Year also interfered with the arrivals, which during the past fortnight scarcely averaged 10 piculs a day, and it is expected that as soon as the holidays are over, that is to say in a week or two, they will be resumed on a more liberal scale. The settlements of the fortnight are about 450 piculs, and prices have further declined; but the reductions obtained scarcely compensate for the inferiority of the goods on offer.

DRUGS, &c.—CANTON.—No transaction have taken place during the fortnight, partly in consequence of the China New Year, partly because of the paucity of stock. Quotations must therefore be considered quite nominal. Cassia Lignea: Quoted $19.50, the market being bare of any supplies. Cassia Buds: 100 piculs continue to be offered at $40. China Galls: $13.50 per picul; stock 60 piculs. Galangal: $1.80; stock 300 piculs. China Root, $3.50. Vermilion, best brands, $39 per box of 50 catties. Cassia Oil: 6 piculs offering at $185 per picul. Rhubarb of low quality remains as already reported on, for which holders ask extravagant prices. Star Anniseed, none.

CHINA GRASS.—SHANGHAI.—In the absence of business, quotations remain nominally the same as before, viz., No. 1, taels 16.5; 2, taels 14 to 15.5; 3, taels 13.5 to 14; Green, taels 11.

CHINA IMPORTS.

Business has been very dull during the fortnight owing to the celebration of the Chinese New Year holidays. Within the last day or two however the dealers have shown a decided inclination to enter the market, and a fair demand for Yarn and 8.4 lbs. Grey Shirtings has sprung up, but although quotations are slightly higher any attempt to establish a further advance is met with coldness. White Shirtings: Continue neglected. For T-Cloths a moderate demand continues. For Fancy Cottons there is no inquiry. Woollens: No improvement has taken place save in Scarlet Long Ells, which are about 25 cents per piece higher. Other kinds are, if anything, somewhat weaker. Metals remain quite neglected.

COALS.—HONG KONG.—The arrivals during the fortnight have been confined to 1,800 tons of Australian coals. For English and Welsh the market continues firm at last quotations, viz., $13.50 to $14. Sydney is quoted $8.50 to $9.

SHANGHAI.—The market has been cleared of all good coals in first hands at the highest quotations, and the small unsold stock on the market consists of undesirable coals. Sales have been made at 12.2.5 taels for English, 10 taels for Australian, and 7.5. taels for Japan coals. Arrivals have been—1,044 tons from Japan, 1,253 tons Australian, and 1,100 tons English; total, 3,397 tons.

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SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 20, Capiolani; from Newcastle, 21, Lord Collingwood.

At SHANGHAI.—From London, Feb. 4, Taeping; 6, Taitsing; 6, Fiery Cross; from Sunderland, 4, Lodore; from Newcastle, 4, Ellida; 7, Peru, Maury.

At HONG KONG, CANTON, and MACAO.—From London, Feb. 6, Serica; 7, Her Majesty; 8, Canadian; from Newcastle, 5, Pleiades; 7, Blairmore; 13, Magnolia; from Hamburg, 7, Hieronimus; from New York, 11, Benefactress; 13, Free Trade; from Havana, 9, I. A. U.

At MANILA.—None.

At SINGAPORE.—From London, Feb. 7, Rushing Water; from Liverpool, 20, Agamemnon (str.); 10, Indiaman; from Newcastle, 13, Hertha; 14, Catherina Elizabeth; from Hamburg, 14, Herman and Emma; from Bordeaux, 21, Imperatrice Eugene.

At PENANG.—From Liverpool, Agamemnon (str.).

At BATAVIA.—From Liverpool, Helena Henriette, Jane Kilgour, Engel.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 19, Chaa-sze; 30, Johanna Maria.

From SHANGHAI.—For London, Jan. 27, James Shepherd; Horatio, for New York.

From FOOCHOW.—For London, Jan. 27, Bucton Castle; 29, Tavistock.

From HONG KONG and CANTON.—For London, Feb. 2, Stornoway.

From MACAO.—For Havana, Jan. 30, Reyna de los Angeles, Nina; Feb. 1, Esperanza, Bankok; 8, Nieman; 10, Victoria.

From MANILA.—For Spain, Jan 20, H.C.M.S. Numancia; 28, San Luis, for Cadiz; Feb. 1, Union; 27, Game Cock, for New York.

From SINGAPORE.—For London, Feb. 7, Gazelle; 8, Agamemnon; 9, Carlota and Aline, for Falmouth; 13, Prefet Paul Feard, for Bordeaux; Robin Hood, for New York.*

From PENANG.—For Liverpool, Feb. 15, Monteagle.

* The Robin Hood left Foochow Jan. 26.

VESSELS LOADING.

At YOKOHAMA.—For London, Carioca.

At NAGASAKI.—For London, Rifleman.

At SHANGHAI.—For London, Burmah, Peter Denny, John Bellamy; for New York, Endeavour, Magellan, Aurora Australis.

At FOOCHOW.—For London, Red Riding Hood (full); for New York, Tynedale.

At HONG KONG and CANTON.—For London, Sea Bird; for New York, Sea Serpent, Ariadne.

At MANILA.—For London, Canaan, Coromandel, San Fernando; for Falmouth, Glendoveer; for Havana, Espana; for New York, Hotspur.

At SINGAPORE.—For London, Willy; for Liverpool and Glasgow, Roslin Castle; for Falmouth, Elias; for Rotterdam, Bengal; for New York, John Norman.

At PENANG.—For London, Zanzibar.

At BATAVIA.—For Channel, Grosswater; for Amsterdam, Bellatrix, Electra, Mentor, Koning Willem II., Tjilingsie, Rota; for Rotterdam, Triton, Prof. v.d. B. Mesch, Eva, Johana, Landbouw, Anna, County of Ayr.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton. To New York (per sailing vessel): £2 10s. to £3; and per steamer, $45 per ton of 40 cubic feet.

At SHANGHAI.—The China New Year festivities have put a stop to all business. Rates to London remain at £2 per ton of 50 cubic feet. To New York, £2 per ton of 40 cubic feet. Unemployed tonnage in port very small.

At FOOCHOW.—To London: £2 5s. per ton.

At HONG KONG and CANTON.—The demand for small vessels for the northern ports continues. For homewards direct and *via* Manila nothing of importance has been done. The Emille has been taken up for the Continent at £2 per ton, and the Moldavian is chartered for the rice ports and home at £3 per ton. For New York the rate is £1 15s.

The Circular of George Holmes gives the number of disengaged vessels at nineteeen, representing 8,675 tons:—

At MANILA.—The Coromandel has been fixed for London at £2 7s. 6d. for 600 tons current sugar, and £3 for 200 tons hemp. The Glendoveer obtained £2 5s. per ton for a full cargo of current sugar to the Channel, for a port in the United Kingdom, and 10s. per ton extra if to the Continent.

At SINGAPORE.—The disengaged tonnage in the harbour is now very limited, and vessels are in good request to load home from the rice ports. Handy sized crafts are offered £3 2s. 6d. open charter, and for large ships £2 17s. 6d. Vessels on the berth for England are fully engaged at £1 10s. for tin, £1 15s. for other dead weight and £2 5s. for light cargo, and higher rates are expected.

At PENANG.—To London, the Zanzibar, is a full ship, at £1 15s. for sugar and £2 10s. tin and £3 measurement.

BATAVIA.—In freights to the Continent there is no change to report, f.37.50 to f.40 per last, equal to about £1 17s. 6d. to £2 per ton, being the current rates. Ships are wanted to load at the rice ports, to the Channel for orders, at about £3 per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.		From		For
Jan.	23	... Queen of the East	...	Manila	...	New York
—	26	... Avonvale	...	Shanghai	...	Montreal
—	—	... Amaranth	...	Hong Kong	...	New York
—	—	... Thomas Brown	...	Singapore	...	Mauritius
—	—	... Canvass Back	...	Shanghai	...	New York
—	—	... Imperatrice Eugenie		Bordeaux	...	Singapore
—	27	... L. J. Enthoven	...	Shields	...	Cheribon
—	—	... Anna	...	Newcastle	...	Samarang
—	30	... Souburg	...	Newcastle	...	Cheribon
Feb.	1	... Beemah	...	Shanghai	...	London
—	2	... Jupiter	...	Macao	...	Falmouth
—	3	... Bankside	...	Macao	...	London
—	5	... Doelwky	...	Batavia	...	Holland
—	7	... Deucalion	...	Shanghai	...	New York
—	—	... Golden State	...	Yokohama	...	New York
—	—	... Souburg	...	Newcastle	...	Pekalongan
—	—	... Game Cock	...	Manila	...	New York
—	—	... Golden Fleece	...	Cork	...	Hong Kong

REPORTS AND CASUALTIES.

The Sir John Moore, Cardiff to Hong Kong, has been abandoned.

HONG KONG.

The British ship Serica reports having spoken the British ship Jubilee, in Dampier Straits, on the 29th of January, from London, bound to Hong Kong.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 23, at Portsmouth, from Colombo, Whitehall; at Plymouth, from Hong Kong, Don Ricardo; 24, from Batavia, Jessie Jamieson; off Falmouth, from China, Freya; at Nieuwe Diep, from Batavia, Camperdown; 9, at New York, from Manila, Caracan; 10, from Amoy, Florence Nightingale; 23, at Cadiz, from Batavia, Hellevoetsluis; 25, in the Downs, from Singapore, Douglas Castle; from China, Cingala, and Osprey; March 25, at Deal, from Colombo, May Queen; 23, off Dungeness, from Batavia, Fagel; 25, at Liverpool, from Manila, Mercia; 5, at Havana, from Macao, Nina, Gica; 26, at Falmouth, from Japan, Conference; in the Downs, from Foochow, John Temperley; at London, from Singapore, Sree Singapura.

DEPARTURES.—March 24, from Gravesend, for Sunderland and Shanghai, Sydenham; —, from Helvoet, for Singapore, Tonia; —, from ——, for China, Auburn; March 26, from London, for Hong Kong, Solent; 21, from Cardiff, for Japan, Hayamaro (s.); 24, from Swansea, for Shanghai, Georges; from Havre, for Hong Kong, Lord Palmerston; from Jersey, for Shanghai, Virgilia.

LAID ON.—At London, for Colombo, Saladin; for Hong Kong and Canton, Banian; at Liverpool, for Shanghai, Coila.

SPOKEN.—Vicksburg (ship, Manila to Falmouth, Jan. 13, 28 S., 56 E.; Baltimore (Dutch barque), Sourabaya to Amsterdam, Feb. 16, 10 S., 12 W.; Glen Lee, Macao to Jamaica, Jan. 9, 27 S., 57 E.; Naples (American ship), Sourabaya to Boston, Jan. 23, 35 S., 24 E.; No. 9,410, or 9,413, 2nd d.p., Canton to Falmouth, Feb. 1, 29 S., 10 E.; Osprey, Foochow to London, March 5, 17 N., 34 W.; Tree Singapura (ship), Singapore to London, Feb. 22, 2 S., 20 W.; Broadwater (ship), Amoy to New York, Dec. 31, 19 S., 81 E.; Chili, Singapore to Boston, Jan. 9, 24 S., 63 E.; Charger, Hong Kong to New York, Jan. 23, 34 S., 25 E.; Edith Banfield, Shanghai to New York, Feb. 16, off Ascension; John Temperly, Foochow to London, Feb 11, 19 S., 3 W.; Ridderkirk, Sourabaya to Amsterdam, Feb. 19, 5 S., 17 W.; Hollandia, Java to Amsterdam, Feb. 21, 1 S., 21 W.; Geo. Shoton, Foochow to New York, Jan. 3, 10 N., 103 E.; Roxburgh Castle, Singapore to Liverpool, Feb. 20, 18 S., 3 W.; Bothwell Castle, Singapore to the Clyde, Jan. 29, 32 S., 35 E.; Nereus, Bali to Rotterdam, Feb. 4, 35 S., 22 E.; Forerunner, Swansea to Hong Kong, 129 days out, Nov. 1, 4 S., 107 E.; Ottolina (Dut. barq.), Batavia to Rotterdam, Dec. 21, 8 S., 105 E.; Freia (Hamb. barq.), Canton to Falmouth, Dec. 21, 8 S., 105 E.; America (Am. ship), Manila to New York, Jan. 25, 28 S., 48 E.; Schelde (Dutch barque), Java to Zierikzee, Feb. 14, 29 S. 9 E.; Bride, Ceylon to Liverpool, Feb. 10, 35 S., 22 E.; Galilei (ship), from Java, Feb. 4, 32 S., 40 E.; Baron Pallandt v. Rosendaal, from Java, Feb. 9, 34 S., 28 E.; Daniel Draper (American), Boston to Batavia, Feb. 1, 27 S., 23 W.; Julia Ann, Singapore to Boston, Feb. 8, 1 N., 36 W.; Neptunus (Dutch barque), Batavia to Rotterdam, 14 days out, Dec. 16, 11 S., 107 E.; a barque, Macao to Havana, 70 days out, Jan. 21, 32 S., 13 E.; Passing Cloud, Hong Kong to London, Jan. 9, 24 S., 66 E.; Ceylon, Penang to London, Jan. 22, 8 S., 86 E.; Sultan, Colombo to London, Feb. 1, 23 S., 66 E.; Lorton, Japan to New York, Jan. 5, 21 S., 77 E.; Sirius, Sourabaya to Falmouth, Jan. 26, 33 S., 37 E.; Rothley, Sourabaya to Amsterdam, Feb. 13; Samuel, Macao to London, Jan. 23, 30 S., 46 E.; Albatross, Singapore to New York, Feb. 6, 34 S., 28 E.; Congress, from Manila, Feb. 7, 35 S., 24 E.; Aquila de los Andes, Petropaulovski to Falmouth, Feb. 8, 35 S., 21 E.; Royal Bride, Ceylon to London, Feb. 10, 34 S., 20 E.; Southern Cross, Shanghai to London, Feb. 16, 28 S., 9 E.; Launceston, Batavia to Amsterdam, Feb. 19, 26 S., 5 E.; St. Helier, Foo Chow to London, Jan. 7, 23 S., 68 E.; Broadwater, Anjer to New York, Jan. 11, 25 S., 60 E.; Caldbeck, Anjer to London, Feb. 2, 32 S., 15 E., Catharina Jacob Henrietta, Batavia to Rotterdam, Jan. 29, 32 S., 35 E.; The Fredrik Hendrik, van Duyn, from Java to Rotterdam, put into Simon's Bay, Feb. 16, leaky, and will have to discharge a portion of her cargo; she had lost a man overboard the same day. The Gazelle, Le Gros, from Singapore to London, was wrecked on Pau Shoal at the entrance of Rhio Straits, Feb. 8, and afterwards sunk, crew saved.

CASUALTIES.—A telegram from Cadiz, dated 22nd March, reports that the Hellevoetsluis, Rems, from Batavia to Dordt, had put into that place, leaky, with mainmast cut away and other severe damage, and would have to discharge. The Navigator, Bockelmann, from Liverpool to Batavia, which put in at Lisbon, 18th March, with foremasthead gone, &c., has been surveyed, is not leaky, but must discharge a trifle of her cargo. The Cheetah, from Hong Kong to London, with loss of rudder, was spoken 21st March, in lat. 49 N., lon. 10 W.

MISCELLANEOUS.—At Table Bay: John Temperley, from Foochow, and sailed Feb. 2, for London.

At Ascension: Feb. 20, Hendrik Ido Ambacht, from Batavia, and sailed for Rotterdam; 27, Renown, from China, and sailed 29th.

Off Ascension: Feb. 18, John Temperly, from Foochow, for London; 20, Ellen Browse, from Manila; 28, Royal Bride, from Colombo, for London.

At Simon's Bay: Feb. 16, Frederik Hendrik, van Duyn, from Java, for Rotterdam, leaky; Jan. 21, Satellite (s.), Edge, from England, and left Feb. 1, for China.

The Martha, Birne, from Colombo, arrived off Scilly, March 22, with master dead.

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At St. Helena: Patna, Jones, from Foochow, and sailed 16 for London; 16, Caroline v. Appen, from Macao, and sailed 18 for Hamburg; Johanna Marie, Johansen, from Batavia, and sailed 18 for Rotterdam; 20, Albert Victor, Thompson, from Canton, and sailed for New York; Belvidera, Jackson, from Manila, and sailed for Boston; 21, Nereus, Planten, from Banjoemangie, and sailed for Rotterdam; Assyrian, Mearns, from Shanghai, and sailed for New York; Preston, Donald, from Sourabaya, and sailed for Amsterdam; 22, Bilbaina, Ysaurita, from Macao, and sailed 23, for Havana; 23, H. Vincentius v. Paulo, Nagel, from Batavia, and sailed for Schiedam; Carlshaven, Coler, from Singapore, and sailed for Falmouth; D. S. Visser v.d. Linden, from Batavia, and sailed 24 for Amsterdam; Adelheid, Ehlers, from Singapore, and sailed 25 for Falmouth; Edmund Graham, Davis, from Singapore, and sailed 24 for London. 25, Hollands Trouw, Vos, from Batavia, and sailed 26 for Amsterdam; Corea, Garry, from Yokohama, and sailed for London; Twee Gezusters, Bernelt, from Banjoewangie, and sailed 26 for Amsterdam; 26, Sparkenhoe, Butler, from Sourabaya, and sailed for Amsterdam; Anthony v. Hobokken, Harzewinkel, from Banjoewangie; 27, Schultze Delitsch, Mehn, from [illegible]on; Luisita, Gordia, from Macao; Manila, Alcatena, from Ma[illegible] St. Helena, Feb. 21, Banda, from Japan.

[illegible]: Feb. 4, Patriot, Nordholt, from Singapore, and sailed 7 for [illegible] Alvington, Adams, from Colombo, and sailed 9 for New York, [illegible]ire, Cordonnet, from Macao, and sailed 15 for Havana; 11, Samu[illegible]ll, from Macao, and sailed 15 for London; 12, Advance, Taylor, from [illegible]erpool, and sailed 13 for Singapore; 14, Henri, IV., Alezais, from Macao; 18, Anastasia, Ferreros, from Manila; 6, M. W. Sass, Arentzen, sailed for Singapore; Jan. 29, Glenlee, Dunn, from Macao; Eugene and Adele, Lacroix, from Macao; 30, Caldbeck, Garside, from Singapore.

Off Cape Recife: Jan. 20, No. 0,379, 3rd d. p. (ship), from Macao for Table Bay.

At Algoa Bay: Jan. 29, Verdandi, Lofquist, sailed for Batavia.

The Admiralty have invited tenders for the conveyance of 4 tons (heavy) shells, &c., 25 tons (measurement) powder, cases, sponges, &c., and 20 tons navy provisions, from the Thames to Colombo or Trincomalee; a[illegible] to Hong Kong of 9 tons (measurement) tables, &c.

APPOINTMENTS.—The Queen has been pleased to approve M. Gustave Overbeck as Consul-General at Hong Kong for his Majesty the Emperor of Austria, and of Mr. J. H. Bandow as Consul at Bassein for his Majesty the King of Prussia. The Queen has been pleased to appoint William [illegible]ebburn Rennie, Esq., to be a member of the Executive Council of the Colony of Hong Kong. Lieutenant-General Sir Patrick Grant, G.C.B., Colonel of the 78th Foot, has been appointed Governor of Malta.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MARCH 23.

The Budget of the Marine Department was carried by the Second Chamber of the States General by a majority of 16 votes (viz., 44 against 26), and perhaps before this letter is posted I shall have to add that the Military Budget has passed also with a similar majority. Indeed, I have but a few words to add to these facts, notwithstanding that the discussions were very long; they regarded, however, only military matters and questions undoubtedly of much interest to those who are delighted with the idea of making a military and maritime State of the Netherlands, but of very little importance to those—amongst whom I belong—who underwrite the *mot* of M. de Girardin—*il n'y a plus bete que la guerre*. The debate about the question, whether we are powerful enough to defend ourselves or not against the agressive designs of any Power, was indeed curious, and you see that the result was that the majority was of opinion that we can, unless those members think it their duty to throw away our millions, or, as Mr. v. d. Putte said, the India millions. The discussions about the manner and means of our defence were as long and perhaps of the same interest as those about the former question, and, notwithstanding, I will suppose that there are some amongst your readers who can find time enough to read these discussions in full. I certainly think that your valuable space cannot be worse occupied than by inserting even an extract of this arid debate, of which I pick up for your English readers that the monitors and ironclads, by which our maritime service will be augmented this year, will be ordered in England, because it is impossible to build them here.

As to the marine, we stay now before a *fait accompli*, unless the First Chamber of the States General rejects this budget. Our millions will go the way of all the millions, not at once, but some twenty from year to year, in order that "we should always be in the mood," as the Minister of the Marine Department stated, perhaps unwillingly criticising his own plans. His explanations about the reasons why our marine is declining were however too new to interest your readers in India. They certainly know that until now it was said that this resulted only from the fact that there was no firm system followed by any Minister; this reason was, however, denied by the actual chief of that department, who said that the true reason—the very cancer—was that the marine for India appeared till now upon the budget. The present Ministry was of opinion that this was an abnormality, and therefore ceased with it. So India will have in future its own marine, and eight millions of gilders will be spent for this aim in the current year. The service will be done alternately by our maritime soldiers. The protests of some Liberals against these plans had no effect whatsoever. Even the endeavour of Mr. de Roo to give to our arming-fever a pure character of defence failed; his amendment to build monitors (to defend our river mouths) instead of ironclads (with power to cross the seas) was rejected by 38 against 29 votes.

The Minister of the Financial Department has made known that a new postal communication is organised with China, *via* St. Petersburg and Siberia. Twice a week, viz., every Tuesday and Friday, a mail is despatched from St. Petersburg for Kiachta, and from there a mail is expected four times a month (the 5th, 12th, 19th, and 26th) to Tien-Tsin, *via* Urga, Kalgan, and Peking. The distance from St. Petersburg to Kiachta is performed within five weeks, and from there to Peking in thirteen days. The letters which are sent by this mail must be addressed "*via* St. Petersburg," and when they are posted in China the address must be provided with the inscription "*via* Kiachta."

The many truths contained in your article, "Java and the Dutch," are read here with a good deal of interest. Indeed, the writer was entitled to say that our colonial policy is but monopoly in its worst form. It is true that the Liberals have since 1849 defended the rights of the natives, and urged that this monopoly should be abolished. But they did not succeed, because even the Radicals were too timid, notwithstanding public opinion has compelled them to place the industry of Java on a more equitable, satisfactory, and stable basis. Now that the Government is again in the hands of the Conservatives, I need not say that we have no hope for any improvement. The Colonial Minister Trabranen, being the leader of the colonial politicians here, and Mr. Myer at Batavia, every hope for any Liberal reform is annihilated. The Liberal papers may insist upon it and warn for the future, but this cry is now only a *vox clamantis in deserto*. Indeed, to keep the natives in a low and servile condition has been and is still the aim of the extortionate Conservatives. Perhaps you are astonished that the Liberals could not force their measures; but they are not supported by the nation, which has been disgusted with colonial matters by a paper war of ten years about measures that never were applied, and, believing the threatenings of the Conservative papers that the colonial returns will be lost by the Liberal measures, the electors support the Conservative candidates, and make it impossible that the Liberals can apply their system of reform.

The question to provide the want of medical officers for the service in India was much discussed during the last days in the papers, and in consequence thereof Mr. Janckbloet urged in Parliament that their petition should be improved, to prevent the manifold demands for dismissal from the service; and to set the Chamber the opportunity to prove that the members were willing to assist the Cabinet in this matter, he proposed to augment the chapter personal of the marine of the budget with 1,600f. which proposal was approved of by 49 against 20.

During the last Parliamentary discussions the Parliament was also interpellated about the desirableness that a steam mail packet service should be organised between India and the Netherlands; the Government, however, was of opinion that such a line should be organised with more success by private persons than by the Government.

In a former letter I told you that Mr. Fransen van de Putte (ex-minister) published in the *Tydschrift voor Ned Indie* some extracts of important but secret Government papers relating to India. A rumour is now current that he will be prosecuted therefore, but as it is only published by the Conservative papers, I think it will be prudent to wait for further particulars before believing it.

The last returns about the rinderpest are again less favourable. For the week ending the 9th of March 1363 heads of cattle were attacked, against 1248 and 1607 in both the previous weeks.

Within a very short time a second edition will be published of the valuable work: "*Fleurs, Fruits et Feuillages*, choises de la Flore et de la Pomone de l'île de Java, peints d'après nature," par Mad. Berthe Hoola van Nooten.

To-day a new story is afloat, saying that France is engaged in forming a confederation, of which she is to be the front and chief, and Holland, Belgium, and Switzerland the other parts. France, by virtue of a plebiscite, is to have Luxemburg, and the alliance is said to be one of the same kind as that between Prussia and the other German States. I need not say that the only object of the alliance should be to counteract the influence of the German League. All that I can say about that improbable story is, that I do not believe one word of it; so much is certain, that the Netherlands never will enter into such an alliance.

Mr. G. F. Plate has asked for his dismissal as Dutch Consul at Kanagawa; Mr. W. van der Tak is appointed in his place.

COMMERCIAL.

COFFEE.—There is not much passing, but prices are fully supported. The transactions since the last auction only include 1000 b. Padang, ex Brouwershaven, at 42½ to 43¼ c.

SUGAR (Raw).—The dull opinion which prevailed for some time in the market had an unimportant influence upon the Trading Company's auction, which was held on the 20th, when 75,845 kranjangs and 1528 b. Java sugar were offered for sale. This important quantity was totally sold, and principally to our refiners; only 7000 kr. were bought for export.

The prices paid were, compared with those of Nov. last, f.¾ to f.2 under Nov. value, viz.:—

Standard No.	5	...	f. 26	f. 26	Standard No.	13	...	f. 32¼	f. 33
,, ,,	6	...	27	27	,, ,,	14	...	33¼	34
,, ,,	7	...	27½	28	,, ,,	15	...	33½	35
,, ,,	8	...	28¼	29	,, ,,	16	...	34¼	35¾
,, ,,	9	...	29	30	,, ,,	17	...	35	36¼
,, ,,	10	...	29¾	30¾	,, ,,	18	...	35½	37¼
,, ,,	11	...	30¼	31½	,, ,,	19	...	35¾	37¾
,, ,,	12	...	31½	32	,, ,,	20	...	36¼	38

Since the auction no private transactions have taken place; holders decline to operate at this quotation; they are waiting for an improvement now that the alterations of the sugar duties are so near at hand. With the 1st of May these duties will be fixed as follows:—Raw Sugar: 1st class, f. 25.38; 2nd, f. 23.76; 3rd, f. 21.60; 4th, f. 18.09; extraordinary class, f. 25.92 per 100 kilo.

The stock of raw sugar on the 15th, 38,980,919 ks.

RICE.—The demand for home consumption has improved; the quotations, however, are unaltered.

SPICES.—There was more inquiry during the latter days. Nutmegs: No. 1, 88f.; No. 2, 78f.; but nothing is offered at these prices. Pepper: a small lot was sold at 17¼ cts.

TEA.—The results of the auction of 6819 ¼-chests 3274 ½-chests Congou; 1117 ¼-chests and 283 ½-chests Souchongs; and 443 ¼-chests Pekoe, imported ex Monarchy, from Foo-chow-Foo, was not very cheer-

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ful. The greater part was bought in, and the last that sold were under valuation. The prices paid were as follows:—

4665/4 en 1835/12 ch.	Finest Kaisow Congou	...	96c. to	118c.
145/4	„ Superfine Souchong	...	136	138
382/4	„ Extra ditto ...	...	136	140
‖106/4	„ Fine	...	89	—
99/4 en 128/12	„ Fine	...	90	93
84/4	„ Curious	...	143	160
186/4	„ Extra Curious ...	...	165	171
114/4 en 155/12	„ Finest	...	86	112
47/4	„ Finest Flowery Pekoe	...	130	—
72/4	„ Extra Fine ...	...	150	—
50/4	„ Extra Curious ...	...	142	145
160/4	„ Extra Curious ...	...	140	141
114/4	„ Extra Curious ...	...	225	230
2358/4 en 1235/12	„ Finest Kaisow Congou	...	95	130

On the same day were offered 66 ¼-chests Congou; 28 ¼-chests Souchong; 19 ½-chests Pekoe; and 7 ½-chests Boei, imported from Java per Ramsay. The prices paid for those lots that were not bought in were:—Congou, 66 to 81 c.; Souchong, 71 to 101 c.; Pekoe, 136 to 191 c.; Boei, 47 c.

MANILA CIGARS.—On the 28th inst. 380 mille 2a Cortados Manila are announced for sale.

ARRACK.—100 cases Sourabaya Alcohol, ex India, were sold at f. 141, and 30/1 7/2 cases do., ex Hollandia, at f. 165.

JAVA INDIGO.—The demand was chiefly confined to the better descriptions, for which fully previous prices have been obtained.

SILK (RAW).—The auctions that were held here gave the following results:—

216 b.	Sodai (bricks)	f. 27¾	to 38	per kilo.
6 „	Mastah (slips)	27 „	29½	„
12 „	Maybash (dyepots)	38½ „	45¼	„
8 „	Sinshiu (slips)	35¾ „	39¾	„
163 „	Oshio	30 „	44½	„
53 „	China	33½ „	36¼	„
13 „	Sinschu (flotillons)	41¼ „	44¾	„
5 coll.	Java	25 „	29	„

There were but a few buyers, and in particular those from France and England failed. The ordinary qualities were sold 5 to 8 per cent. under valuation, whilst the fine qualities were paid above valuation. 50 b. China were bought in; 150 b. were bought for the Swiss; 150 b. for France; 100 b. for Germany; and 50 b. for England and Holland.

BANCA TIN.—After 56f. were paid for 200 slabs last week, the prices declined, according to reports from the English market, and quantities were in vain offered at 55½f. to 55½f. Since then an improvement took place, upon the communication that English tin was paid £2 higher on the London market, so that 1000 slabs were sold at 55½f. and 400 slabs at 55¾f. At the close of the market no better price than 54¼f. could be obtained.

COCOA-NUT OIL.—25 cases Cochin were paid with 38f., and some parcels prima Ceylon with 34f.

INSURANCE PREMIUMS.—For Java and Sumatra, manufactures in bales, 3½ per cent.; in oilcloth, 3 per cent.; in chests, 3 per cent.; in chests with tin plate, 2 per cent.

For China	direct ..	3	per cent.	3¾ do.	4	per cent.	4¾ do.
	via Java..	3½	„	3¾ do.	4½	„	4¾ do.
„ Japan.	direct ..	3½	„	3¾ do.	4½	„	4¾ do.
	via Java..	3½	„	4 do.	4¾	„	5 do.
Australian	.. ..	2¼	„	2½ do.	3½	„	—

MONEY AND STOCK MARKET.—The Stock Market was better supported and the tone was more cheerful, but business was in general very limited. Dutch Two and a-Half per Cents., 55 per cent.; Three per Cents., 64¾; Four per Cents., 86⅜; Trading Company, 144; Spainish Two and a-Half per Cents., 31; Portuguese Three per Cents., 40⅜; Russian 1866, 66; Austrian Five per Cents., 45⅛; United States 1874, 74¼; do. 1882, 77. Money unaltered.

CHANGE.—London: 3 mo., f.11.75; 2 mo., f.11.78; short, f.11.84; Paris, 3 mo., f.46.62½; 2 mo., f.46.72½; short, f.47.05; Antwerp, 3 mo., f.46.50; 2 mo., —; short, f.49.85; Bremen, 3 mo., f.111.50; Berlin f.171.25.

SHIPPING INTELLIGENCE.

DEPARTURES.—March 7, from Brouwershaven, for Sourabaya, Susanna Johanna; for Batavia, Johannes Antonius; 8, from Hellevoet, for Batavia (*vid* Newcastle), Van der Palm; 11, for Batavia, President Plate. 17th, from Texel, for Batavia: Dordrecht; 21st, for Batavia: Nicolaas Witsen.

ARRIVALS.—None. There are many ships in the Channel, which will arrive to-day or to-morrow, now that the wind has altered.

PASSENGERS OUTWARD.—For Java: per Nicolaas Witsen, Mr. G. van Heeteren and family, Mr. J. W. Synja and family, Mr. J. Landman, Miss S. Aernoat, and J. A. van Driel; per Dordrecht, Mr. H. Fontyn.

The Trading Company charternd the following twenty-one ships to convey produce from Java to Rotterdam: Johann Maria, M. A. Overgaauw; Julie, F. J. Cherpion; Helena and Anna, W. van Aalborg; Almonde, M. Pijl. To Amsterdam: Elisabeth, IJ. Feenstra; Alblasserdam, J. 'tHoen; Johannes Lodewijk, P. van Delft; Souburg, M. W Swart; Huydecoper, D. Forbes Browning; IJstroom, A. Hansen; Wilhelmina and Elise, A. K. Wietsma; Gelderland, P. J. Mulder; Vier Gezusters, S. K. Otto; Nicolaas Witsen, J. Portengen; Anna Digna, J. G. Lucas; Kaap Hoorn, L. J. Dik; Jacoba Cornelia, G. Jansen. To Dordrecht: Kinderdijk, J. Verdoes. To Middelburg: Zeelandia, J. Botesz. To Schiedam: Jan van Galen, M. C. Braat; Hendrika, M. van der Valk.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MARCH 23.

A very important public meeting was held last Saturday at the Exchange Rooms in this city to take into consideration the proposal made for establishing an independent German Institution for the classification of vessels under the name of the "Germanic Lloyd's," in order to emancipate the shipowners from the monopoly hitherto enjoyed on the Continent by the French, "Bureau Veritas." It appears that for a long time past complaints have been made of the heavy charges levied by the surveyors of that company, the unfair and arbitrary manner in which they classify vessels, and above all for the late innovation of prefixing a star before the names of certain vessels which gives them a still better character than A1, or as they call it "3-3rds confidence;" as this is arbitrary and causes much confusion, as well as the payment of a higher premium of insurance on vessels not so distinguished by the star. The agitation has been going on for a long time, until Mr. August Behn, an extensive merchant and shipowner of this city, boldly convened a public meeting to take the needful measures. Hitherto the Marine Insurance Companies and underwriters were opposed to the movement on the ground that the Register of the Veritas was quite sufficient for all practical purposes and deserving of their confidence; but latterly they have withdrawn their opposition, and were numerously represented at the meeting which was attended by more than three hundred shipowners, underwriters, and shipbuilders, mostly of this city; but there were also many delegates from Bremen, Lubeck, Rostock, Kiel, Apenrade, Altona, and many Baltic ports, who unconditionally expressed their perfect concurrence with the object of the meeting, which was eloquently explained by Mr. Behn, who was unanimously called to occupy the chair. After a debate of three hours, there being a good deal of opposition and partiality evinced in favour of the Veritas, the first question, "Is it the opinion of this meeting that an independent German Institution for the classification of ships be formed?' was put to the vote and decided in the affirmative by a very triumphant and overwhelming majority. In consequence of the lateness of the hour, the meeting, on the proposal of the chairman, postponed the discussion of the second and third resolutions to another time, and proceeded to appoint a committee of eleven gentlemen, consisting of two merchants, three shipowners, three underwriters or directors of insurance companies, and three shipbuilders. Among those elected were Mr. Senator Godefroy, shipowner; Mr. Duncker, the manager of an insurance company here; Mr. Edward Ferber, the director of the large shipbuilding and machinery works; and Mr. Behn, all of this city; Mr. Consul Pactow, of Rostock; Mr. Christel Watjen, of Bremen; and Mr, Consul H. H. Meier, the director of the North-German Lloyd Steamship Company at Bremen, and one of the members of the North-German Parliament for that city, a letter from whom to Mr. Behn was read to the meeting, expressing his regret that his Parliamentary duties at Berlin prevented his personally appearing, but assuring him of the deep interest he took in the subject, and promising his most cordial support. The two questions, the discussion of which was postponed to the next meeting were the seat of the new institution and its name; but the former is provisionally located at Hamburg, and it will probably be so confirmed, though Bremen has undoubtedly a strong claim to the honour. And with regard to the name, Mr. Behn proposes and has all along in his newspaper articles, pamphlets and speeches, called it the "Germanic Lloyd's," which sufficiently denotes its character and object. As it is a part of the proposed plan to appoint surveyors of ships and agents at every port of importance all over the world, I would venture to suggest to those of your readers in the Far East who may wish to obtain the appointment in their respective ports, to lose no time in making application to Mr. Behn or any of the the other gentlemen belonging to the Provisional Committee mentioned above.

The much-talked of Austrian Expedition to the Far East is after all to take place this year, and will be sent out in the ensuing autumn, the Emperor having signed the decree on the 27th of February last. The credit of persuading the Emperor to give his consent is chiefly due to the untiring exertions of the municipality and merchants of Trieste, supported by the influence of the Minister for Trade, Admiral Baron von Wullerstorf, formerly in command of the Novara Expedition, Dr. Parouta, the *Podesta* or Mayor of Trieste, having lately received from the Emperor the Insignia of an Austrian Order of Knighthood, repaired shortly after to Vienna to thank his Majesty for the honour conferred on him, and took the opportunity afforded him at his audience of the Emperor to bring forward the subject again, and to urge the importance of the expedition and the benefits that would accrue to the Austrian trade—more especially on the opening of the Suez Canal—from treaties of commerce with China, Siam, and Japan. The result was that the Emperor promised him the expedition should be sent out, but that it could not take place before the autumn of this year, owing to the absence of Vice-Admiral von Tegethoff, who is selected to command the squadron, that officer having been sent on a special mission to the United States to examine their naval institutions, ships of war and latest improvements in steam machinery. The Emperor has royally kept his word, and a very few days afterwards he signed the decree as above stated.

Herr Lesser, hitherto Acting Prussian Consul at Bangkok, is appointed Consul at that port.

COMMERCIAL.

COFFEE.—There is an inquiry for inferior descriptions, but the better qualities are rather neglected. Prices, however, are everywhere well supported.

SUGAR.—Market weak, with a tendency to go lower. Refined decidedly dull.

RICE.—No alteration in quotations nor sales of magnitude to notice; but there was a fair amount of small transactions.

SPICES.—Cassia Lignea continues in favour, and full rates are willingly paid; 2,000 chests lately arrived per *Bernhard Carl* were sold by importers at 11½. sch. bco. Ginger commands more attention. Pepper neglected.

TEA.—Market rules firm. Of Congou 1810 8ths and 224 16ths, ex *Bernhard Carl* from Amoy, were sold at full prices by private contract, as also several smaller parcels of older importation of Congou, Pekoe, Souchong, and Hyson.

SPELTER.—This market is in a rather better condition, and more confidence is felt in the article. The following articles were sold:—

1,000 centners,	special marks, afloat at	14 mks.	4	sch.	bco.
1,000 do.	common „ do.	14 „	2	„
2,000 do.	for spring delivery	14 „	2	„
4,000 do.	do. do.	14 „	2	„
1,000 do.	ex warehouse do.	14 „	3½	„

DISCOUNT.—1¾ to 2 per cent. Money plentiful.

SHIPPING.—Advices received here state that the Bremen brig *Triton* has been sold at Hong Kong for $11,800.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, WEDNESDAY, MARCH 27, 1867.

THE NEW POSTAL SERVICE.

IN our issue of the 16th we published the memorial of the China merchants on the present working of the mail service; the terms, however, of the new contract appear to have been decided on before it reached the Government. Tenders have been invited for the following services by the POSTMASTER-GENERAL:—From Southampton to Alexandria, calling at Gibraltar and Malta, weekly. From Marseilles to Alexandria direct, weekly. From Brindisi to Alexandria, weekly (as an alternative route with Marseilles to be entered on only in the event of the harbour and the rail over Mont Cenis being approved). A fortnightly service between Aden and Yokohama, calling at Galle, Penang, Singapore, Hong Kong, Shanghai, and Nagasaki, with a separate price should Suez be substituted for Aden.

The India-office invite tenders for a weekly service between Suez and Bombay, *via* Aden, and a fortnightly one between Calcutta and Yokohama, calling at Penang, Singapore, Hong Kong, Shanghai, and Nagasaki—this to be an alternative route with that invited between Aden and Yokohama. According to this, our mails would be conveyed to Bombay, thence overland to Calcutta, and so on by steamer. This project is not at all likely to be carried out, and is, we understand, simply an experiment on the part of the Post-office to see how far their ideas can be effected in conveying all the Far East mails through India, thus leaving the Indian Government to manage the whole of the services on the other side of Suez. We must repeat, however, that these views were embodied in the tenders before the receipt of the memorial of the China merchants, to which no reply has as yet been received. We understand that the P. and O. Company are quite impressed with the necessity of having a separate line from Suez to China, leaving the India service to be worked through Bombay, and we expect this is the shape that the new contract will ultimately take. The rate of speed demanded is ten knots and not eleven, as recommended by the committee of inquiry last year.

PROGRESS IN JAPAN.

A YEAR has not yet elapsed since the date of that notable edict whereby the GOROGIO extended the privilege of foreign travel to all classes of Japanese subjects. Although grave doubts were expressed in some quarters regarding the practical value of this concession, we ourselves could not do otherwise than hail it as the probable harbinger of a new era of progress and enlightenment; nor have we been disappointed. A revolution is rapidly taking place, both in the social system and the foreign policy of Japan, the importance of which cannot be too highly estimated. The new SHIOGOON now has properly accredited representatives at several foreign Courts; not sent reluctantly or grudgingly, but evidently in a cordial and friendly spirit, and with a full appreciation of the value and importance of unrestricted diplomatic intercourse. Imperial Commissioners have visited in turn the capitals of England, France, Holland, and Prussia; a special envoy has been sent to Russia, whose credentials set forth the regret of the SHIOGOON that he was unable to visit the Emperor of that country in person; and the *Colorado* has just reached San Francisco with a Japanese Minister and suite *en route* to Washington. Nor are the evidences of increasing liberality on the part of the Government confined to mere official courtesies; for we find that special commissioners are being sent to represent Japan at the forthcoming Paris Exhibition, independent of a large number of gentlemen, some of them of high rank, who are on their way to be present at its opening. The Japanese Government too will be important exhibitors, a large collection of choice specimens of arts, manufactures, and products having arrived by the steamer *Azoff*. KAWAGI, a military officer holding the rank of lieutenant-colonel in the SHIOGOON'S army, has been sent to this country with thirteen younger officers to place themselves under the protection of Her MAJESTY'S Government during their stay here, for the purposes of study &c.; and a few days since *The Times* announced their reception at the Foreign-office by Lord STANLEY, who has appointed the Rev. W. O. LLOYD, Chaplain R.N., to be their "guide, philosopher, and friend." [By the way, *The Times* still keeps up the farce of calling the SHIOGOON "HIS MAJESTY the TYCOON."] SATSUMA, always foremost in the march of progress, has already sent two envoys to Europe, who have expended vast sums in the purchase of machinery, arms, &c., and have left behind them numbers of young men to study and perfect themselves in European knowledge and civilisation; and the two brothers of this Daimio are now on their way to Paris, to be present at the Exhibition. To these significant facts must be added another, which at the first glance may perhaps seem unworthy to be classed with them—the departure of various troupes of native jugglers and acrobats for Europe and America. This is in fact deserving of special notice, as a proof that the permission to travel is not a privilege reserved exclusively for the higher and more powerful classes, but extends equally to all. The existence of a school under French direction at Yokohama, the avowed intention of the Government to establish a college on the English system, and the improvements now being introduced into the IMPERIAL army, are all additional evidences of a firm determination on the part of this brave and intelligent race to assume the first position among Eastern nations, and to strive for that end not only by freely accepting foreign aid, but by putting their own shoulders steadily to the wheel of progress. How long will it take them, we wonder, to reach that stage of civilisation which rejoices in a Reform League, and weekly "demonstrations?"

THE SAN FRANCISCO AND CHINA LINE.

THE Atlantic cable brings us a telegram announcing the arrival at San Francisco of the *Colorado*, the pioneer of the new line, on her return voyage from China and Japan. The actual date of her arrival is not given, but we presume it to have been the 20th, and the telegram reached London on the 21st, thus bringing news from Yokohama in twenty-two days, or forty days later than that by the last P. and O. mail. This voyage of the *Colorado*, although to a certain extent successful has not fully answered the expectations entertained, for she was expected to perform the passage each way in twenty-five days, instead of which thirty days were taken for the outward, and thirty-three for the return trip. She is however less powerful than the new ships *Great Republic* and *Celestial Empire*, and when those vessels are placed on the line they will doubtless achieve a higher rate of speed. From Hong Kong we have no later news, telegrams having long since been received to the 18th ult., notwithstanding the disorganised state of the Indian lines; moreover, the items given as China news would be entirely valueless, even if they were of a later date. No doubt it is very kind of our American cousins to tell us that "the United States Minister at Peking is in high favour with "the Imperial Court," and the announcement is one likely to be extremely gratifying to Mr. BURLINGHAME'S family circle; but a brief summary of serviceable mercantile news would be received here with much greater favour than such unmistakable "bunkum" as this. On the other hand, the Japan news brought by the new route is always likely to be of much later date than that conveyed through any other channel, and the telegrams from Yokohama, if carefully drawn up, will be most valuable. The present one alludes to the death of the MIKADO as having "happened recently," and in a cursory manner which implies that the event would not have been mentioned at all but for its effect on the markets. If true, it is a startling and important piece of news, and should have been made a prominent and distinct clause; but if, as is equally probable, it refers to the recent death of the SHIOGOON, it is entirely superfluous, and indicates gross carelessness or ignorance. The telegrams are as follows:—

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NEW YORK, March 20.

The Pacific Mail Company's steamship *Colorado* has arrived at San Francisco, with dates from China to the 17th and Japan to the 27th February. The Japanese Embassy to Washington are among her passengers. Her cargo consists of 270 chests of tea.

The American Minister at Peking was in high favour with the Imperial Court.

The Chinese Government resisted all efforts made to obtain authority to construct a railroad through Mongolia. The French were about to make a short road from Shanghai to Leichow (Soochow).

The Russian fleet was to sail for the Mediterranean.

Piece goods were firm at Hong Kong.

NEW YORK, March 21, 5.30 P.M.

Intelligence has been received from Japan by the steamer *Colorado* down to the 26th of February last. Business was dull in cottons, and, indeed, in all kinds of goods, on account of the death of the Mikado, which has happened recently. Teas are nominally lower; the best were sold at from 31c. to 41c. Sterling exchange, 52d. The British steamers *Scylla*, *Basilisk*, *Argus*, and *Foam* were at Yokohama.

We are also informed by telegram that the Pacific Mail Company's steamer *Hermann* had left San Francisco for Yokohama. This vessel is, we believe, intended for a store ship, and to serve as a spare vessel in case of emergency. The ship *Day Dawn* sailed on 1st March for Hong Kong with $234,000 in specie.

THE "ERIN" BARRATRY CASE.

CRIMINAL, as well as civil law, has its "glorious uncertainties." There are wide differences in the manner of its application; it is notorious, for instance, that certain crimes are punished with far greater severity on some of our circuits than on others. This being the case it need surprise no one to find even still wider differences between the way in which the same law may be administered at home and in a distant colony or settlement; and indeed experience goes to prove that in most of the Far Eastern settlements there is a general desire to put a lenient construction on the penal laws. The sentence passed in the case of the *Erin* is, however, strikingly at variance with this, and presents quite a startling contrast with the decision given in a *cause celebre* of the same class lately tried in the Central Criminal Court—we allude, of course, to the notorious *Severn* case. In this last-named trial, the evidence for the prosecution was as complete and positive as it could possibly be. It was absolutely proved that the prisoners BERWICK and HOLDSWORTH, were not only cognizant of the intention of the master and mate to scuttle the ship, but that they themselves had originated the crime, had deliberately planned its details, and had bribed these men to carry it into execution; and further, that this was only one—happily the last they will have the chance of attempting—of a long series of similar offences. The circumstances have been fully reported in our columns, and it is therefore unnecessary to dwell further on them, except to recall the terms of the sentence, by which the originators of the conspiracy were condemned to twenty, and the two lesser offenders respectively to ten and five years' penal service. In the *Erin* case, on the other hand, it is acknowledged that the evidence, although strong, was purely circumstantial in its nature; of the guilt of the master and mate there could be no doubt, and Mr. SCOTT was also implicated, but there was no direct positive evidence (as in the case of HOLDSWORTH and BERWICK) that he was the sole originator of the plot; and the sentence passed on him of penal servitude for life is merciless in its severity. It must be admitted on all hands that a person who is privy to a conspiracy to cast away a vessel, even should he entertain no design of profiting by it, is guilty of a very grave offence; and we would by no means have it inferred that we advocate any relaxation in the stringency of the existing law against such crimes. Still we cannot avoid noticing the manifest inconsistencies that exist in the application of the law. If twenty years' penal servitude be a sufficient punishment for HOLDSWORTH and BERWICK, then the sentence on SCOTT is manifestly far too heavy in proportion. At any rate it is a case in which justice might well be tempered with mercy. An earnest desire is manifested by all who have interested themselves in the case to endeavour to obtain some mitigation of the sentence, and we cannot but hope that the efforts thus directed may be successful.

SIAMESE EMBASSY TO FRANCE.

AMONG the passengers inward by the last French mail steamer might be observed the names of two Siamese gentlemen, with the parenthetic note "Siamese Ambassadors." It appears that the principal of these, PHYA SURUWONGS, is the only son of the KALAHOME, and is accredited by the King of SIAM as a special envoy to the French Court. The object of his mission is at present a secret, but it is well known that he was despatched somewhat hastily, and there is little doubt that he conveys some representation regarding the late extraordinary conduct of Monsieur AUBARET, the French Consul at Bangkok. It is not at present known whether his Excellency will visit this country before returning to the East.

THE French Emperor has commissioned Lieutenant Varennes to proceed to Saigon, to examine into the condition of the colony, and to report on the means of extending its trade with the neighbouring countries.

Correspondence.

TEA SEASON OF 1867-68.

(To the Editor of the *London and China Telegraph.*)

SIR,—Having perused with deep interest your valuable remarks on this engrossing subject of the China trade, I venture, with your indulgence, to point out some further causes for the continued disasters by which it is characterised, which have gained such an unenviable notoriety for a branch of commerce that used to reflect credit on all connected with it, and which intimacy with the trade may perhaps justify me in commenting upon.

With undoubted truth you remark, Sir, that all your advice has been offered year after year and ignored, and that it is almost too much to expect now that prudence will ever again be exercised in China in operations in this great commodity. The subject, however, has now come to a crisis, and the remedies must be applied at once, unless the trade is to pass almost entirely into new hands.

But what are these remedies to be? First of all, let houses in China whose transactions in tea necessitate their employing an inspector of their own, protect themselves by engaging persons in such capacity whose acquaintance with the article is something more than a hurriedly acquired knowledge of how to arrange a dozen samples according to their relative value, who have been entrusted with the conduct of transactions here, and who know the meaning of a letter of credit and the responsibility of negotiating a set of bills of exchange under it. Let an end be put to tea-tasters being allowed to accept credits from brokers whose failing legitimate business necessitates their resorting to such means of support, limiting them to occasional shipments through their employers' books, and then one great evil in the trade will be done away with, competitors will be fewer, and we shall less frequently hear of firms' calculations for operations being frustrated by their own inspectors. Secondly, competition might be much further reduced by resorting more to the brokerage system on the China markets, while it is clear occasional operators could buy to much more advantage through a public inspector whose constant transactions keep him acquainted with the daily fluctuations of the market than by keeping a tea-taster of their own, who when he is instructed to buy is at the double disadvantage of being regarded by the teamen as a compulsory operator and treated accordingly, and of not being posted up in the stock and its exact value. Thirdly comes the evil of the professed commission-houses at the tea-ports, whose execution of orders this season has been the cause of so much discussion—a difficulty which it appears to me could be very easily removed by houses who have no establishments of their own at those ports, refraining from risking operations there—certainly transactions of magnitude—unless they can spare one of their own firm to proceed with the order and protect their interests. Lastly, importers in this country might defend themselves much more than they do, and thus a further protection to the tea trade would be given, if they would transmit their orders to a house in China whose partner or manager has a practical knowledge of tea himself, enabling him to form his own opinion whether the limits with which he is entrusted be practicable, instead of having to be guided by an inexperienced and irresponsible person.

Trusting you may deem these remarks worthy of space in the nex issue of your valuable journal, and apologising for their great length,—I am, Sir, your obedient servant, MERCATOR.

London, March 20, 1867.

(To the Editor of the *London and China Telegraph.*)

SIR,—As the interests of all parties connected with the tea trade are so closely interwoven with the results of the approaching season of 1867-1868, we hand you for re-publication in your esteemed journal a letter which we addressed in our monthly circular of January, 1863, to the "Importers of Tea and their Buyers in China," and although it then failed to realise the object we had in view—of protecting the importers of tea from the ruinous loss they have since sustained by their rash purchases, yet we think the time has now arrived when it may be read with attention, and be productive of fruitful results to those who will adopt its advice.

Although four years have elapsed since it was written, we can find no further corrections necessary than those which bear on the alterations of the duty and the retail prices of tea here, for as the former has been reduced from 1s. 5d. to 6d. per lb. so the latter (influenced by competition) shows a corresponding reduction, and as the general consumption at that time was running upon teas at 3s. 4d., 3s. 8d., and 4s., it has now been reduced to 2s. 4d., 2s. 8d., and 3s.—We remain, Sir, yours truly,

W. S. SHUTTLEWORTH and Co.

34, Fenchurch-street, London, March 26, 1867.

If our memories deceive us not, why, in the time of monopoly, the highest price paid by the Honourable East India Company was 25 taels for Congou Tea, with the trade confined to Canton, and the attendant charges on a long overland transit! &c., &c. And now, with the whole of China open to you, and access to the very centre of the tea districts, you are paying 50 per cent. more, and vieing with each other in the race to ruin.

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As Congou is the staple article of consumption, we will pass over all other descriptions in this letter, and confine ourselves to that alone, and if we attain our object of rendering you a service, we may on a future occasion draw your attention to other sorts.

It must be clear to every reasonable man that Tea can be produced as cheap (if not cheaper) in China, as in Japan, the culture must be about the same, the cost of transit similar, and yet we have recently bought fine Japan Tea at 1s. 3d. to 1s. 6d., while you require nearly double that sum, you say, to cover cost price.

As it is never too late to amend a foolish course, we hope for better results in the approaching season. Act with unanimity as a body of merchants if you can, but if one rash, headstrong buyer chooses to act the fool, pray do not let the old adage apply of its making many. Abide your time. We shall have a sufficient and working stock to go on with, and shall be well able to wait a few months, if it is to learn that English capital has not been recklessly thrown away, and that our merchants in China have exercised a discretion in the purchase of their Tea, which will ensure them a profitable result, and that the duplicity of John Chinaman has for once been beaten by forbearance.

From the prices that have been paid for the last two or three years, and the capital which the Chinese teamen have no doubt realised, a further stimulus will have been given to a still larger production for the ensuing season, and we expect to hear of its being brought down early to the ports, and in large quantities; and it will thus be a most favourable opportunity for showing a determined attitude, and a determination not to waver.

We have always been led to suppose that China could furnish us with an illimitable quantity of Tea, and present appearances justify the assumption; and we would strongly impress on you at this moment the urgent necessity of vigilance and judgment. If your markets are over-supplied, reject the lowest grades at any price. Confine your selections to fine and good consumable quality, and this will tend to encourage the production of Teas of good quality, to diminish your shipments, and relieve this market of a cumbrous weight of dead stock. Let caution govern your purchases, see your finest Congou laid down here at 1s. 8d., fine at 1s. 6d., and good at 1s. 4d., and by adding the duty (1s. 5d.) to these prices, a little reflection will convince you that they are extreme rates to be safe, and barely showing a sufficient margin for profit to yourselves, as well as to the wholesale and retail dealers.

SALE OF THE STEAMER "SPUNKIE."

(To the Editor of the *London and China Telegraph.*)

SIR,—We shall feel obliged by your correcting an error which appeared in your journal of the 6th inst., namely, "That the *Spunkie* was sold in Japan for five years' credit." Having only just returned from Nagasaki, the writer is enabled to state positively that the steamer *Spunkie* was sold by our firm at Nagasaki for one half cash and remainder in six months, the greater part of which balance was paid prior to his leaving Japan.

Apologising for thus troubling you, we are, Sir, your obedient servants,

ALT, HOOPER, and Co.

32, Great St. Helens, London, 12th March, 1867.

THE PARIS EXHIBITION.

(FROM OUR CORRESPONDENT.)

THE Far East will make some figure at the Exhibition, the doors of which will irrevocably be thrown open to the public, at least to those who are bearers of the necessary *open sesame*, on the first day of April. The adjoining courts devoted to the products of China and Japan are now resplendent with gold and colour, and the porcelain, bronzes, lacquered, silk, and other wares will be seen in a series of suitable compartments. The front of these courts is decorated with pierced woodwork, the walls are covered with the zodaical signs and other decorations, and the partitions and general embellishments and fittings will all be as far in keeping with the articles which are to be exhibited as French ingenuity can make them. In the garden, or park, as it is called, the Chinese building is progressing rapidly, the roof is seen high in the air, and we are promised Chinese cookery, Chinese workmen, Chinese barbers, and I know not what else, the exact extent of which we shall know more about some little time hence. We are told that the authorities at Peking have invited Chinese merchants and others to send their wares to Paris. It is to be hoped that some will respond to the call, and even if the contributions do not arrive for a few weeks they will be very welcome. The collections made by French agents and amateurs will doubtless be interesting, but the appearance of the names of some real Chinese exhibitors in the catalogue will be a characteristic fact in the history of industrial exhibitions.

It is said that the *Azoff* brings 400 tons of goods from Japan, together with a commissioner, two secretaries, two merchants of high standing, and a numerous suite, amongst whom are three females who are to act as attendants in the tea-house in the Exhibition grounds, where we Westerns are to see for ourselves how the Japanese make and serve the cup that cheers but not inebriates. Now that London is amused by Japanese jugglers it is only fair that an exhibition of arts, manufactures, processes, and customs, should have its Japanese and Chinese courts and pavilions. If it be true, as stated, that the Shiogoon has determined to send his brother to represent him at the Exhibition, it will be another proof of the growing interest taken by the Japanese in Western matters, and a further promise of pacific intercourse.

Your readers will be glad perhaps to have a few words concerning the condition of the Exhibition from one who has the pleasure of addressing them from time to time. The preparations are generally well advanced, and although there may be a few corners in the building not quite perfectly arranged, there will be sufficient to occupy the attention of the most industrious visitor for a long time. There is no section of the interior that will not present a tolerably complete aspect, provided the same energy which has heretofore been shown be continued to the end. All the main fittings are done and accessories and decorations proceed so rapidly, that the time that must elapse before these notes are printed will render their news already old. It is pleasant to be able to add that the British Department is certainly not behindhand, and it is more than probable that it will create a surprise in more ways than one. The grounds are divided into the general park and the reserved garden. The former is literally crowded with buildings, some of them of very large size; Russia, Sweden, and Egypt have each several buildings, all finished. The Sultan has a beautiful kiosk. Tunis has a building as large as the Mansion-house, or nearly so. Morocco has a pretty fanciful pavilion. A huge pyramidal building to contain a museum of Mexican and other American antiquities and productions is approaching completion. Spain, Portugal, Austria, Prussia, Belgium, Holland, and Switzerland have erected important structures, and, in several instances two, three, or more. England is completing a very elegant pavilion, entirely constructed of terra-cotta, over her boilers in the Park; a large building, with three high-pitched roofs, which exhibits English bricklaying, roofing, and specimens of various kinds of architectural construction and ornamentations, and a dozen other erections. As to the French side of the Park, the mere list of the buildings would fill a page. The most conspicuous are the Emperor's pavilion, a very beautiful timber-framed house of three stories, with a tower, for the Chief Commissioner; a theatre; a club; a lecture-hall; an immense establishment for storing grain and baking bread for the army, or for large populations; model cottages; machinery and carriage sheds; two or three photographic establishments; and model factories and sheds without end. One very important subject will be admirably illustrated. France has erected an iron lighthouse to show the electric lantern adopted by the Government, and the English Trinity Board is running up a timber scaffold to carry Holmes's magneto electric. Each of these buildings is 150 feet high, so that their lights will not only be seen all over the Park, but for a great distance around. The Trinity House also exhibits two steam fog-horns, which are said to be able to send their warning notes from Dover to Calais. A fine specimen of our lifeboats now stands on its carriage in one of the main roads of the park, and a beautiful steam launch, 40 feet long, lies at Exhibition Pier. The horticultural garden, its twenty-five conservatories and two great aquariums, cascades, lakes, canal, aviaries, plantations, and flower-beds, are nearly finished, and every day shows vast improvements in them. The bad weather has kept the lower parts of the Park in a sad condition, but this is now rapidly improving; the main roads, broad enough for three or four carriages abreast, are now hard through incessant rolling, and the smaller avenues and alleys are being got into good condition; in the horticultural portion the gravel walks are firm and good. In addition to this it may be added that bad weather will not affect the entrance into the building, for there is a complete covered way from the railway on one side, and for those who arrive in carriages or on foot on the other side of the building. Behind the house erected for the Imperial Commission and the juries is a large post-office and telegraph-office, which, I believe, is already in operation. The former includes a *Poste restante*, and letters will be delivered in the building, provided the writer knows whether his correspondent's quarters are in the *Rue de France*, the *Rue d'Angleterre*, the *Rue des Indes*, &c., for all the radial avenues within the building, as well as the avenues and alleys in the Park, are named after the countries or provinces to which they appertain.

Lastly, the necessities of the inner man are not neglected; there are eight or ten restaurants and cafes already open, French, Austrian, and Bavarian, and three English establish-

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ments and a host of others will be so by the opening day. In company with some of my brethren of the English press, I visited one of the kitchens, a pastry factory, and several cellars, the other day, and in the latter saw reclining in modest grandeur hundreds of barrels from the classic district of Burton-upon Trent. The white jacketed and capped ministers of the cauldron, the spit and the oven, whom I saw at their incantations beneath the service railway that takes steam-engines and tons of granite into the building above with the same ease as the cook's boy places plates in the oven below, served a dinner to two hundred persons the other day and modestly told me that they hoped to be able to do the same service for two thousand next week. To conclude with a few not carefully selected words; there have been a few rows and some blunders, but the Paris Exhibition of 1867 is a great fact—and no *sell*.

Naval and Military.

The Rodney, 78, screw ship, 2,770 tons, 500-horse power, was taken for the official trial of her engines, previous to her departure for the China station. She was not taken to the measured mile off the Maplin Sands, as is generally the custom, but made a run from the Nore to the Mouse Light and back, attaining a mean speed of 10 knots per hour. The draught of water was 23ft. 4in. forward and 22ft. 11in. aft; the pressure of steam was 20lb.; the vacuum in condensers 25in., the force of wind 2, and the direction east. The engines are by Messrs. Maudslay and Co., and the ship is fitted with a Maudslay propeller 18ft. in diameter, 16ft. 6in. pitch, length 3ft., and the immersion of the upper edge 5ft. 3½in. Capt. the Hon. Arthur Cochrane, C.B., had charge of the vessel during the trial. Several cases of small-pox having broken out on board the *Rodney*, Capt. Heneage, at Spithead anchorage, some delay is likely to occur in her sailing for China to enter upon her duties as the flag-ship of Sir Henry Keppel.

An Admiralty order was received at Portsmouth early in the week which promises (says the *Army and Navy Gazette*) to be productive of mischief. It has been decided that all short-service pensioners are to be immediately discharged from the Steam Reserve. Now it is notorious that, notwithstanding the great popularity of Vice-Admiral the Hon. Sir H. Keppel, his flagship, the Rodney, has not yet filled up her proper complement of seamen, or had not a few days back, and we presume that the order in question has been promulgated with a view of preventing any similar occurrence, but we doubt if it will have this effect, and we would rather be inclined to believe that it will only tend to add to the number of the growlers who now throng the "Hard" and the "Corner," and thus deter many a likely young fellow from entering or continuing in the service.

Her Majesty's ship Galatea, Captain the Duke of Edinburgh, arrived at Gibraltar, thirty-two hours out from Lisbon. She will remain ten days, and will then proceed direct to Marseilles. His Royal Highness being one of the commissioners of the Paris Exhibition, he wishes to be present at the opening. The original arrangements as to the voyage of the Galatea to Australia hold good, and his Royal Highness will return to Gibraltar from Marseilles *en route* for the Antipodes.

The following promotions will necessarily take place on the Flag List, owing to the decease of Admiral Sir Phipps Hornby:—Vice-Admiral the Lord Edward Russell, C.B., to be an admiral: Rear-Admiral George St. Vincent King, to be a vice-admiral; Captain Thomas Francis Birch, to be a rear-admiral on the reserved list; and Captain Sir Robert John Le Mesurier M'Clure, C.B., to be a rear-admiral on the active list, provided he has not yet attained his 60th year, of which there appears to be some doubt. Admiral Sir George Rose Sartorius being the next in rank to the late Sir Phipps Hornby, will doubtless be advanced to the rank of Rear-Admiral of the United Kingdom.

The armour-plated converted wooden frigate Royal Alfred, 18 guns, Captain Herbert, fitted at Portsmouth as the flagship of Vice-Admiral Sir George Rodney Mundy, K.C.B., the appointed successor of Vice-Admiral Sir James Hope in the command of the North America and West India station, has undergone her trial of speed over the measured mile in Stokes Bay. This affords a fitting opportunity for again suggesting for the consideration of the Admiralty the propriety of selecting other than fighting ships as the residence of an admiral and his suite when commanding squadrons on active service. It is highly objectionable that a ship of war, completed at immense cost as a fighting machine, should be turned into a floating residence for an admiral, since this cannot be done without sacrificing some portion of the ship's efficiency, and interfering with the drill of her crew. An admiral commanding a fleet in battle should possess the same free means of personal movement as is possessed by a general in directing the movements of his battalions on land. If steam yachts of the Psyche, or even a larger class, were specially fitted as flagships of admirals, not only would the efficiency of the navy be benefited, but an immense sum would be saved to the country in alterations of fittings on board the flagships.

The Whitehall, hired transport, Capt. Johns, arrived at Spithead on the 23rd from Ceylon, whence she sailed on the 29th of December. She has brought military invalids from the Bombay Presidency, consisting of Capt. Jessey, and Lieut. Armstrong, 25th Regiment; Staff-Assistant-Surgeon Massey, M.D.; 50 men, four soldiers' wives, and five children.

The Queen has been graciously pleased to give orders for the following promotions in and appointments to the Most Honourable Order of the Bath:—

To be Ordinary Members of the Military Division of the First-class, or Knights Grand Cross of the said Most Honourable Order, viz.:—Admiral Sir Stephen Lushington, K.C.B.; Lieutenant-General Sir John Lysaght Pennefather, K.C.B.; Lieutenant-General Sir Richard Airey, K.C.B.; Admiral Sir Charles Howe Freemantle, K.C.B.; Major-General Sir Archdale Wilson, Bart., K.C.B.; Lieutenant General Sir Edward Lugard, K.C.B.; General Sir John Aitchison, K.C.B.; General the Hon. Sir Charles Gore, K.C.B.; and General the Marquis of Tweeddale, K.T., K.C.B.

To be Ordinary Members of the Military Division of the Second Class, or Knights Commanders of the said Most Honourable Order, viz.:—

Vice-Admiral Henry John Codrington, C.B.; Vice-Admiral Joseph Nias, C.B.; Vice-Admiral Sir Edward Belcher, Knt., C.B.; Lieutenant-General Edmund Finucane Morris, C.B.; Lieutenant-General Peter Edmonstone Craigie, C.B.; Lieutenant-General John Bloomfield Gough, C.B.; Lieutenant-General George Henry Lockwood, C.B.; Major-General Maurice Stack, C.B., Bombay Army; Major-General Edward Green, C.B., Bombay Army; Lieutenant-General George Brooke, C.B., Bengal Army; Major-General John Rowland Smyth, C.B.; Admiral Frederick Thomas Michell, C.B.; Vice-Admiral Thomas Matthew Charles Symonds, C.B.; Rear-Admiral William Hutcheon Hall, C.B.; Major-General George Bell, C.B.; Colonel Frederick Edward Chapman, C.B.; Inspector-General of Hospitals and Fleets David Deas, M.D., C.B.; Lieutenant-General Thomas, C.B., Royal Marine Artillery; Captain Sir William Saltonstall Wiseman, Bart., R.N., C.B.; Lieutenant-General William Bell; Lieutenant-General John Bloomfield; Lieutenant-General Anthony Blaxland Stransham, Royal Marine Light Infantry; Major-General William Bates Ingilby; and Major-General Trevor Chute.

To be ordinary members of the military division of the third class, or Companions of the said Most Honourable Order, viz.:—

Major-General George Campbell, Bengal Army; Major-General Morden Carthew, Madras Army; Major-General John Christie, Bengal Army; Rear-Admiral Erasmas Ommanney; Rear-Admiral George William Douglas O'Callaghan; Rear-Admiral Sidney Grenfell; Major-General Philip Kearney M'Gregor Skinner, Bombay Army; Captain Michael de Courcy R.N.; Captain Thomas Wilson, R.N.; Captain Arthur Cumming, R.N.; Captain Henry Charles Otter, R.N.; Colonel John Jarvis Bissett, Cape Mounted Rifles; Colonel John Armstrong, half-pay; Captain Rowley Lambert, R.N.; Captain Edward Westby Vansittart, R.N.; Captain William Garnham Luard, R.N.; Colonel Robert Wardlaw, 1st Dragoons; Colonel Alexander Lowe, half-pay; Colonel the Hon. Robert Rollo, unattached; Colonel George Wynell Mayhow, unattached; Colonel Arthur James Herbert, unattached; Colonel the Hon. Leceister Smyth, half-pay; Colonel William Inglis, half-pay; Colonel Hugh Smith, unattached; Colonel Edward William Derrington Bell, V.C., 23rd Regiment; Colonel Fowler Burton, Depot Battalion; Colonel Robert Warden, 19th Regiment; Colonel William Pollexfen Radcliffe, half-pay; Colonel Samuel Netterville Lowder, Royal Marine Light Infantry; Colonel Robert Hume, 55th Regiment; Colonel John Gwilt, 34th Regiment; Colonel Edward Bruce Hamley, Royal Artillery; Colonel Samuel Enderby Gordon, Royal Artillery; Colonel the Hon. Edward Thomas Gage, Royal Artillery; Colonel Charles Stuart Henry, Royal Artillery; Captain Richard Charles Mayne, R.N.; Colonel Henry D'Oyley Torrens, 23rd Regiment; Colonel William Frederick Carter, 63rd Regiment; Col. George Augustus Schomberg, Royal Marine Artillery; Colonel Colin Mackenzie, Madras Army; Lieut.-Colonel Robert Boyle, Royal Marine Light Infantry; Lieut.-Colonel Penrose Charles Penrose, Royal Marine Light Infantry; Captain Henry Bouchier Phillimore, R.N.; Master Attendant (with the rank of Commander) George Biddlecombe, R.N.; Master Attendant (with the rank of Commander) William Thomas Mainprise, R.N.; Master Attendant (with the rank of Commander) George Henry Kerr Bower, R.N.; Inspector-General of Hospitals Arthur Anderson, M.D.; Inspector-General of Hospitals and Fleets John Davidson, M.D.; Deputy Inspector-General of Hospitals and Fleets William Richard Edwin Smart, M.D.; Deputy Inspector-General of Hospitals Thomas Longmore; Deputy Inspector-General of Hospitals William Rutherford, M.D.; Deputy Inspector-General of Hospitals and Fleets Henry Jones Domville, M.D.; Staff Surgeon James Jenkins, M.D., R.N.; Surgeon-Major John Bowhill, M.D., Bengal Army; Staff Surgeon-Major Thomas Esmonde White, M.D., late 65th Regiment; and Deputy Commissary-General Edward Strickland.

OUR NAVAL POLICY.

The following letter on this subject has appeared in *The Times*:—

SIR,—There are some points in our naval policy to which the attention of Parliament might be usefully directed in the discussions which must arise on naval estimates; many of these have been touched on by Mr. Childers in his able speech on Thursday, in the course of which he sketched out a redistribution of our foreign squadrons which would cripple our operations in many quarters where the presence of ample force is of paramount importance.

I will only deal with those places I am professionally acquainted with.

First, as respects China; since the opening of the trade, the number of small vessels, the numerous islands, islets, and bays on a coast line of 2,500 miles in extent which afford ready shelter to the lawless population, and the great value of the cargoes of many of these small vessels, have led to a system of piracy which we must repress or run the risk of crippling one of the most valuable trades in which British subjects are engaged. For this purpose the present force is inadequate, and that proposed by Mr. Childers would be wholly so.

He proposes a hulk at Shanghai for the "senior officer." I should be sorry to be that officer, with an ironclad or corvette as the flagship, and some four despatch vessels and nine or ten gunboats to maintain the police of that enormous coast. He then proceeds to say that the force at Singapore ought to consist of a despatch vessel and a gunboat. This force would have the whole charge of the coasts of Borneo, the Gulf of Siam, he Sooloo Sea, and all those portions of the Eastern Archipelago which are not within the limits of Dutch or Spanish jurisdiction.

If Mr. Childers had ever had any experience of the climate of China he would never have proposed a corvette for a flagship on a station where certain seasons of the year are most unhealthy, and where the climate leads to great debility and low health. The necessity for a large and roomy flagship to which the crews of gunboats can be sent to recruit is undoubted.

A flagship on such stations is a receiving ship; she ought to be a ren-

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dezvous for the force, a floating depot for stores, large enough to afford airy accommodation for her crew and supernumeraries, and for the Admiral and his staff. In the present transition state of navies such a ship ought not to go into action. The Admiral, in case of war, in face of iron-clad vessels, would shift his flag to a more suitable ship, and the crew would find ample employment in replacing casualties and reinforcing the fighting ships. We have a stock of fine two-deckers, and they are eminently qualified for this service. I have no faith in stationary hulks in bad climates. They get impregnated with disease, as in the case of the *Isis* at Sierra Leone, and I am sure I shall be borne out by the expression of every one qualified to give an opinion as to the importance of roomy flagships on tropical stations.

Passing to India, Mr. Childers appears to think that the force there might be diminished, on the plea that the Government of Bombay are building monitors, and that the troopships lately built are adapted for men-of-war.

I am sorry to hear that the Bombay Government are doing anything of the sort: the proper defence for Bombay harbour would be forts built upon the Oyster Rock, Middle Ground, the point of Colaba, and the other shoals which bound the harbour. The transports which Mr. Childers erroneously says have been employed conveying troops for some years back are not yet launched, and will not be at work till the end of this year at the earliest, and when they are they are not in the least adapted either for offensive or defensive warfare. He is perfectly right in saying that the Government of India ought to defray part of the expense of the naval defence of that country. They not only ought to do so, but they ought to share the cost of the squadron in China. Examine the list of exports and imports in India, and mark the value of the China trade, and to the extent of that trade ought they contribute their proportion. Another point in justice to the squadron in China ought to be seriously considered—that is, the expense of living there, which is enormous; the junior clerks of mercantile houses receive higher pay than a commodore, and the unfortunate naval officer, exiled to an unhealthy climate, is rendered more susceptible to the normal diseases of the station by inability to supply himself with the comforts and luxuries, which are, in fact, necessaries of life there, and the want of which tells most seriously on the health both of officers and men. The trade ought to be taxed for its protection so far as practicable. If that source fail the revenue from the trade with China can well bear the cost. The idea of suppressing the African squadron is gaining ground; that squadron ought to be attached to the Channel Fleet, and no vessel ought to be there above twelve months on any account. The system of stationing a small ill-ventilated ship there for three years is perfectly unjustifiable. That coast has been the grave of many of our finest officers and men; but it is not the deaths alone, but the seeds of disease which drive many a man from the service in after life, and this applies to China also.

Now, as to the building of ships, the necessity for small roomy vessels is urgent, but the policy of building twin-screw gunboats and saving money by putting the engines which were in the gunboats into them is, I think, quite indefensible. These engines ought to be sold for what they will fetch, and new engines of the most recent construction put into them. The hydraulic principle, as adapted to the *Waterwitch*, with such improvements as may be thought advisable, ought certainly to be tried in some of these vessels. In China, where the rivers are full of fishing nets, the twin-screws may be apt to foul, which the hydraulic vessels never would. But I suppose this principle will have to fight its way, as the turret has been fought, before the Chinese tendency of the Surveyor's Department can be overcome. Nevertheless, in twenty years from this time the turret will be the accepted principle; and I am mistaken if the hydraulic does not also prove to be the best propelling power for ships-of-war.

All the *vis inertiæ* of office will, however, be opposed to the change, unless Mr. Corry, who broke through all conventional form in Lord Haddington's Administration, and gave the country the *Arrogant*, a ship which to the last maintained her character—I say, unless he takes the matter into his own hands, Admiral Elliot will be doomed to see the introduction of a method, the most important that has been brought forward since the invention of the screw, and which owes so much to his energy and professional knowledge, laid aside, to be adopted only when foreign Governments have got the start of us.

I look with much anxiety to the line the Government takes in the building of ships. Those who commit us to a broadside fleet incur a very grave responsibility. Whatever may be the opinion of the late or present Government, I believe the private opinion of officers of all classes is that the 12-ton gun cannot be safely carried on the broadside, and I believe the experience of the present Channel Fleet goes to show that in any sea it would be impracticable to open the main deck ports with safety to the ship. They do not rise to the sea like wooden ships; the waves strike the side and run up it.

There are stories about of main decks flooded and guns unmanageable, which ought to be well sifted before we order more broadside ships.

I must not encroach further on your space, but remain, yours truly,

March 22. J. D. H. ELPHINSTONE.

CIVIL SERVICE ESTIMATES.

The Civil Service Estimates for the year ending 31st March, 1868, have been issued, comprising those objects which are necessary for the civil administration, but which are not defrayed out of the Consolidated Fund. When any item of expenditure is certain and uniform from year to year it is made a permanent charge upon the revenue, but when the expenses depend on circumstances which are continually changing, a vote of the House of Commons must be taken and estimates of such expenses presented to the House.

Commencing with the first of the series, the estimates for public works and buildings, the sum required for this purpose is £942,535, showing a decrease of £30,552 upon the estimates for 1866-67. Together with the expenditure for Royal parks, which amounts to £125,326, there is set down £10,000 for erecting a new iron railing and foot-gates round Hyde Park to repair the mischief done by the mob during a recent assemblage there. Under this head are also included items of £120,805 for public buildings, £41,905 for Royal Palaces, £55,137 for the Houses of Parliament, £49,000 for the new Foreign Office, and £32,000 for the enlargement of the National Gallery.

The estimate for Salaries and Expenses of Public Departments is £1,703,230; for Law and Justice, £3,026,942; Education, Science, and Art, £1,487,554; Superannuation Allowances and Gratuities for Charitable Purposes, £352,558; Miscellaneous and Temporary Objects, £183,854.

In the Revenue Department the estimates are—Salaries and Expenses, Custom-house, £801,623; Salaries and Expenses, Inland Revenue, £1,332,707; Salaries and Expenses, Post-office, £2,438,929; Superannuations, &c., of the three above-named Departments, £471,741; and for the Post-office Packet Service, £807,428.

The total amount of these estimates is thus shown to be £8,202,953, and for the Revenue Departments, £5,852,428, making together a sum of £14,055,381. These figures include the supplementary estimates, amounting to £312,330. Under this head we find the following sums specified:—£1,575 for the Burlington House Designs; £3,617 for the Wellington and Franklin Monuments; £50,000 for the Paris Universal Exhibition; £792 for payments under guarantee to the Mediterranean Extension Telegraph Company for the Malta and Alexandria Telegraph; £45,721 for the purchase of the Blacas Collection of Coins for the British Museum; and £101,300 as compensation for the Anglo-Chinese Flotilla.

For the year 1866-67 the total of these estimates was £14,149,648, the amount for the Civil Services being £8,310,786, and for the Revenue departments £5,835,862. The former service will cost this year £107,833 less than in 1866-67, and the latter £13,566 more, showing a total decrease for the present against the previous year of £94,267.

The estimate for the expenses of the establishments in China, Japan, and Siam, presents a total of £135,983 which is an increase of £9,005 on the estimates for the preceding year. The amount to be voted is divided as follows:—China, £85,683, Japan, £37,450, Siam, £4,550, Judicial Establishment for China and Japan, £8,300.

CHINA.

MISSION AND SUPERINTENDENCY.—Envoy and Chief Superintendent, £6,000; Secretary of Legation and Chinese Secretary, £1,200; Second Secretaries, £900; Assistant Chinese Secretary, £600; Assistant and Accountant, £500; Surgeon, £600; Colonial Auditor, £500; and Assistant, £400 (at Hong Kong). Total salaries, £10,700.

CONSULS.—Canton £1,600, Swatow £800, Amoy £900, Foo-chow £1,000, Ningpo £900, Shanghai £1,500, Taiwan, £800, Chinkiang £900, Kiukiang £900, Hankow £1,300, Tientsin £900, Newchwang £1,300. Total salaries £12,800.

VICE-CONSULS.—Tangchow £750, Shanghai (two) £750 each, Whampoa £750, Tamsui £600, Taku £500. Total salaries, £4,100.

INTERPRETERS.—Two First-class £1,400; Five Second-class £2,500; Four Third-class £1,600. Total salaries, £4,500.

ASSISTANTS.—Six First-class £2,400; Six Second-class £2,100; Eight Third-class £2,400. Total Salaries, £6,900.

MISCELLANEOUS.—Student Interpreters, £3,300; Writers or Linguists, £2,475; Consular Agent at Macao, £150; Allowances for Passages for Consular Officers and Student Interpreters, £2,000; Buildings required at several of the Consular Stations, £20,000; Temporary Allowances at Shanghai, £1,350; Temporary Allowances at Hankow, £550; Pay of Legation Guard and Escort at Pekin, £857; Contingencies, £15,000. The Contingent Expenses are:—1st, Wages for public servants, such as Porters, Coolies, Watchmen, Gaolers, Boatmen, Police, &c.; 2nd, Printing, Stationery, Postage, and Messengers; 3rd, Rent of Ground for Consular Buildings, Repairs, and Insurance; 4th, Office Expenses; 5th, Chapels and Chaplains; 6th, Outfit to Consuls and Vice-Consuls; 7th, Journeys on the Public Service; 8th, Allowance to St. Paul's College, Hong Kong, with a view to promoting the study of the Chinese Language.

A sum of £101,300 is required to be voted to enable Her Majesty's Government to make good to the Chinese Government the estimated value of certain ships which belonged to the late Anglo-Chinese Flotilla. This estimate is for the difference between the sum promised to the Chinese Government on account of this property, and the sum realised by the sale of the ships. One of the vessels is still unsold, and any sum which may be hereafter realised by the sale will be paid into the Exchequer. Subjoined are the several amounts for which the ships were sold compared with the estimated value:—

Name of Ship.	Value estimated on leaving China for England or Bombay, to be accounted for to the Chinese Government.	Amount for which sold, or for which Tenders have been accepted.
China	... £32,000 ...	... £12,500
Peking	... 23,000 ...	... 9,600
Tientsin	... 15,000 ...	... 8,000
Twangtung ...	... 20,000 ...	... 10,000
Keangsoo	... 45,500 ...	... 10,000
Amoy	... 9,000 ...	... 1,250
Thule	... 8,000 ...	... —
	£152,500	£51,350

JAPAN.

MISSION AND CONSULATE GENERAL.—Envoy Extraordinary, Minister Plenipotentiary, and Consul-General, £4,000; Secretary of Legation, £800; Interpreter and Japanese Secretary, £700; Assistant, Accountant, and Medical Officer, £550. Total salaries, £6,050.

JUDICIAL ESTABLISHMENT FOR CHINA AND JAPAN.—Judge, £3,500; Deputy-Judge (£1,000, increasing by £50 a year to £1,200), £1,100; Law Clerk (£600, increasing by £25 a year to £750), £650; Interpreter (£450, increasing by £15 a year to £600), £450; Allowances for House-rent until houses are provided, £2,600. Total expenses, £8,300.

CONSULS.—Kanagawa, £1,000; Nagasaki, £1,000; Hakodadi, £800. Total salaries, £2,800.

VICE-CONSUL.—Kanagawa, £500.

INTERPRETERS.—Two Japanese, £1,000; one Japanese, £400; three Dutch, £1,300. Total salaries, £2,700.

ASSISTANTS.—Two First-class, £800; two Second-class, £700; one Third-class, £300; Student Interpreters, £600. Total salaries, £2,400.

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SIAM.

SALARIES AND CONTINGENCIES.—Consul, £1,200; Interpreter, £500; First Assistant, £400; Second Assistant, £350; Medical Attendant, £400; Two Student Interpreters at £200 each, £400. Total of salaries, £3,250. Contingent Expenses, £1,800. Total, salaries and contingencies, £4,550.

LABUAN.

The estimate for the amount of aid required for the year ending 31st March, 1868, to defray the charge of Labuan is £2,183. The expenses are as follows:—Governor, £800; Government Secretary, £300; Treasurer and Police Magistrate, £500; Surgeon, £500; Chaplain, £350; Surveyor General, £300; Harbour Master, £300; Gaoler, £175; Establishments for the foregoing officers, £1,000; Contingent expenses of Justice, Police, and Gaols, £2,040; Roads, Works, and Buildings, £1,100; Miscellaneous Expenses, £310; Loss by Exchange on the Bills drawn on the Governor by the Paymaster-General between May, 1865, and October, 1866, £196. These items amount together to £7,871, from which is to be deducted the estimated local revenue of £3,789 and balance in hand of £1,899.

SAM MENDEL'S EXPORT TABLES.

We have been favoured with Mr. Sam Mendel's monthly tables, containing the quantities and value of all Cotton Goods shipped at the ports of London, Liverpool, Southampton and the Clyde during the month and three months ended 16th March of the years 1865, 1866, and 1867, for exportation to Hong Kong, Shanghai, Japan, Singapore, Manila, Batavia, and Ceylon :—

TO HONG KONG AND WHAMPOA.—For month ended 16th March, 1867: Plain Cottons, 691,986; Coloured Cottons, 43,160; Printed Cottons, 50,740 yds.; Cotton Yarn, 124,700 lbs.; total value of Cotton Goods £24,641. For the three months of 1865: Plain Cottons, 4,232,714 Coloured Cottons, 626,038; Printed Cottons, 19,088 yds.; Cotton Yarn, 524,800 lbs.; total value of Cotton Goods, £212,675. For the three months of 1866: Plain Cottons, 10,628,062; Coloured Cottons, 1,149,194; Printed Cottons, 177,850 yds.; Cotton Yarn, 1,070,320 lbs.; total value of Cotton Goods, £403,294. For the three months of 1867: Plain Cottons, 6,606,321; Coloured Cottons, 240,014; Printed Cottons, 184,733 yds.; Cotton Yarn, 629,600 lbs.; total value of Cotton Goods, £190,619. Decrease, 1867 against 1866, £212,675.

TO SHANGHAI.—For the month ended 16th March, 1867: Plain Cottons, 3,180,780; Coloured Cottons, 433,347; Printed Cottons, 394,976 yds.; Cotton Yarn, no return; total value of Cotton Goods, £89,053. For the three months of 1865: Plain Cottons, 13,248,310; Coloured Cottons, 1,105,629; Printed Cottons, 613,689 yds.; Cotton Yarn, 23,000 lbs.; total value of Cotton Goods, £373,097. For the three months of 1866: Plain Cottons, 21,351.555; Coloured Cottons, 1,699,404; Printed Cottons, 800,038 yds.; Cotton Yarn, 5,000 lbs.; total value of Cotton Goods, £588,368. For the three months of 1867: Plain Cottons, 16,141,960; Coloured Cottons, 3,453,057; Printed Cottons, 1,527,442 yds.; Cotton Yarn, 93,132 lbs.; total value of Cotton Goods, £461,827. Decrease, 1867 against 1866, £126.541.

TO JAPAN.—For the month ended 16th March, 1867: Plain Cottons, 2,961,625; Coloured Cottons, 489,914; Printed Cottons, 182,350 yards; Cotton Yarn, 275,500 lbs.; total value of Cotton Goods, £96,808. For the three months of 1865: Plain Cottons, 1,518,361; Coloured Cottons, 340,200; Printed Cottons, 304.117 yards; Cotton Yarn, 210,700 lbs.; total value of Cotton Goods, £77,490. For the three months of 1866; Plain Cottons, 10,610,616; Coloured Cottons, 955,844; Printed Cottons, 1,126,296 yards; Cotton Yarn, 738,500 lbs.; total value of Cotton Goods, £393,201. For the three months of 1867: Plain Cottons, 4,936,196; Coloured Cottons, 778,774; Printed Cottons, 275,950 yards; Cotton Yarn, 625,000 lbs.; total value of Cotton Goods, £172,327; decrease, 1867 against 1866, £200,874.

TO SINGAPORE AND PENANG.—For the month ended 16th March, 1867: Plain Cottons, 10,745,004: Coloured Cottons, 2,107,602; Printed Cottons, 505,628 yards; Cotton Yarn, 402,350 lbs.; total value of Cotton Goods, £310,191. For the three months of 1865: Plain Cottons, 5,580,021; Coloured Cottons, 905,695; Printed Cottons, 312.900 yards; Cotton Yarn, 287,301 lbs.; total value of Cotton Goods, £191,229. For the three months of 1866: Plain Cottons, 14,215,497; Coloured Cottons, 2,036,417; Printed Cottons, 736.441 yards; Cotton Yarn, 304,025 lbs.; total value of Cotton Goods, £448,035. For the three months of 1867: Plain Cottons, 17,808,050; Coloured Cottons, 3,141,244; Printed Cottons, 1,179,567 yards; Cotton Yarn, 582,180 lbs.; total value of Cotton Goods, £513,832; increase, 1867 against 1866, £65,797.

TO MANILA.—For the month ended 16th March, 1867: Plain Cottons, 1,472,596; Printed Cottons, 17,014; Coloured Cottons, 1,003,651 yards; Cotton yarn, 10,100 lbs.; total value of Cotton Goods, £61,769. For the three months of 1865: Plain Cottons, 2,966,050; Coloured Cottons, 3,336.191; Printed Cottons, 550,115 yards; Cotton Yarn, 17,050 lbs.; total value of Cotton Goods, £181,458. For the three months of 1866: Plain Cottons, 1,296,621; Coloured Cottons, 1,981.696; Printed Cottons, 3,720 yards; Cotton Yarn, 6,200 lbs.; total value of Cotton Goods, £92,003. For the three months of 1867: Plain Cottons, 4,387,838; Coloured Cottons, 3,426,844; Printed Cottons, 118,999 yards; Cotton Yarn, 39,789 lbs.; total value of Cotton Goods, £200,676; increase, 1867 against 1866, £108,673.

TO BATAVIA.—For the month ended 16th March, 1867: Plain Cottons, 3,005,842; Coloured Cottons, 2,176,957; Printed Cottons, 2,524,066 yds.; Cotton Yarn, 67,930 lbs.; total value of Cotton Goods, £179,832. For the three months of 1865: Plain Cottons, 1,304,248; Coloured Cottons, 1,098,580; Printed Cottons, 1,393,295 yds.; Cotton Yarn, 83,100 lbs.; total value of Cotton Goods, £110,788. For the three months of 1866: Plain Cottons, 6,861,389; Coloured Cottons, 3,020,862; Printed Cottons, 1,425,600 yds.; Cotton Yarn, 148,410 lbs.; total value of Cotton Goods, £303,043. For the three months of 1867: Plain Cottons, 7,184,432; Coloured Cottons, 4,460,526; Printed Cottons, 5,463.092 yds.; Cotton Yarn, 207,570 lbs.; total value of Cotton Goods, £417,206; increase, 1867 against 1866, £114,163.

TO CEYLON.—For the month ended 16th March, 1867: Plain Cottons, 1,867,637; Coloured Cottons, 202,157; Printed Cottons, 305,662 yards; Cotton Yarn, 5,000 lbs.; total value of Cotton Goods, £43,787. For the three months of 1865: Plain Cottons, 1,758,892; Coloured Cottons, 533,106; Printed Cottons, 347,102 yards; Cotton Yarn, 48,231 lbs.; total value of Cotton Goods, £84,744. For the three months of 1866: Plain Cottons, 3,814,402; Coloured Cottons, 537,552; Printed Cottons, 1,376,056 yards; Cotton Yarn, 85,173 lbs.; total value of Cotton Goods, £163,842. For the three months of 1867: Plain Cottons, 5,883,387; Coloured Cottons, 597,352; Printed Cottons, 1,014,178 yards; Cotton Yarn, 16,500 lbs.; total value of Cotton Goods, £178,691; increase, 1867 against 1866, £14,849.

Monetary and Commercial.

The 22nd annual general meeting of the Delhi and London Bank was held on the 22nd inst., and the accounts submitted showed that the gross profit amounted to £52,795 11s. 2d., against an outlay for expenses of £20,947 12s. 3d., and for interest £11,267 13s. 9d. A dividend was declared at the rate of 7 per cent. per annum. The London office has only been opened about three years, and during this time a satisfactory business has been done without loss on any transaction. They had, like other banks, felt the disturbed condition of commercial affairs, and the losses had been increased by their late manager at Bombay disobeying positive instructions. All such losses had been amply provided for, and the bank now stands in first-class credit, with a daily increasing demand for their bills on India as a remittance to India, and also to Singapore, China, &c. The report and balance-sheet will be found in another column.

The Bank of Hindustan has issued a notice announcing that they are preparing to pay a dividend of 5s. on creditors' claims, and at the same time they offer to pay at once 15s. on all claims under £100 as a compromise. Of course the permission of the Court has to be obtained to the matter.

A general meeting of the shareholders of the Chartered Bank of India, Australia, and China is called for the 17th of April, when a dividend is to be declared.

The next annual meeting of the Oriental Bank Corporation is announced for the 18th April.

The annual meeting of the Chartered Mercantile Bank usually takes place in May, but the day is not yet announced.

Mr. Spencer Price, the managing director of the Labuan Company, proceeds by the present mail to Singapore and Labuan, to make arrangements for new contracts for coal, as the quantity yielded by the mines has considerably increased. Mr. Price will also proceed to China and effect a sale of the company's steamers there—in the event of a sale not having been already effected—and if possible charter or purchase a suitable steamer to run on the Manila and Singapore station, in addition to the *Mona* and *Japan*, which have been found to give a good return.

The subscription to the Ceylon Government six per cent. debentures, to the extent of £250,000, at the price of £108 for each £100, have only reached £90,000, and, in consequence, the remainder has been withdrawn, no doubt in the hope that a renewed application to the market when the Bank rate is lower may be more satisfactory.

In the Silver Market the bar silver brought by the last West India steamer has been disposed of at 5s. 0⅝d. per ounce standard, being a decline of ⅛d. compared with the price previously realised. This downward movement is principally owing to the firmness of the Amsterdam and Hamburg Exchanges, and the very limited inquiry for the metal to send to the East.

It has transpired in connection with the proceedings of the committee of the Defence Association in the matter of Overend, Gurney, and Co. (Limited), that a bill in Chancery has been filed against Messrs. H. F. Barclay, S. G. Buxton, H. G. Gordon, and W. Rennie, as also against the executors of the late Mr. T. A. Gibb, at the instance of the committee, to establish the right of their constituents to recover the whole of the money which they have already paid, or may ultimately lose, through the misrepresentations to which the five gentlemen in question are alleged to have been parties. The active partners in the old firm of Overend, Gurney, and Co. are also defendants.

The biddings for 30,00,000rs. in bills on India were received at the Bank of England. The amounts allotted were—to Calcutta £196,000, to Madras £4,000, and to Bombay £100,000. The *minimum* price was fixed at 1s. 11d. per rupee on all the Presidencies, being a return to the terms of a month ago. Tenders on Calcutta and Madras at 1s. 11⅛d. will receive about

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54 per cent., and on Bombay at 1s. 11½d. about 11 per cent. Those above these prices will receive in full. An increased demand for means of remittance is thus indicated, consequent, doubtless, on the circumstance that owing to the prohibitive rates fixed on the last occasion no bills were then taken.

The report of the Crédit Foncier of Mauritius (Limited), to be presented on the 28th inst., shows an available total of £7,536, including a previous balance of £484, and recommends a dividend at the rate of 7½ per cent. per annum, which will leave £70 to be carried forward. The mortgage investments of the company at the end of 1866 were £250,450.

The report of the National Bank of India (limited) dated Calcutta, the 18th of February, showed an available total of £26.227, and recommended a distribution equal to 4 per cent. for the half year, absorbing £18,518. The sum of £5,000 was added to reserve, thus raised to £22,000, and £2,708 remained to be carried forward.

The Messageries Imperiales Company announces that from the 1st April a coupon of 15f. will be paid on the first and second series of the 6 per cent. debentures, and one of 12f. 50c. on the 5 per cent.

The following comments on Tea, from the *Daily Telegraph*, are worth the consideration of our readers in China :—

The tea trade is in a transition state. The days of monopoly in importation, of large stocks held back from the market in the hands of a few colossal capitalists, and of limited sales, are over, or nearly so, and the trade is now asserted to be "open" in a sense unknown two years ago. Younger firms have entered it, and introduced a system of more free and frequent selling on arrival, thus supplying the wants of the home dealer, and rendering him less dependent on the old houses, who were accustomed to feed the market by monthly instalments out of their large accumulated stock. One of the principal impelling causes of this revolution was, no doubt, the successive reductions of duty, as the anticipated large additional consumption had the effect, usually witnessed in such cases, of bringing into the field additional caterers for the expected demand. From this, too, another result has followed which is well pointed out by a correspondent who addresses us on the subject. Having the certainty of buying at reasonable prices, and of profiting by the competition which is almost a novelty in the tea trade, retailers do not care about keeping on hand the stocks they formerly did. "It is a fact," we are told, "well known to tea dealers, that a revolution has during the past year been established in the retail tea trade, inasmuch as they now habitually hold not one-fourth the quantity of tea they were in the habit of holding up to the early part of 1866. This reform has rendered the stock held in the United Kingdom uselessly large." Of course it has. To have a stock of at least 90,000,000 lbs. always on hand has been a superstitution in the China trade. As the same correspondent points out, our weekly deliveries, both for home consumption and export, do not exceed 3,000,000 lbs.; and to imagine that when the stock falls below the figure named the price must inevitably rise, is like saying that the stock of cotton in Liverpool must always amount to 1,300,000 bales if we would avoid a sudden enhancement of value. The retailers, at all events, appear to have abandoned that delusion; and hence importers are left with enormous and increasing quantities on hand, the result of shipments having been hurried forward from China under the old system, and of purchases being made here under the new.

The mischief began with the first season's shipments last summer. These were about the heaviest on record, and, arriving on a dull market here, they added to the depression, which from that date to the end of 1866 was almost unprecedented. Stocks were thrown on the auctions without reserve, and at a disastrous loss. Reduced importations would have changed all this for the better, but instead of being reduced they went on increasing, till at the end of the year we had received from China and elsewhere 138 629,377 lbs., against 121,271,219 lbs. of the year before, and 124,359,243 in 1864. But while there was an additional import of over 17,000,000, our increased home consumption was less than 4 500,000 lbs., against which there was a diminished export of about 2,500,000 lbs.; the net result being that, as compared with 1865, we had a surplus on the 31st Dec. last in excess of the usual stock of exactly 15,342,758 lbs. Nor did the mischief cease here. Since the end of 1865 things have gone from bad to worse in the shape of superfluous stocks. In the month of January our import of tea was actually 16 014,030 lbs., against only 2 404,160 in January, 1865, and our consumption did not increase more than 959,085 lbs.; so that instead of the latter, as usual, relieving the bonded stock, the transactions of the month added considerably to the previous relative excess. There is little need, then, to wonder at depression; the present state of matters only exhibits the working of a natural law. It is hopeless to expect any improvement till this system of accumulating enormous dead stock is done away with. To sell teas at once on their arrival, although resulting at first, perhaps, in an immediate loss, could scarcely be worse than losing interest on capital locked up for months, and then being driven to realise on a falling market; while the gradual effect of such a practice would be seen in the regulating of the shipments from China, and so throwing on the Chinese teamen part of the burden of holding the season's supplies.

Messrs. Rangel, Woollett, and Co. have issued the following circular :—

DEAR SIR,—We beg leave to acquaint you that we have entered into arrangements for a fusion of our business and interests with those of Messrs. Gillespie, Churchill, and Co., and that in future the respective firms will be merged and carried on under the style of Rangel, Gillespie, and Co. at 28, Great Winchester-street.

It has been considered that Messrs. Gillespie, Churchill, and Co.'s extensive connections with India would beneficially combine with our own business as China commission merchants.

We may take this opportunity of stating that Mr. William Henry Woollett's interest in our firm ceased from the 31st December last, and that he retires from business.

Begging reference to the signatures at foot,—We remain, dear Sir, yours faithfully, RANGEL, WOOLLETT, and Co.

1, Lime-street-square, London, March 25, 1867.

DEAR SIR,—We beg to refer you to the enclosed circular letter from Messrs. Rangel, Woollett, and Co., and to state that in future our business will be carried on in accordance with the arrangements therein mentioned, under the title of Rangel, Gillespie, and Co.—We are, dear Sirs, your obedient servants, GILLESPIE, CHURCHILL and Co.

28, Great Winchester-street, London, E.C., March 25, 1857.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of January, 1867, compared with the corresponding month of the two previous years, have been issued. We notice several important deficiencies in these returns, one in particular being the absence of the table giving the value of the exports to each foreign country and British possession.

The exports for the month of January show a decided falling off when compared with former years, the value of British and Irish produce exported in January, 1867, being £12,786,842, the smallest amount in any month since April, 1865, when the value was £12,071,111. For January last year the amount was £14,354,748; in 1865, £14,489,339.

We are now in possession of the Import Returns for the month of December and the twelve months of 1866. In our former issue we were only enabled to give the quantities for those periods and the value for eleven months. The principal features in Imports have been a decrease in Raw Cotton from 373,944 cwts. in January, 1866, to 147,032 in January last; in Wool, from 2,025,959 lbs. to 1,120,396; and in Woollen Yarn, from 303,650 lbs. to 111,876 lbs. For the month of December, 1866, the total value of the Imports was £27,174,309, against £38,930,967 in 1865, and £28,609,265 in 1864. For the year 1866 the value was £238,714,094, against £219,393,987 in 1865, and £226,161,840 in 1864. These figures show an increase for the year last past over the previous one of £19,320,107, and over 1864 of £12,552.254.

The following extracts from the Returns refer particularly to our Import and Export trade with China and the Far East :—

IMPORTS.

The total quantity of Raw Cotton imported into the United Kingdom during the month of January, 1867, and its value for the twelve months ended 31st December, 1866, compared with previous years, are thus given :—

From	Quantity for the Month ended 31st Jan. 1865.	1866.	1867.
British India	27,861 ..	91,465 ..	7,779 cwts.
China	17,396 ..	— ..	— „
Egypt	52,501 ..	10,467 ..	70,727 „
Total from all parts ..	151,264	373,944	147,032 „

	Value for the Month ended 31st Dec. 1864.	1865.	1866.
British India	£5,857,263 ..	£4,262.680 ..	£1,270 258
China	543.655 ..	34.153 ..	34 878
Egypt	2 623 975 ..	2.662,872 ..	1.912 052
Total from all parts	11,212,311 ..	16,738,101 ..	6,855,968

	Value for the Twelve Months ended 31st Dec.		
British India	£38,214,723 ..	£25,005,856 ..	£25,270,547
China	6,242.504 ..	1.593.405 ..	231.736
Egypt	14.300.507 ..	13,906 641 ..	9.200.580
Total from all parts ..	78 203,729 ..	66,052,193 ..	77,521,406

The quantity and value of the Raw Coffee imported from British Possessions into the United Kingdom are thus shown :—

From	Quantity for the Month ended 31st Jan. 1865.	1866.	1867.
Ceylon	2,812.099 ..	244.986 ..	1,207.542 lbs.
Other British Possessions	408 669 ..	216.119 ..	419.971 „
Total from all parts ..	3,968,955 ..	1,933,845 ...	2,712.499 „

	Value for the Month ended 31st Dec. 1864.	1865.	1866.
Ceylon	£169,813 ..	£429.956 ..	£330.026
Other British Possessions	86.896 ..	63,699 ..	79.126
Total from all parts ..	301,445 ..	570,816 ..	488 861

	Value for the Twelve Months ended 31st Dec.		
Ceylon	£2,370,129 ..	£3,112 765 ..	£2,702.352
Other British Possessions ..	654 057 ..	746.313 ..	646.060
Total from all parts ..	3,606,152 ..	4,599,793 ..	4,088,677

The following quantity was entered for home consumption during the month ended 31st January.

	1865.	1866.	1867.
Ceylon	1,860,184 ..	2,112.979 ..	2,260.687 lbs.
Other British Possessions	869,071 ..	637,843 ..	907,170 „
Total from all parts ..	2,976,810 ...	2.990,704 ..	3.507.510 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	Quantity for the Month ended 31st Jan. 1865.	1866.	1867.
Of 3rd quality	485 ..	— ..	— cwts.
Of 4th do.	20,672 ..	— ..	111 „
Total, all qualities	21,157 ..	— ..	111 „

	Value for Month ended 31st Dec. 1864.	1865.	1866.
Of 3rd quality	£9.897 ..	£18 755 ..	—
Of 4th do.	70 602 ..	15,662 ..	£96.244
Total, all qualities	80,499 ..	34,417 ..	96,244

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	Value for Twelve Months ended 31st Dec.		
Of 2nd quality	£634 ..	£2,214 ..	£4,692
Of 3rd do.	202,807 ..	174.353 ..	58,131
Of 4th do.	202,017 ..	407,632 ..	381,037
Total, all qualities	405,458 ..	584,199 ..	443,860

There were no importations of Hemp from the Philippine Islands during the months of January. The value for the past year is as follows:—

	1864.	1865.	1866.
For Month ended 31st Dec. ..	£33,060 ..	— ..	£111,292
For Twelve Months ended 31st Dec.	309,251 ..	£309,516 ..	220,357

The total quantity of the several Imports named brought into this country from all parts during the month ended 31st January, 1865, 1866, and 1867, and the quantity entered for Home Consumption during those periods, together with their value for the month and twelve months ended 31st December, 1864, 1865, and 1866, are returned as follows:—

	Quantity for Month ended 31st Jan.		
	1865.	1866.	1867.
Coffee (lbs.)	3.968 955 ..	1,933.845 ..	2,712 499
Raw Silk (lbs.)	596.627 ..	563,836 ..	777,326
Thrown do. (lbs.)	4.779 ..	3,219 ..	3,056
Waste and Knubs do. (cwts.)	1,605 ..	1,469 ..	740
Tea (lbs.)	2,911,734 ..	2,404,160 ..	16,014.030
Unrefined Sugar (cwts.) ..	354,571 ..	500,460 ..	433,282

	Quantity entered for Home Consumption for Month ended 31st Jan.		
	1865.	1866.	1867.
Coffee (lbs.)	2.976,810 ..	2.990,704 ..	3.507,510
Tea (lbs.)	8.183,964 ..	8,866.468 ..	9,825,553
Unrefined Sugar (cwts. ..	757,024 ..	679.689 ..	952.645

	Value for Month ended 31st Dec.		
	1864.	1865.	1866.
Coffee	£301,445 ..	£570,816 ..	£488,861
Tea	1.897,593 ..	2.402.244 ..	1,216,203
Raw Silk	826,393 ..	1,111,934 ..	829.578
Thrown do.	9,461 ..	17.527 ..	63 628
Unrefined Sugar	953,773 ..	1,166,873 ..	736,122

	Value for Twelve Months ended 31st Dec.		
Coffee	£3 606.152 ..	£4.599,793 ..	£4 088,677
Tea	9 438.760 ..	10,044,462 ..	11,129.741
Raw silk	6.336.903 ..	10,184,855 ..	7,243.199
Thrown do.	123,281 ..	127,165 ..	138,333
Unrefined Sugar	14.404,150 ..	11,302,624 ..	10.799,591

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st January of the years 1865, 1866, and 1867:—

	1865.	1866.	1867.
Coffee (lbs.)	30 151,652 ..	32,875.652 ..	29.661,948
Tea (lbs)	99,585.730 ..	88,200,430 ..	104,675,335
Unrefined sugar (cwts.) ..	3,654,327 ..	3,429,365 ..	2,750,853

EXPORTS.

The Exports to China and Hong Kong are returned as follows:—

	Quantity for the Month ended 31st Jan.		
	1865.	1866.	1867.
Cotton yarn	153.722 ..	388.080 ..	396.402 lbs.
Cotton manufactures ..	4,138 368 ..	12,996,763 ..	7,808.878 yds.
Worsted stuffs	576,978 ..	935,820 ..	2,060,755 ,,
Woollen & worsted cloths	65,604 ..	244,875 ..	84,732 ,,
Lead	333 ..	467 ..	71 tons.

	Value for Month ended 31st Jan.		
Cotton yarn	£17,571 ..	£41,908 ..	£30,640
Cotton manufactures ..	101,093 ..	316,100 ..	169,753
Worsted stuffs	48.437 ..	72.453 ..	124.669
Woollen & worsted cloths	13 207 ..	33,370 ..	12.325
Lead	7,710 ..	10,360 ..	1,686

To other countries in the Far East the following were the quantities and value of the Cotton Yarn exported:—

To	Quantity for Month ended 31st Jan. 1865.	1866.	1867.
Ceylon	— ..	14,000 ..	— lbs.
Singapore	79 400 ..	46.600 ..	284.200 yds.

	Value for the Month ended 31st Jan.		
Ceylon	— ..	£2.700 ..	—
Singapore	£8.591 ..	5,603 ..	£23,736

Of Cotton Manufactures the following were the Exports:—

To	Quantity for the Month ended 31st Jan. 1865.	1866.	1867.
Ceylon	542.912 ..	1,305,297 ..	1,810,230 yds.
Singapore	2.653,494 ..	2,210,429 ..	4,096 531 ,,
Java	1.386.927 ..	— ..	756,900 ,,
Philippine Islands ..	3,051,403 ..	1,746,608 ..	5,371,809 ,,

	Value for the Month ended 31st Jan.		
Ceylon	£16.620 ..	£33,050 ..	£38,879
Singapore	62,588 ..	50,490 ..	90,504
Java	36.435 ..	— ..	17,298
Philippine Islands ..	79,872 ..	50,516 ..	133,224

The following Returns contain the total quantity and value of the several articles named exported from the United Kingdom to all parts during the month of January, 1867, compared with the returns for that month of the two preceding years:—

	Quantity for the Month ended 31st Jan.		
	1865.	1866.	1867.
Cotton yarn	4.725,006 ..	10,190,702 ..	10.155,537 lbs.
Cotton manufactures ..	123.595.916 ..	172,119,828 ..	191,323,013 yds.
Worsted stuffs	11.451,369 ..	26,439,715 ..	19,590,303 ,,
Woln. & worsted cloths.	1,697,776 ..	2,632,265 ..	2,262,361 ,,
Lead	1,266 ..	1,920 ..	982 tons.

	Value for the Month ended 31st Jan.		
Cotton Yarn	£526 129 ..	£1,073.237 ..	£966,029
Cotton manufactures ..	3,025 592 ..	4,221,339 ..	3 996,191
Worsted stuffs	693,855 ..	1,377,983 ..	1,093,236
Woln. & worsted cths...	280,081 ..	394,409 ..	377,625
Lead	28.529 ..	43,538 ..	22,142

The amount of bullion by the P. and O. Company's steamer *China*, from Southampton, on the 20th inst., was—In gold, to Madras, £101; in silver, to Bombay, £20,000; to Hong Kong, £2,129; to Foochow, £3,000; to Shanghai, £8,300. Total in gold, £101, in silver, £33,429.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices March 25.	Prices March 9.
£10	Agra Bank		—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	32 to 34	32 to 34
20	Chartered Bank Ind. Aust. & China	All	15½ to 16½	15 to 17
25	Chartered Merc. of India and China	All	30 to 32	32 to 33
20	City Bank	10	12 to 14	13½ to 14½
20	Eastern Exchange	5	2½ to 1½ dis.	2½ to 1½ dis.
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	1⅞ to 1⅞ dis	1⅞ to 1⅞ dis.
50	London and County	20	56 to 58	55 to 57
50	London Joint Stock	15	41 to 43	42 to 44
100	London and Westminster	20	93 to 94	93 to 95
25	Oriental Bank Corporation	All	41 to 42	42 to 44
50	Union of London	15	43½ to 44½	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4½	4 to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	1 dis. to par	½ dis. to ½ pm
20	Do. A shares	2	1 dis. to par	1 dis. to par
20	China Steamship & Labuan Coal Co	12	11½ to 10½ dis.	11 to 10 dis.
10	Credit Foncier & Mobilier of England	9	6½ to 6 dis.	6½ to 6 dis
20	Egyptian Com. & Trading Company	7	4 to 3½ dis.	4 to 3½ dis.
10	General Credit & Discount Company	7½	3½ to 2½ dis.	2½ to 2½ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2½ to 2⅜ dis	2½ to 2⅜ dis.
5	Oriental Gas	All	5½ to 5¾	5½ to 5¾
10	O. Inland Steam	All	1 to 2	1 to 2
50	P. and O. Steam Company	All	60 to 63	64 to 66
50	Do. New	All	60 to 62	64 to 66
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	100 to 104	104 to 107

ARTICLES OF IMPORT.

TEA.—The market is dull and heavy in the extreme. There has been no revival of demand whatever, and where sales have been pressed, prices have been largely in favour of buyers. Fine Teas have been in some few cases fairly maintained, the trade buying them in small parcels for consumption; other descriptions almost without exception show a downward tendency. Congous: Moning kinds of siftings show no change. Kaisow kinds have been sold to a limited extent at little below former prices. Fair to good common have not been saleable, but quotations are unaltered. Fair to good flavory kinds have sold lower. Fine to finest Kaisows have been in moderate demand. Common to fair black-leaf kinds have sold at a reduction of ¼d. to ½d. per lb. Fair to good medium kinds are also ½d. to 1d. per lb. lower. Fine Monings have been sold at from 1s. 10d. to 2s. 2d., but in very limited quantities. In Flowery Pekoes some sales have been made at a trifling advance on the very low prices recently current. Scented Capers have been in some demand, and sales made at an advance of 1d. per lb. Orange Pekoes are still difficult of sale. In uncoloured Japans there have been no new arrivals. In Green Teas there has been a fair business done, the demand for export still continuing, whilst the home trade are also free buyers. Canton-made Gunpowders remain as before. The public sales of China Tea on the 19th inst. comprised 18,213 packages, of which 16,670 were sold, all being without reserve. The cargoes afloat up to last mail's advices are as follows:—

			lbs.
Aug. 19 ...	... Conference ...	... Japan ...	92,180
Oct. 5 .	... Agamemnon* ...	... Do. ...	1,003,045
Nov. 8 ...	... Samuel	... Canton ...	528,300
,, 23 ...	... Camilla	... Shanghai ...	633,594
,, 14 ...	... Chetah	... Canton ...	655,500
,, 17 ...	... J. C. Munro ...	... Foochow ...	862,000
,, 20 ...	... John Temperley	... Do. ...	1,356,900
,, 27 ...	... Patna	... Do. ...	429,500
,, 29 ...	... Cissy	... Shanghai ...	815,000
Dec. 7 ...	... Osprey	... Foochow ...	798,700
,, 8 ...	... Cingala	... Do. ...	1,069,800
,, 11 ...	... Southern Cross ...	... Shanghai ...	802,500
,, 19 ...	... Dundonald ...	... Do. ...	740,000
,, 28 ...	... Tyburnia ...	... Shanghai ...	1,167,589
,, 23 ...	... Tamerlane ...	... Do. ...	1,050,035
,, 18 ...	... Corea	... Japan ...	59,076
Jan. 5 ...	... Jno. Lidgett ...	... Foochow ...	1,050,700
,, 10 ...	... Esperanza ...	... Do. ...	527,600
,, 11 ...	... Charlotte ...	... Do. ...	842,900
,, 17 ...	... Achilles (str.) ...	... Shanghai ...	360,762
,, 19 ...	... Beemut ...	... Do. ...	1,072,625
,, 24 ...	... Dilpussund ...	... Canton ...	819,000
,, 24 ...	... Bankside ...	... Do. ...	510,000
			lbs. 17,247,256

* Put into Singapore for repairs.

SILK.—Since the 16th our market has slightly improved for ordinary qualities of Silk, and a fair business has been done at the advanced rates. Consumption is slightly increasing, but we still have in stock nearly six

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months' requirements. The quotations for best China and Japan are about 1s. higher. The deliveries have been from 1st to 23rd March, China, 2,415 bales; Japan, 656 bales.

COTTON.—We have no change to report in this market, its tone being still extremely quiet. The total London sales of East India have been 6,520 bales on the spot, and 8,960 to arrive. From this quantity China and Rangoon descriptions are again absent, quotations remaining the same as those last given. The stock of China and Japan in London amounts to 793 bales.

COFFEE.—The demand for Plantation Ceylon has continued steady, and private sales in large quantities have taken place at full previous rates. At auction 86 casks, 12 barrels, 53 bags, sold as follows:—Triage, 59s. to 65s.; fine to fine fine ordinary, 74s. to 77s.; low middling and middling 79s. to 83s.; good middling, 84s. 6d. to 85s.; pea-berry, 90s. 6d. to 91s. per cwt. Although the inquiry is not so active as for Plantation, good private business has been done in Native, also at fully former terms. In public sale 30 casks were bought in at 65s., 404 bags sold at 66s., 178 bags good ordinary at 65s., and 6 casks low ordinary at 64s. Of Singapore 59 bags were bought in at 60s. per cwt. The stock of coffee on the 16th inst. was—Of Ceylon, 5,290 tons, against 5,850 at the same date last year, and of Java, &c., 1,500 tons, against 1830 in 1866.

COIR YARN.—For the small quantity offered at the auctions there was a good demand, and 8 tons common Ceylon realised £25 15s. to £26 per ton.

DRUGS.—Anniseeds: At auction 50 cases mouldy China Star were bought in at £6 5s., and 35 cases sold at £6 10s. per cwt. Camphor: Prices have slightly declined, and private business has been done in China at £6; of 140 tubs Japan from Rotterdam at auction one-half sold at £6 2s. 6d. to £6 5s. per cwt. Cantharides: Prices also lower, and 1 case China sold at 5s. Cardamoms: One bag ordinary Ceylon realised 3s. per lb. Galls: At auction 206 cases fair bold Japan were bought in at 68s. per cwt. Musk: Of Tonquin 6 caddies medium sold at 22s. to 22s. 6d., and 5 tins grain at 50s. 6d. to 52s. per oz. Rhubarb: Of 33 chests fair China at at auction 1 only sold at 7s. per lb. Sarsaparilla: 16 bales first-class damaged Ceylon were bought in at 4¼d.

GUM ARABIC.—Among the offers at auction were 30 bags Senegal, which sold, bold reddish at 105s., small at 95s. per cwt.

GUM BENJAMIN.—Higher rates are obtained, and of 77 chests Sumatra at auction 14 sold; good fair to very good seconds at £11 5s. to £13 5s., the remainder being bought in at £10 10s. to £11 10s.; fair brown thirds at £6 7s. 6d. to £6 10s. per cwt.

HIDES AND SKINS.—There was a fair demand for East India Hides at the sales for export, but only a moderate one for consumption, and the greater part wese sold at from last sale prices to occasionally ¼d. per lb. decline on the best qualities. Of Penang Buffalo 790 hides sold out of 1,252 offered:—Best, averaging 26 to 34 lbs., at 5⅜d. to 5½d.; seconds, at 4⅝d. to 4¾d. per lb. Of 1,106 Java and 644 Manila Buffalo offered none were sold.

JAPAN WAX.—The offers at auction consisted of 121 cases, which were all bought in,—cake, rather mealy, at 80s.; saucers, ditto and stained, at 85s.; and more mealy and dirty, at 55s. per cwt.

MANILA HEMP.—Since our last report a good demand has been experienced and firm prices have been realised for the large quantity offered. Privately the sales on the spot have been about 1,500 bales fair to good roping at £49 10s. to £50, and for arrival 1,050 bales, including 400 bales per Congress, at £49, the price of the remainder not reported. At the auctions 344 bales sea-damaged Tobasco and Albay realised for first class £49 10s. to £49 15s.; second-class, £48 15s. to £49 5s. per ton.

PEPPER.—For Black there is a moderate demand at previous rates, and of 357 bags Singapore at auction, part sold at 3¼d., the remainder being bought in at the same price. Privately, 800 bags Penang have changed hands, fair West Coast at 3d., common at 2⅞d., and Trang at 3⅛d. per lb. for cash. No transactions reported in White.

PLUMBAGO.—All the Ceylon at auction was bought in, fair bright at 23s., medium dusty at 16s. per cwt.

RICE.—A steady demand has continued to prevail, but by reason of the bare state of the market and higher prices required, transactions on the spot have been limited to about 20,000 bags, Rangoon and Bassein at 11s. 9d. to 12s. For arrival important business has been done, viz., 200 tons Ballam at 13s. 3d. landed, a cargo of 500 tons Bassein at 10s. 9d. for the Continent, and three of Rangoon, together 3,200 tons, at 11s. for the United Kingdom, or 10s. 6d. to 10s. 7½d. ex ship, besides which, other cargoes have been placed on secret terms.

RATTANS.—The following have been the sales during the past week:—9,870 bundles Singapore at 2s. 6d. to 3s. 4d., 100 bundles Rangoon at 4s. 6d. per hundred, and 887 bundles damaged Penang at £11 per ton.

ROOTS.—At auction 100 bales ordinary China were bought in at 20s.

SUGAR.—The market of the past week opened with a fair inquiry, and large quantities were disposed of at steady prices. Later the demand became more restricted and a decline of 6d. per cwt. was generally established, buyers showing little inclination to operate even at that reduction. Penang: Privately 3,000 bags good middling brown to good yellow sold at 29s. 6d. to 33s., and at auction 3,118 bags middling to fine brown (duty 9s. 4d.) realised 29s. to 32s., a few lots good yellow 34s. 6d. per cwt. Manila: The only offer at auction, consisting of 4,000 mats unclayed, was bought in at 25s. 6d. By private contract 10,000 bags clayed (duty 8s. 4d. and 9s. 2d.) sold at 28s. 6d. to 30s., and 9,000 bags unclayed at 24s. 6d. to 25s. 6d. per cwt. The stock of Sugar in the United Kingdom on the 16th inst. was, of Penang 670 tons, against 1,300 at the same date last year; of Manlia 29,560 tons, against 20,740 in 1866.

SPICES.—Cinnamon: At auction 26 bales Ceylon sold, first-class at 2s. 1d.; second, 1s. 10d. to 1s. 11d.; third, 1s. 7d.; fourth, 1s. 3d. per lb. Nutmegs: 44 cases Penang of old import, realised as follows:—Fine bold, 66s. to lb. 3s. 6d. to 3s. 7d.; medium, 76—78 to lb. 2s.; 81 to lb. 1s. 7d.; 112 to lb. 1s. 2d. Also 2 cases Singapore, 138 to lb. 11d. to 1s. per lb.

SAGO.—At auction 340 boxes sold at steady prices, good small pearl 18s. 6d. to 19s., fair medium, 17s., and 221 bags fair small, 17s 6d. per cwt. Of Flour, 400 bags Singapore were bought in at 16s. per cwt.

SAPANWOOD.—Of Manila 25 tons sold, sound at £9 7s. 6d. to £9 12s. 6d., dirty at £8 10s., and stained at £7 2s. 6d. per ton.

STICKLAC.—At auction, 120 cases ordinary dusty Siam were bought in at 42s. 6d. per cwt.

SOY.—Of China, 53 casks were bought in at 3s. 3d. per gallon.

TERRA JAPONICA.—Cutch: The market is firm, and 460 boxes fine unmixed Pegue realised 46s. 6d. to 47s. per cwt. Gambier: Private business to good extent is reported at the previous rate of 19s. 6d. per cwt., and 448 bales were bought in at auctien at 20s.

TAPIOCA.—Of Penang, 40 bags realised 5½d. per lb.

TIN.—The market is quiet but no decline has taken place. Small sales of fine Straits are reported at £88 10s. for cash and £89 for two months' prompt. Banca is quoted at £93 per ton.

VERMILION.—Of 10 boxes China offered at auction, 2 boxes sea damaged realised 2s. 1d. to 2s. 2d. and the remainder was bought in at 2s. 8d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6; nail rod, £7 10s. to £8; hoops, £8 17s. 6d. to £9; sheets, single, £9 17s. 6d. to £10; Staffordshire bars, £7 17s. 6d. to £8 10s.; rails, £6 to £6 5s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £86 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£90 for block; £91 for common bars. Tin plates, best charcoal I.C., 32s. to 33s.

LEAD, &C.—English pig, W.B., £22 to £22 5s.; shot, patent, £23; sheet, £20 10s.; spelter, £21 15s. to £22; zinc, English sheet, £26 to £27; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—"We have little change to report in price of metals. Copper remains quiet. Foreign tin gradually advancing, and English firm at full rates.

LIVERPOOL MARKETS.

COTTON.—A fair amount of business has been done in East India descriptions, with a tendency towards improvement in prices; the sales have amounted to 26,000 bales. Middling fair to fair China is quoted 10½d., and good fair to good 11d. per lb. The stock of East India in Liverpool is 98,000 bales, against 100,000 at the same time last year.

GUM COPAL.—The sales have been 20 cases soft Manila at 27s. per cwt.

GAMBIER.—At auction 1,120 bales heated realised 18s. per cwt.

PEPPER.—Of Singapore Black 250 bags realised 3½d. per lb.

RICE.—A good demand has been experienced at an advance in price of 9d. to 1s. per cwt. on the spot, and 3d. for arrival. The sales on the spot comprised, 8,500 bags Rangoon at 12s. 9d., 15,000 bags Necransie at 11s. 6d. to 11s. 9d., and 12,300 bags Bassein at 12s. 3d. To arrive, 2,000 tons new Necransie sold at 10s. 4½d. to 10s. 6d., and 2,800 tons Rangoon at 11s. per cwt.

SUGAR.—The market is quiet with limited demand, and the only sale of East India was 3,300 mats unclayed Manila at 16s. per cwt.

TIN.—Straits is quoted £89 and Banca £93 per ton, with a firm and steady market.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 6	May Queen	Turner	Colombo	Falmouth.
— 9	Gaucho	Stooke	Do.	Scilly.
— 7	Felicia	Mayor	Samarang	Scilly.
Feb. 14	Suomi	Nyberg	Macao	Havana.
Mar 14	Australia	Winsten	Mauimein	Falmouth.
— 15	Percy Douglas	Hamon	Colombo	London.
—	Vriendschap	Ter Bruggen	Batavia	Dartmouth.
Mar. 16	Lucania	Admiraal	Java	Falmouth.
— 15	Petronella	Strootman	Batavia	Plymouth.
— 16	Concurrent		Do	Do.
Jan. 25	George Raynes	Bachelder	Hong Kong	Valparaiso.
Mar. 16	Camperdown		Batavia	Off Portland
— 15	Oscar		Do.	Off Dungeness.
— 16	Luctor and Emergo	De Vries	Do.	ff Portland.
— 16	Brederode	Kruymel	Do.	Off the Lizard.
— 16	Vlam	Rivet	Singapore	Gironde.
— 22	York	Bready	Penang	London.
— 19	Fop Smit	Mets	Batavia	Falmouth.
— 3	Royal Diadem	Thomas	Shanghai	New York.
— 20	City of Quebec	Peebles	Do.	Deal.
— 19	Sarah Watson	Bellis	Colombo	Portland.
— 18	Gauntlet	Hudson	Foochow	Scilly.
— 22	Sir W. F. Williams		Shanghai and Cape	Deal.
— 22	Neville	Robinson	Colombo	London.
—	Harlow		Shanghai	Falmouth.
— 24	Rockliff	Drewe	Penang	Downs.
— 24	John Bunyan	Allan	Nagasaki	Do.
— 24	Martha Birnie		Colombo	Do.
— 24	Banian		Foochow	Do.
— 24	Calmmar		Manila	Do.
— 24	Spanker		Colombo	Do.
— 24	Gaucho		Do.	London.
— 24	Wilberforce		Batavia	Falmouth.
— 24	Peter Rohland	Raake	Do.	Do.
— 25	Weymouth	Norris	Foochow	Downs.
— 25	Albyns Isle		Colombo	Do.
— 23	Cora Linn	Iago	Canton	Plymouth.
— 25	Yeavering Belle		Foochow	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 9	Hayamaro (s.)	Carnes	Cardiff & Yokohama	London.
— 8	Izzy	Bossell (?)	Shanghai	Cardiff.
—	Susanna Johanna	Besters	Batavia	Rotterdam.
—	Johannes Antonius		Do.	Do.
— 8	Island Queen	Dixon	Hong Kong	Cardiff.
— 9	Crusader	Smith	Galle	Do.
— 8	Koffyboom	Galin	Singapore	Penarth.
— 9	Tio y Sobrino	Renteria	Manila and Yloilo	Glasgow.
— 14	Sydenham	Tycon	Newpt. & Shanghai	London.
— 1	Stuart Wortley	Showers	Hong Kong	Cardiff.
— 15	Boldon Lawn	Hopper	Cimbo & Trincomlee.	London.
— 15	Dragon (s.s.)	Gibbon	Sing. H.K. & Japan	Glasgow.

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DEPARTURES—*continued.*

Date.	Ship.	Captain.	For	From
Mar.16	Chanticleer	Purdy	Nagasaki	London.
— 15	Glenrosa	Lonsdale	Ceylon	Shields.
— 18	Northfleet	Lymington	Hg. Kg. and Canton	London.
— 18	Wynaud	Smith	Colombo	Do.
— 16	Harold		Hong Kong	Shields.
— 13	Virgilia	Le Sueur	Newport and Shang	Jersey.
— 16	St. Osmin	Atkinson	Ceylon	Deal.
— 16	British Banner	Whiteman	Singapore	Shields.
— 20	Juanpore	Wilson	Shanghai	London.
— 20	Soundary	Bertho	Galle	Newport.
— 21	Adele and Louise	Mangat	Ceylon	Cardiff.
Feb.28	Wild Gazelle	Lewis	Hg. Kg & Shanghai	New York.
Mar. 1	Meteor	Doscher	Shanghai	Do.
— 4	Homer	Rogers	Do.	Do.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Caractacus, Swanley, Fontenaye. For Shanghai: Invincible, Polmaise. For Hong Kong: Solent. For Hong Kong and Canton: Ramsay. For Manila: Ercilla. For Singapore: Janet Ferguson. For Batavia and Sourabaya: California. For Colombo: Arabella.

At LIVERPOOL.—For Hong Kong: Coringa. For Shanghai; Thomas Blyth. For Singapore: Bella, A. H. Wille. For Manila: Doriga, Bella Maria. For Batavia and Sourabaya: Susanna Elizabeth. For Mauritius, Singapore, and Hong Kong: Thales (s.).

At GLASGOW.—For Batavia and Sourabaya: Jamaica. For Singapore: Lochlevin Castle. For Penang: La Plata. For Singapore and Japan: Coquette (str.)

SPOKEN.

HEMISPHERE, Liverpool to Galle, 52 days out, 22 S., 30 W.
SUMATRA (s.), of Palermo, Sunderland to Galle, Feb. 24, 47 N., 18 W.
LOUISE, Amsterdam to Sourabaya, Feb. 25, 44 N., 12 W.
SIRIUS, Sourabaya to Falmouth, Jan. 18, 29 S., 45 E.
ALBERT VICTOR, Canton to New York, Jan. 18, 29 S., 45 E.
MARIA ADRIANA, Java to Rotterdam, Jan. 16, 29 S., 57. E.
MURRAY (schr.), New York to Hong Kong, Nov. 30.
BONI, Falmouth to Batavia, Feb. 16, 4 N., 22 W.
TEMERARIA (? ship), Clmbo. to Lndn., 59 days out, Jan. 31, 7 S. 16 W.
HENRY CLARK (ship), Newcastle to Colombo, Jan. 9.
PORTLAND, Hong Kong to New York, Feb. 7, 20 S., 70 E.
BRETAGNE (Eng.), London to Singapare, Jan. 13, 20 S., 32 W.
POSTILJON (Dutch), Rotterdam to Java, Jan. 27, 1 S., 30 W.
CHARLOTTE (French bq.), Bordeaux to Singapore, Feb. 10, 2 N., 34 W.
HOANG HO (ship), London to Shanghai, Jan. 23, 15 S., 27 W.
EENSGEZINDHEID (bq.), Amsterdam to Batavia, Jan. 10, 25 S., 27 W.
BAYLY (? Dutch), Texel to Batavia, 74 days out, Dec. 9, 42 S., 1 W.
VICKSBURG, from Manila, Dec. 9, off Java Head.
BOY BENDIXEN (American ship), Manila to Boston, Jan. 25, 30 S., 37 E.
ROTHLEY CASTLE (ship), Sourabaya to Amstrdm., Jan. 26, 31 S., 25 E.
GEMINI (bq.), Singapore to New York, Jan. 29, 33 S., 29 E.
CAROLINE (Prussian brig), Macao to London, Feb. 3, 36 S., 18 E.
CAROLINE (Prussian brig), Liverpool to Batavia, Jan. 21, 2 N., 27., W.
JOHN TEMPERLEY, Foochow to London, Feb. 11, 19 S., 3 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports continue very firm at previous quotations. Coal freights from the Northern outports are somewhat easier.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 4s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance from the Thames to Hong Kong of 23 tons (heavy) shot, shell, iron, &c., and 3 tons meast stores.

CASUALTIES.

The hull of the Taymouth Castle, from the Clyde to Singapore wrecked at Forhead, Jan. 6, is fast breaking up, and parts of the vessel and cargo are washing on shore.

The Felicia, Mavor, from Samarang for Amsterdam, arrived at Falmouth March 13, with loss of foretopmast and jibboom.

The Edinburgh Castle, Erskine, which sailed from Glasgow for Singapore, March 6, was being towed down the river, March 7, when she grounded off Garvel Point, but was got off on the evening tide.

The Agenoria, Scollard, from Singapore, which arrived at Mauritius, Feb. 1, experienced very heavy weather between Jan. 15 and 18, in 18 S. 70 E. during which she lost fore and mizen topgallant masts, &c.

The Percy Douglas, Hamon, from Colombo to London, got ashore west of Dover, March 14, at 3.15. A.M., but was got off at 5.15. A.M. by a tug, which with another tug took her in tow for Gravesend, where she arrived on the afternoon of March 14.

The Montrose, Small, from Sourabaya to Amsterdam, put in at Mauritius, Feb. 15, leaky and for repairs, having lost spars and rigging in a hurricane in 15 S., 85 E.

The crew of the Sir John Moore (ship), Robertson, which sailed from Cardiff, March 4, for Hong Kong, with coal, have been landed at St. Nazaire by the Amelie, which vessel fell in with the former in a sinking state March 10, in lat. 47, long. 13.

The British Banner, Whiteman, from Shields for Singapore, put in at Falmouth, March 19, to stop a leak.

A telegram from Lisbon, dated 19th March, states as follows:—The Navigator (Russian vessel), Brockelmann, from Liverpool to Batavia, sêl (?) yesterday, foremast head gone all above, other spars, sails, and rigging.

MISCELLANEOUS.

AT ST. HELENA.—Feb. 2, Aureliana, Basterra, from Macao, and sailed 4 for Havana; 9, Francina Willemina, v. Winkel, from Banjoewangie, and sailed for Rotterdam; 10, Ridderkirk, Bunk, from Sourabaya, and sailed 11 for Amsterdam; 11, Hollandia, Ruige, from Batavia; John C. Munro, Word, from Foochow; 12, Rotterdam, Janzen, from Banjoewangie; Empress, Penrice, from Canton; Ellen Browse, McDonald, from Manila, and sailed 13 for Falmouth; Neptunus, Lodewycks, from Batavia; John Bunyan, Allen, from Nagasaki, and sailed 13 for London; 13, Almelo, Tjebbes, from Padang; 14, Avon, Vildosolo, from Macao.

OFF ST. HELENA.—Feb. 11, Cissy, from Shanghai.

AT CALLAO.—Jan. 30, Lion, Kelman, from Hong Kong, and sailed Feb. 9, for Chinchas; Feb. 6, War Spirit, Hutchings, from Hong Kong; 5, Fray Ventos, Bollo, sailed for China.

At MAURITIUS.—Feb. 15, Montrose, Small, from Sourabaya, for Amsterdam; 16, Briton, Fleming, from Singapore; 9, Westburn, Coorn, sailed for Galle; Merle, Blanc, Feydt, sailed for Galle; 12, Florence Barclay, Jeffry, sailed for Galle; 17, Jeanne Meyer, Loesewitz, sailed for Singapore.

A report has been circulated of the arrival of the *Taitsing* at Shanghai, but we cannot find any confirmation of it. This was the vessel said to have spoken the *Ariel* on 9th November, in lat. 4 N., long. 23 W., while it appears by this vessel's report that at the time she must have been somewhere about 1 South on 3rd November, or, twenty days from Gravesend

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay.*—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne is on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

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THE DELHI AND LONDON BANK

(LIMITED).

Subscribed Capital, £675,250. Paid-up, £337,625.

HEAD OFFICE—76, KING WILLIAM STREET, E.C., LONDON.

Directors.

ALEXANDER BEATTIE, Esq., M.D. | Major-General JOHN CLARKE. | Colonel ROBERT A. RAMSAY.
EDWARD CAMPBELL, Esq. | Major-General ALEX. CUNNINGHAM. | DAVID HENRY SMALL, Esq.

Branches.

CALCUTTA, BOMBAY, DELHI, LUCKNOW, MUSSOORIE, ALLAHABAD, JUBBULPORE, LAHORE.

REPORT of the PROCEEDINGS of a GENERAL MEETING of SHAREHOLDERS held in London, on FRIDAY, the 22nd day of March, 1867, Major-General ALEXANDER CUNNINGHAM in the Chair :—

The Directors beg to submit to the Proprietors the Annual Audited Accounts to 31st December last, and to report that after making provision for all bad and doubtful debts, that is all losses both ascertained and estimated, they are able to declare a dividend at the rate of seven per cent. per annum, for the half-year ending 31st December last, free of income-tax.

The Shareholders must be well aware that the business of all Banks for the greater portion of the year has been attended with great anxieties, more especially to those connected with India; and that for a time, subsequent to June, there was very great alarm both in England and in India, consequent on Banking and other failures, which neces-itated a temporary restriction of business, seriously affecting Exchange operations, and thereby lessening the profits of the period under review.

The Proprietors will have been prepared by the General Manager's letter of the 1st September last to learn that the Bank has sustained heavy losses, partly from the failure of Commercial Houses, but chiefly from the reckless and indefensible conduct of their late Bombay Manager, Mr. W. B. Thompson.

These losses have necessitated the appropriation of a large sum from the past year's profits, and the transfer of £30,525 from the Reserve Fund. The Board hope, however, during the current year, to provide for a large portion of the amount taken from this fund by the sale of spare land at Delhi, which, valuable as it was before, has now become more so by the proximity of the Railway Terminus.

A Branch was opened at Debrooghur, but the business was not so profitable as expected, partly owing to the accommodation afforded by the Government to the public, and from the extreme depression of Tea Property in that district. The Board have therefore withdrawn it. The Branches at Darjeeling and Nynee Tal, owing to the restriction of business, have also been closed.

A Branch has lately been established at Lahore with every prospect of success, being well supported by influential parties.

The late premises of the Bank at Calcutta, for which a high rent was paid, not being well adapted for our extending business, the Directors purchased an eligible house in Council House-street, a situation in all respects suitable.

In conclusion, the Directors have pleasure in stating that the business of the Head Office has been very satisfactory, not a single loss having been sustained since its formation. The business is steadily increasing, and promises to be very profitable.

The Directors who, under Clause 65 of the Deed, vacate their seats are Major-General John Clarke and David Henry Small, Esq., who, being eligible, offer themselves for re-election, as do also the Auditors.—By order of the Board,

J. C. PARRY, General Manager.

BALANCE-SHEET of the DELHI and LONDON BANK (Limited), for 31st December, 1866.

Dr.		Cr.	
To Paid-up Capital	£337,625 0 0	By Cash in hands, and Call, at Head Office and Branches	£141,254 4 11
To Reserve Fund	15,000 0 0	By Government Securities	46,065 17 6
To Amount due on Customers' Balances, Deposits, and Circular Notes	510,873 10 6	By Discounts, Loans, and Credits	629,174 6 11
To Amount on Acceptances for Branches	143,069 8 8	By Other Securities, including Bullion, Bills purchased, &c.	709,688 6 0
To Amount on Exchange Accounts, Credits, &c. ...	548,738 19 6	By Freehold Premises in Delhi, Calcutta, Allahabad, Lucknow, Mussoorie	29,124 8 4
	£1,555,306 18 8		£1,555,306 18 8

PROFIT AND LOSS STATEMENT FOR THE YEAR ENDING DECEMBER 31, 1866.

Dr.			Cr.	
To total expenditure at Head Office and Branches, including rent, taxes, &c., &c.		£20,947 12 8	By balance brought forward	£4,676 3 11
To Interest paid on Deposits and Current Accounts ...		11,267 13 9	By gross profit at Head Office and Branches	52,795 11 2
To Dividend at 5 per cent. per annum for half-year ending 30th June, 1866	£7,457 10 0		By transfer from Reserve Fund...	30,525 0 0
To Dividend at 7 per cent. per annum for half-year ending 31st Dec., 1866 ...	11,816 17 6			
		19,274 7 6		
To provision for bad and doubtful accounts		36,507 1 7		
		£87,996 15 1		£87,996 15 1

We have examined the foregoing Statements, with the Books, Vouchers, and Securities at Head Office and from the Branches, and hereby certify to the correctness thereof.

J. T. SMITH,
ALEX. B. GOODALL, } Auditors.

The following Resolutions were duly moved, seconded, and carried unanimously :—

1. That the Report and Accounts submitted to this Meeting, and previously circulated, be accepted and passed.
2. That Major General John Clarke and David Henry Small, Esq., be re-elected Directors.
3. That the mode of distribution of the amount fixed by the last Meeting of Proprietors for the remuneration of the Directors be left to the discretion of the Board until the next General Meeting, when this question will be reconsidered.
4. That Colonel John Thomas Smith and Alexander Brae Goodall, Esq., be re-elected Auditors.
5. That the thanks of the meeting be presented to the Directors, the Auditors, and the General Manager for their zealous and able services during the past year.
6. That the thanks of the meeting be presented to the Chairman for his able conduct in the chair.

A CUNNINGHAM, Chairman.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the block is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., who requiring to discharge them.

Amoy, March, 1865.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS

NAGASAKI

JAPAN.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

Bottled Ales and Wines, &c.

"NO BUYERS FOR THE BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16.—Heating and Breakage entirely prevented, and 15 per cent., saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, Eastcheap, E.C., Sole Manufacturer.

NOTICE.—The undersigned have this day established a BRANCH of BUSINESS in BATAVIA, in connection with their Penang Firm, under the style of LORRAIN and CO., and its management will be under the care of Mr. Wm. Lorrain Hill and Mr James G. Wilson, the latter signing per procuration.

WALTER SCOTT LORRAIN.
WALTER GILLESPIE.
WM. LORRAIN HILL.

Penang, Jan. 1, 1867.

Glasgow Agents: Messrs. W. S. LORRAIN and ADAM.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS," ON SALE.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceiana.

The last issue (No. 58) contains, amongst other matters,—

DE LA LITTERATURE ARAMEENNE; par Munk, de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon)

ORAISON FUNEBRE, TRADUITE DU COCHIN CHINOIS; par Truong-vinh-ky

BIBLIOGRAPHIE—NOUVELLES ET MELANGES—THENEE ORIENTAL.

Agents in London: TRUBNER AND CO.

HOLLOWAY'S OINTMENT AND PILLS

JUDICIOUS MANAGEMENT.—Though it is impossible, in this climate of changing temperature, to prevent ill health altogether, yet its form and frequency may be much mitigated by the early adoption of remedial measures. When hoarseness, cough, thick breathing, and the attending slight fever indicate irritation of the throat or chest, Holloway's Ointment should be rubbed upon these parts without delay, and his Pills taken in appropriate doses, to promote its curative action. No catarrhs or sore throats can resist these remedies. Printed directions envelope every package of Holloway's medicaments, which are suited to all ages and conditions, and to every ordinary disease to which humanity is liable.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVE FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq

James Blyth, Esq. | Lestock Robert Reid, Esq.
Duncan James Kay, Esq. | Patrick F. Robertson, Esq.
Alexander Mackenzie, Esq. | M.P.
James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.

The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry Ceylon, Hong Kong, Shanghai, Yokohama, Singapore Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

"CHINA MAIL" OFFICE.

No. 2 WYNDHAM-STREET (back of the Club)

1.—THE EVENING MAIL,

A DAILY PAPER.

PRICE.—2 dols. per month.

TERMS OF ADVERTISING.—First insertion, Ten lines and under, 1 dol.; each additional line, 10 cents. Subsequent insertions, per week, 50 cents and 5 cents—"Auction" Notices are excepted, for which only One Charge per week is made).

2.—THE CHINA MAIL,

AN ORIGINAL WEEKLY PAPER.

(Every Thursday Night.)

PRICE.—15 dols. per annum; Single Copies, 44 cents.

ADVERTISING.—First insertion, Five lines, 1 dol.; each additional line, 20 cents. Subsequent insertions, 50 cents and 10 cents.

The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various ports of Europe. Great facilities are thus afforded to advertisers in this newspaper.

3.—OVERLAND CHINA MAIL.

Containing 8 FULL PAGES, and consisting of a reprint of the articles in the EVENING and CHINA MAILS, with Summary of News and Commercial Summary.

ONCE A FORTNIGHT.

(The Morning of the Mail's despatch.)

PRICE.—To Subscribers to the Weekly issue, 8 dols to Non-subscribers, 12 dols. Single copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All "Notices of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered. A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

THE MONEY MARKET REVIEW

A WEEKLY JOURNAL OF THE HIGHEST CLASS,

EXCLUSIVELY DEVOTED TO THE DISCUSSION OF COMMERCIAL AND FINANCIAL TOPICS.

PUBLISHED EVERY SATURDAY

TERMS OF SUBSCRIPTION.

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BY POST.

Single Paper ... ... 7d. Yearly ... ... £1 10s.

*** Post-office orders to be made payable to FRANCIS FISHER, 2 Castle-court, Birchin-lane, Cornhill, London, E.C.

THE THIRD ANNUAL CHINA DINNER, 1867,

WILL BE HELD AT

WILLIS'S ROOMS,

On TUESDAY, 21st MAY,

(the day before the "Derby").

TICKETS, ONE GUINEA AND A HALF.

DINNER ON THE TABLE AT HALF-PAST SEVEN.

Gentlemen intending to dine are requested to leave their names with Messrs. Willis, 26, King-street, St James', S.W.

FREDERIC BRINE,
Honorary Secretary.

6th March.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.

Paid-up capital, £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000

RESERVE FUND £250,000

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

THE AGRA BANK (LIMITED)

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £150

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

BASS AND ALLSOPP'S INDIA PALE ALES

GEORGE JONES, No. 8, Billiter-street

Present prices, 7s. 3d. 3d. per dozen quarts, and 4s. 9d dozen pints. Free on board, protected by his own and the Brewer's Labels and Patent Capsule.

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THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B.W. and H. HORNE, 4, Mcorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT. BRINDISI to ALEXANDRIA—Contract Passage, 82 hours It is frequently done in 73 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

For particulars of Freight, through passage rates, &c &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have the pleasure to announce that they have concluded arrangements with the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance, by the latter's new mail line of steamers, of Passengers, Goods, and Specie between LIVERPOOL, YOKOHAMA (Japan), HONG KONG, and SHANGHAI.

THE NEXT DEPARTURE WILL BE:—

From Liverpool ...	...	5th May.
Leaving San Francisco ...	...	3rd July.
Due at Yokohama ...	...	23rd July.
Due at Hong Kong ...	...	2nd Aug.

Making a connection at Yokohama to and from Shanghai.

The steamers will be despatched at regular intervals so soon as those building for the Pacific Mail Company, specially for the service, are ready.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama ...	...	First Cabin, £110 10s.
To Hong Kong ...	...	,, £120 10s.
To Shanghai ...	...	,, £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

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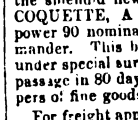

STEAM to YOKOHAMA and NAGASAKI Direct.—To sail from Glasgow on the 31st March, will touch at St. Vincent and Singapore to coal, the splendid new composite, Clyde-built screw steamer COQUETTE, A 1 12 years, 626 tons register, horse power 90 nominal, 380 indicated; W. LOBNITZ, Commander. This beautiful vessel, just launched and built under special survey, is confidently expected to make the passage in 80 days, and is strongly recommended to shippers of fine goods.

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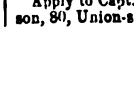

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To follow the "Janet Mitchell."—Has the greater portion of her cargo engaged, and will meet with despatch.

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For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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[PER FRENCH MAIL.

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 241.] LONDON, FRIDAY, APRIL 5, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day
JAPAN—Yokohama	Dec. 17	Feb. 13	Feb. 14
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 26	Feb. 15	Feb. 23
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Jan. 11	Feb. 23	Feb. 26
Canton			
Macao			
PHILIPPINES—			
Manila			Feb. 19
COCHIN-CHINA—			
Saigon			Mar. 3
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore			Mar. 6
Penang			

The inward mail, with Hong Kong dates to March 1, reached Suez on the 1st and is expected in London on the 12th instant. Telegrams are to hand in advance of the mail of March 15, but convey no news of importance.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles, April 3.—From Yokohama: Messrs. Delassale, Von Siebald, Dury, Rheine, Ollivier, the Japanese Prince Mito and suite. From Shanghai: Messrs. Hyver, J. Fernandez, J. G. Casa Fernandez, Ortiz, Sampar, Robert, Ducasse, Charbonel, Legros, Alleyron, Giraud, Hamonie, M. and Madame Deffrs. From Singapore, Messrs. Latana, Roldan, Munoz, Aleren, Hernandez, Revato, Van Angelbeck, Bonten, Ploum, Rothkaus, Onderstyn, Priebie, Baudry, Meister, Schultze, Saturnino, M. and Madame Cavarjal and two children, M. Zavola and four children, M. Forley and three children, M. and Madame Gyselau, M. and Madame Mendioroz, M. and Madame van der Wyck, M. and Madame Van Brengel, Miss Bake.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, April 4.—To Yokohama: Mrs. Dunwoodie. To Shanghai: Mr. and Mrs. Dow, Mr. Burt. To Hong Kong: Mr. Richard Amos, Comdr. Swann, R N. To Ceylon: Mr. and Mrs. Dunlop and two children, Miss Layard, Mr. W. C. Iliff, Miss Potter, Dep.-Ins.-Gen. of Hospitals Innes, Mrs. Maxwell, Dr. and Mrs. Brighouse, Mr. C. A. Leechman, Mrs. Theobald, Barrack-Master Lambe, Mrs. Lambe and child.

From Marseilles, April 12.—To Shanghai: Mr. Boardman, Mr. Hugh Fraser, Mr. and Mrs. Maxwell, Mr. J. R. Green. To Hong Kong: Mr. Warden, Mr. E. H. Lavers. To Ceylon: Mr. A. Hood.

From Marseilles, April 20.—To Hong Kong (via Bombay): Mr. H. B. Tomes. To Ceylon: Mr. G. G. Thomson.

Per P. and O. steamer Tanjore, from Southampton, April 20.—To Ceylon: Mr. G. Crowe, Lieutenant Rathbone, R E., Mr. and Mrs. Vanderspar and children. To Hong Kong: Mr. J. B. Ewart, Mrs. E. Peake.

From Marseilles, April 28.—To Yokohama: Mr. John Clarke. To Shanghai: Mr. and Mrs. W. H. Fittock. To Ceylon: Mr. and Mrs. Lewis. To Penang: Mr. and Mrs. W. L. Hill.

Per P. and O. steamer, from Southampton, May 4.—To Shanghai: Dr. C. Nissen.
From Suez.—To Ceylon: Mr. A. O. Cowan.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port reach to the 14th February. The English mail of the 10th and the French mail of the 17th December had arrived out, the latter conveying London telegrams to the 23rd December. All this news had, however, been anticipated by the *Colorado*.

The present mail brings from Yokohama the young Prince of Mito (brother of Stotsbashi, the present Shiogoon), accompanied by Moukoyama, Minister for Foreign Affairs, Yomosaka, Governor to the Prince, and a suite of twenty-eight officers in attendance, together with M. Dury, late French Consul at Nagasaki, and M. Von Siebold, Interpreter at the English Legation.

The *Japan Herald* announces the death of the Mikado from small-pox, but the *Japan Times* throws discredit on the assertion, and says it is disbelieved by the natives. The following items are from the latter journal:—"Instead of going himself to Osaka, Sir Harry Parkes has sent down a couple of young gentlemen attached to the Legation, to inform Stotsbashi that unless he really means business, he can expect no visit from the British Minister. It would be a good card for the new Shiogoon to play in his present difficult game, to show his fellow Daimios that he was of such importance in the eyes of foreigners, that the representatives of the Sovereigns of the West would come at his call to compliment him on his accession to power. But such a trump is hardly likely to be dealt to him.

"It is with the deepest regret that we have to announce the death by his own hand of A. O. Vidal, Esq., of H.B.M. Legation at Yedo. He dined at the Legation mess on the night of Thursday the 7th inst., and was apparently in his usual health. He retired to his own room; not very long after an explosion was heard, and Mr. Vidal was found dead, with a pistol in his hand, with which he had apparently shot himself through the head. No cause has yet been discovered for the act, but he has never been well since his arrival in Japan about a year ago, and has always been remarked for his quiet, almost melancholy, manner. He had been for some time in Peking before he joined the Embassy here, and had made great progress in the Chinese language. Our readers will probably remember a most remarkable translation which we published in July last year of the preface to a rare book printed in Yedo some fifty years ago, called the Nippon Quai Shi. This is a history of the Shiogoons, showing the rise and progress of their power and the decay of that of the Mikados, commencing A.D. 1108. It is written in a singularly difficult Chinese character, and Mr. Vidal had set himself to the task of translating it—the first fruits of his work being given to us in the preface, which we then published. He has since been engaged, also, upon the compilation of a census of Japan, from native sources, the manuscript of which he submitted to us some months ago and took back to check and correct. It is to be feared that the solitary life at Yedo, and the abstruse studies to which he dedicated his time, together produced *hypochondriasis*, in an access of which he has deprived society of a useful life. No other reason can be discovered for his suicide. The few friends he had here have lost in him a companion of great information and gentle, kind temper, and the public service a most industrious and valuable servant."

The following is extracted from a long and important article in the *Japan Times*, on the French Minister's interference with trade:—

"The interference of H.E. the French Minister with the natural course of trade at this port—an interference regarded by all commercial men, except a very small section of his own countrymen, as in the highest degree improper and unjustifiable

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—has reached such a point as to make it necessary for all who are interested in the expansion of either Japan or European commerce] to unite in a strong effort to check it. It will be remembered that in September last, when it became known that he had influenced the Cabinet of Yedo to entrust the execution of certain large public works to persons appointed by himself or his friends, we called special attention to this evil. We urged the Chamber of Commerce to protest against the initiation of a system which, if fully developed, would infallibly result in the establishment of a gigantic monopoly, to the great disadvantage of the Japanese and the complete destruction of all independent foreign trade. Our anticipations are in a fair way of being realised.

"It was objected at the time by the defenders of M. Roches' policy that the contracts which the Shiogoon's Government were then making were of such magnitude as to be entirely beyond the resources of any private firm; and that it was only by using the aid offered to it by the representative of a friendly Power that it could procure, at a reasonable cost, the docks, arsenal, ships, and machinery which it required. We were also told by his advocates that as soon as these contracts—too important and too large to be entrusted to private firms—should have been executed, and the Shiogoon furnished with his docks, his arsenal, and his fleet, the supply of all needful material would be left to the competition of the legitimate merchants of the place who had risked their capital and employed their time in establishing houses here under the guarantee of treaties which promised a free and unrestricted commerce with Japan. We had no belief at the time that such a promise would be kept, and we expressed our conviction that when the Japanese fleet had been built by the Governmental-Mercantile-Illimitable-Liability Company of Benten, the private merchants of Yokohama would not even be allowed to be its "bumboatmen." No fleet has yet been created, but a batch of experienced French officers have arrived as instructors for the Shiogoon's army, which is to be remodelled on the European system; clothes and arms to a very large amount are required and, though surely cloth, suits of uniform, boots, saddlery, rifles, and other supplies could be furnished without much difficulty by non-official traders, his Excellency the managing director of the Benten G. M. I. L. Company again interferes, and secures the contracts at a rate considerably above ordinary prices. M. Roches must have been perfectly aware that there were numerous firms in Yokohama—French, English, American, German, Dutch—who could and gladly would have undertaken to supply Stotsbashi's reformed army with clothing and all munitions of war, and he might well have abstained from all interference. But he introduced to the Japanese officials in Yedo a French gentleman named Coullet, not ostensibly engaged in trade, but holding the position of inspector or managing director of the Messageries Imperiales Company, with whom large contracts have been made. We may instance as a well-known example one for a considerable quantity of black cloth, variously computed at five, seven, and ten thousand pieces, of which the contract price is confidently stated by merchants who have information on the subject, to be twenty-five cents per yard higher than that at which they would themselves gladly have delivered the description of goods. Nor has the damage done to these, the established traders of the port, been confined to taking from them so large and profitable an operation. A monopoly is virtually established over this particular import. We know of a contract for black cloth made by a foreign house, on which bargain money had been paid, which was cancelled at the urgent entreaty of the native merchant, who stated that the Government had forbidden the purchase of such goods by any private person, and under heavy penalties, on the ground that it intended to procure all that was required through the French Government.

"It remains to apportion the blame due to the parties to this transaction and to seek a remedy for an exil now threatening to attain to such growth as to destroy for the time being all independent commerce in Japan of every nation having treaties with the Shiogoon. We cannot see that any reproach attaches to M. Coullet. This gentleman is a French merchant of high standing and has a European reputation as a writer on finance. Like most prominent commercial men of all countries, he is a director of various companies, amongst others of the Messageries Imperiales—holding in their board the office of Administrateur de Service (or what the P. and O. Company would call an Inspectorate) of the China stations of the line. And it is evident that under the existing rules of the service he has as much right to avail himself of the resources at his command as Messrs. Jardine, Matheson, and Co. of theirs. Besides, it must be remembered that a scheme has been proposed in France for establishing in the East an association similar to the Dutch Trading Company. In the *Economist* which reached us by last English mail is recorded the actual registration in Paris of an association the objects of which are stated to be the 'carrying on of banking, making loans to States, contracting for great public or private enterprises, and undertaking other financial operations.' It is quite possible—and indeed we have heard from several quarters lately that such is the fact—that Mr. Coullet is a director of this new company and preparing for the establishment of a branch in Japan.

"It is the system which allows such assistance to be given that we object to. Ultimately it will fail, no doubt, as it has failed before, and the trade which it is meant to foster it will destroy. As for M. Roches himself, as we have said elsewhere, he acts in perfect good faith according to his lights. He works, as he imagines, for the glory and profit of his country, and for these, we believe, alone. But we hold that he is wrong—that he infringes our treaty rights—and we cannot allow English, American, and Dutch commerce to be sacrificed to the wild theories of a *vieux militaire*.

"We see no signs of a limit to his course. Mr. Coullet has, apparently, the whole supply of clothing for the army in his hands. Native merchants are forbidden to buy an article greatly wanted from any other foreigner. An attempt has been made to stop the trade in arms. The Shiogoon's Government, to pay for its purchases, permits the export of copper contrary to treaty, and we see no reason to doubt that silk will soon be disposed of in the same way. If persisted in, Mr. Roches' policy will lead first to a French monopoly—thence (as has been the case before) to the completion extinction of French trade from the greed of the monopolists and their proved incapacity for commerce in the East.

"The remedy lies partly with the other foreign Ministers, and partly with the merchants themselves. Sir Harry Parkes is bowed down by the yoke of the Anglo-French alliance, but surely he can protest against direct infraction of the treaties, or claim, under "the most favoured nation clause," that English merchants shall also be admitted to trade in Yedo—a threat which would not be ineffective. We can expect no assistance from the Yedo Cabinet. Nor can we greatly blame them. If they choose, with their eyes open, to buy—say black cloth—from a Minister's nominee, twelve or fourteen per cent. dearer than they could get it from a merchant, they may do so. But surely they can be held to the most prominent of their obligations, and prevented alike from making contracts in Yedo and forbidding them here. And cannot the merchants of Yokohama, either through their Chamber of Commerce or by petition to their respective Governments, in some measure aid themselves? Is Manchester helpless? Will the merchants of America consent to see the new trade of the Pacific, which they are stimulating at such cost, pass entirely away from them? Is no other European nation save France interested in silk? Nay, are the merchants of France itself content that the whole of their trade with this country should be managed for them by one oppressive monopoly? We doubt it; but unless an effort, and a strong and united effort, is made, and that quickly, there seems to be a strong probability that all the trade worth having in this port of Yokohama will pass for a time through the hands of the French Minister's nominees."

The Times publishes the following letter on the export of copper:—

Sir,—In the Regulations for British trade with Japan, appended to the treaty between the latter country and Great Britain, the following sentence may be found:—"The Japanese Government will sell from time to time at public auction any surplus quantity of copper that may be produced." In the Yedo Convention of 1866 is further stipulated that copper is "to be sold *only* by the Government at public auction." Unless therefore some error has been made in the translation from the original Dutch, it is clear that Government has bound itself to submit to public competition all the copper produced in the country beyond what is required by the Japanese for home consumption. Now, Sir, I wish to ask you whether you have ever heard of an auction sale of copper in Japan, I, as a British merchant, have occasionally wished to purchase this article, and have sought in vain for any intimation of these public auctions. I have also applied to the Government and to my own Consul, and have

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received various "evasive answers," but no copper. The question is—Is there a surplus, and if so, what becomes of it? Any one who likes to consult the manifests of the mail steamers, or who reads the valuable market reports issued by your contemporary and yourself, will be readily satisfied upon this point. There is no doubt that a very considerable quantity of unmanufactured copper is being exported from Yokohama, and as we cannot discover that a single picul has been sold by auction, we can only infer, either that the Government has assumed the position of a mercantile firm, and speculates in the article on its own account, or that it favours one particular establishment by privately disposing of a valuable commodity which ought to be offered to the competition of all. In either case the provisions of the treaty are flagrantly violated. We read now-a days a great deal about official trading, ministerial interference, monopoly of trade, &c., and perhaps the British portion of the community feel disposed to plume themselves upon the spotless and reproachless manner in which their representatives conduct themselves, content with the modest stipend allowed by their Government, and unallured by the "good things" which we are told fall to the lot of their brethren. This matter of the copper, however, unless fully explained threatens to tarnish their hitherto unblemished escutcheon. Let them be up and doing or else we shall have some of the papers criticising the new "method of fostering *English* commerce," and it will, I suppose, become your painful (!) duty to accuse our Bayard, hitherto *sans peur et sans reproche*, of being "no better than he should be."—Your obedient servant, C.

The following is the report on the markets:—

IMPORTS.—The Japanese New Year, which commenced on the 5th February, has almost suspended business during the past fortnight, and trade is scarcely yet generally resumed. We have, therefore, little change to report either in the position of the market or in quotations. Sales will be found reported as usual in our tables of Prices Current, but deliveries have been so trifling that we have not recorded them. Cotton Piece Goods continue dull, although one firm has made a considerable sale of Grey Shirtings at full rates. Black Velvets are still inquired for at former extravagant prices. Cotton Yarn 16 to 24 is wanted, and sales have been made at our quotations; other counts are still neglected. In Woollens we notice a considerable falling off in the demand for Black falries, which no longer command high rates, although they are still saleable, with the exception of Cloth, at a decline. Sugar continues in fair demand, and owing to the miscarriage of some parcels sold to arrive, prices will probably advance. Rice has been dealt in to a fair extent, Shanghai grain being much liked, and quoted as high as $5.25. Cotton is in somewhat less demand, but still saleable to a moderate extent; no further supplies have arrived from China.

EXPORTS.—Silk: Business has of course been exceedingly limited, many of the silk men not having resumed business. The tendency downwards which we noticed in our last continued until the market closed for the holidays, but a decidedly firmer tone is now apparent. The general aspect of the market remains the same; fine silks are scarce and much inquired for, and a great deal of the stock is of most inferior character. We have reports of settlements up to 180 piculs, and stocks are estimated at 620. Arrivals have about equalled purchases. Tea: Purchases, confined to a very few small lots of the lowest grades, are so insignificant as to be not worth mentioning. About a couple of hundred piculs have arrived to increase our stock. We leave our quotations unchanged; but for good and fine sorts the market is certainly firmer.

EXCHANGE AND BULLION.—Exchange: The business done for the outgoing mail has been so trifling in amount as scarcely to call for any remark. The Japanese New Year holidays, during which the banks were closed, caused a total suspension of all business, and it can hardly be said to have been revived even yet. Bank rates have again declined; Bank sterling on London has not been in demand, not so much on account of the unfavourable rate, but because of the extreme difficulty experienced in obtaining payment from native merchants for imports purchased. Silk and tea still held firmly at high rates, foreign merchants have been unable to take advantage of the present low rate of exchange for the sale of their bills. The amount of private paper in the market has been very small indeed. Bank paper has been placed at 4s. 5d. for 4 m. st., and 4s. 5¼d. for 6 m. st., and first-class private at 4s. 6d. for 4 m. st., and 4s. 6¼d. for 6 m. st.

NAGASAKI.

A fire broke out at this port on the 7th February which destroyed a great number of native buildings, and at one time endangered the British Consulate. It was only subdued, after raging several hours, by extraordinary exertions on the part of the residents. We have no particulars of the property destroyed. It was reported that the *Spoeyleen* had been sold for $155,000 and the *Novelty* for $40,000, but this requires confirmation. The following is from Messrs. Alt and Co's. circular of February 1st:—

IMPORTS.—The demand for Piece Goods and Manufactures generally, in consequence of the near approach of the Japanese New Year, has manifested a slight decrease since our last month's report; this depression, however, we believe to be only temporary, and, as heretofore, business will assume a more healthy tone after the ten days holidays, ending about the 18th proximo. Grey Shirtings, owing to heavy importations, have somewhat declined in value. T-Cloths: There are none in the market, and much wanted at quotations. Turkey Red Prints and Cambrics continue in good demand, and stocks are low. Taffechellas: Suitable assortments easily realised at quotations. Long Ells, especially scarlet, command ready sales, and supplies limited. Camlets: Stocks are diminishing. Velvets: No stocks, with daily inquiries. Figured Orleans are also in improved request. Shanghai Cotton in small inquiry at reduced rates. Metals: But little has been done in these. Lead continues Saleable at quotations. Nail Rod Iron: Stocks are heavy. Hoop Iron in demand. English Coal: Stock almost exhausted.

EXPORTS.—There has been a steady inquiry for produce during the past month and considerable sales of Camphor, Wax, and Galls, have been made at full rates. For the former, a slight advance upon last mail's quotations has been paid, and a good demand still exists, with only moderate stocks. Wax and Galls continue to be taken freely, but for the latter somewhat reduced figures have been accepted. Operations in Tobacco have been more limited, and though stocks are small, declined a little. Tea: The market for this article continues to be well supplied, and although there are but few anxious buyers, and settlements in some instances have been in favour of purchasers, we do not quote any decided change upon last month's rates. Silk: There have been musters of several parcels on offer, amongst them one of 150 bales, but we do not hear of any settlements as yet.

EXCHANGE.—On London, 6 months' bills, 4s. 7½d. per dollar. On Shanghai, 10 days' sight, par. Itziboos 318 to 320 per $100.

FREIGHTS.—To London, £3 per ton of 50 cubic feet. For New York, £2 10s.—nominal. To Shanghai, $3 to $4; to Hong Kong, $3 to $4.

CHINA.

TIENTSIN.

Our correspondent at this port writes:—

"Of news I have nothing worth giving, except it be that it is rumoured that all the foreign Ministers take up the Korea question in the spring. We had a large fire in the northern suburb (the principal business place) the third time in 11 years. 30,000 ps. of cotton goods and 35 chests of opium were destroyed. The Commissioner of Customs, T. Dick, in his report for December, gives us the following:—Import of grey and white shirtings for the year, 1,053,227 pieces, and other kinds 340,237 ps., making a total of 1,394,464 ps. of the value of 4,255,454 taels,—the quantity falling but little short of that of 1861, while the value exceeds that of 1861 by one-half. The importation of woollens has increased largely since the port was opened, and amounts in 1866 to the value of 886,431 taels. Export of cotton, which began in 1863 with 2,366 piculs valued at 18,928 taels, amounted in 1866 to 136,177 piculs worth 1,770,301 taels. Opium has increased from 1,482 chests in 1861, worth 963,000 taels, to 9,188 in 1866, worth 5,812,600 taels, and yielding half the revenue of the port. The tonnage entered in 1866 was nearly 90,100, against 60,049 tons in 1865.

"From the above you will see our trade is increasing rapidly, but unfortunately it is nearly all in the hands of the Chinese; our shipowners are the only ones who derive much advantage. When affairs get settled at home and in America we may see direct shipments to Tientsin and Chefoo; until then the Chinese will have the best of it. Two or three of our merchants have tried or are trying direct shipments on their own account, and I have no doubt it will pay. Those who have tried it have found it answer upon the whole. There is a great field for trade in the north here, but as yet we really know but little about the country or the trade."

SHANGHAI.

Dates from this port are to the 23rd Feb. The outward mail of December 26 was delivered on the 15th February.

On the introduction of railways into China, the *North China Herald* has the following:—

"Although there appears little immediate hope of the realisation of Sir Macdonald Stephenson's vast railway scheme, the lines indicated by him will, without doubt, be constructed whenever the consent of the Chinese to the introduction of steam carriages shall have been obtained. It is interesting, therefore, in the meantime to know what are the resources and difficulties offered by the country through which they will run. The notes read by Mr. Bickmore before the Asiatic Society, on an overland journey he has just made from Canton to Hankow, point out two great advantages and one serious difficulty. The traffic along parts of the interior is great, and passes through several coal-fields; but the inhabitants appear to entertain a violent antipathy to foreigners. The paragraphs we quote give valuable information regarding the carboniferous resources of the country. Mr. Bickmore fully endorses the opinion that a much better quality of coal than the Chinese use would be discovered by further search. They only collect it in places where it has been upheaved through the superincumbent sandstone, and never attempt to quarry where nature has not thrown it in their way. A more intelligent system would quickly follow on the introduction of railways; so we may be

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content, for the present, to know that the coal-fields exist; and to infer that they will afford a suitable supply of fuel for the use of our engines whenever the demand arises. The destruction of the Pootung telegraph posts, in a neighbourhood where foreigners are so well known, enables us to appreciate the force of Mr. Bickmore's apprehension of opposition in the interior. At one village, the inn at which he lodged was attacked by the villagers with the expressed intention of killing him because he had been making observations by by the aid of an Azimuth compass, which their fertile imagination construed into an instrument for detecting the hidden riches of their mountains and rivers. Fortunately the threat of his guard that the mandarin would behead all concerned in the riot deterred them from carrying out their intention. In another city not far distant a proclamation was posted up to the effect that it had been determined by common consent that 'if any one had anything to do with the Imps, or rented them a house or any other dwelling place, his house and his family dwelling should be immediately burned to the ground, and his whole family, male and female, old and young, at once put to death.' Here, again, Mr. Bickmore was mobbed and hooted at, though fortunately the crowd did not proceed to actual violence. The prosecution of a railway, until some of this excitement shall have been allayed, will evidently be difficult. In the first place Government would not dare to sanction the enterprise, knowing the hostility it would cause; and even if they did the works would be liable to constant hindrance and workmen impossible to obtain. Evidently the much talked of 'wedge' will have to be driven in very gently at first; and with a prospect before us of so slow a penetration, the sooner the thin end is inserted the better. It is generally admitted that the first essay of the railway system in China will be made on one of three routes—Tientsin to Peking, Shanghai to Soochow or Hangchow, or Canton to Fatshan. The prosecution of one will probably be a signal for the commencement of the others; and these lines having once been established, their gradual progress towards the interior is only a question of time."

We extract the following interesting passages from the paper read by Mr. Bickmore at the meeting of the Asiatic Society:—

"We soon came to Sechang, where some fifty boats were loading with coal.

"This is the principal coal mine on the Siang. It is situated on the left bank, one hundred and forty-five *li* above Hangchau. As shown in the section, the coal beds rest on limestone, and this is also the case in Szechuen, in the coal regions near Peking, and probably in every part of the empire wherever both occur.

"On the coal strata rests red sandstone, which originally covered all the coal deposits in this vicinity, the coal only appearing at the surface where it has been thrust up through the overlying strata of sandstone, or where the sandstone has suffered considerable denudation.

"As we were but six miles from the village where a murder had recently occurred, the mandarin sent to protect me declared he would not allow me to land and travel through the mines; and I was therefore able to note only what could be seen from the river bank. All the 'mines' that were thus observed were merely deep pits in the sides of the hills, and consequently only 'surface' coals are obtained. The engineers of steamboats on the Yangtsze inform me that the coal from this and the neighbouring mines has improved in quality considerably since the first was brought to market. It should be noted here that the best coal usually occurs only below the water level, and the Chinese are obliged to stop when they come to that for want of proper pumping apparatus.

"The best coal in China therefore remains undisturbed, but there is much reason to doubt whether it will ever equal the best coals of England or America.

"Hangchau is the great depot for coal in Hunan, and the military mandarin who accompanied me from that city to Changsha, the capital of the province, stated that, coal is mined at Kweiyang and Saiyang (see Dr. Williams' Map of China), and also at Sinhwa on the Tsz'kiang. It probably occurs therefore everywhere beneath the red sandstone that covers the plains of Hunan, though it is mined only where it outcrops on the borders of these plains, or where it has been brought to the surface by elevations that have taken place since the deposition of the red sandstone. When the present mines become exhausted, no doubt an immense supply may be obtained by boring through the over-lying red sandstone. The wide extent of the coal beds in China promises much for the development of this land in the future. From Lichang, to Moukden, north of the Gulf of Siantung, there is an almost continued series of coal mines on the flanks of the elevations that border the Great Plain.

"A great crowd gathered on the shore at Kweiling when I landed and the boys hooted and shouted, but I could not understand what they said, and only hurried on my chair coolies through the suburbs, which were everywhere perfectly thronged. Two or three times I feared they would block up the street in front of me and thus stop me altogether, but they seemed to have a superstitious respect for the 'barbarian' and allowed me to pass. When we came to the chief gate and were entering the city some officials stopped my chair and drew me into their office from the press of the crowd, while they were instructing my coolies to go round the city and not through it. Here one of the coolies took this opportunity to run away, and it was a long time before another could be obtained, but I finally continued on between the city wall and the river until we came to a great rock round which we were ferried in a boat, and there I was once more free from my persecutors. I also had the pleasure there of being able to walk myself that I might hurry on my chair coolies at the top of their speed, and thus with all possible haste distanced this city of destruction.

"Night, however, overtook us when we were five miles away, and the two policemen guarding us selected an inn in a little village, where we were lodged for the night. After such a tumult it seemed so quiet and safe that I was tempted out into a neighbouring field to note by the aid of an Azimuth compass the direction of the valley we were to travel on the morrow, and also the form of the mountains that bordered it. While I was absorbed in this view a man from the village passed by me and noticed the compass, so I shut it up and went back to rest for fear he might think I was a geomancer.

"Late in the evening the whole neighbourhood began to resound with a heavy beating of gongs, and soon a large crowd carrying torches gathered in front of the inn and began shouting 'Kill him! kill him! kill the white devil!' I plainly saw they had come to rob me and kill me, and feared the worst, but my policemen showed them my pass from their mandarin, and assured them that if they did me any harm the mandarin would behead them all and destroy the whole village. And, after much spiteful discussion, they offered to leave me on the condition that I should leave their village as soon as daylight appeared. The only crime alleged against me was that one of their number had seen me with a mysterious instrument observing the valleys and mountains, and they were all satisfied I had come to carry away the hidden treasures which they were sure their land possessed.

"Almost everywhere, when they saw me breaking the rocks, they at once concluded I was looking for gold, or silver, or precious stones. Another common belief is that a foreigner who has blue eyes has the clairvoyant power of seeing straight through any quantity of solid rock."

We also glean the following items from the *Herald*:—

The question concerning the racecourse property has been referred to Peking. It should be explained that only the land within the racecourse, and not the course itself, is in question. That was bought out and out in the first instance. But the option of abandoning, or paying tls. 40,000 for the cricket and base ball grounds will be sufficiently disagreeable. The original title deeds of the Fives Court property will show clearly the intention of the original purchasers, that it should be reserved for "purposes of recreation" only. A doubt has, we believe, been expressed as to this fact, which the publication of the extracts in question will remove. Clearly, under the other stipulation in the deed, all right and title in the land has been forfeited by the erection of Chinese houses, and we trust that the Taotai will exercise his power to reclaim it, cause the removal of these encumbrances, and, as in the case of the church plot, grant a new title in trust—say to H.B.M. Consul, for the future use of the community.

We mentioned some time ago that the French missionaries were agitating a claim to some land within the city and outside the walls of Nanking, alleged to have been formerly in possession of the Mission. They have, we learn, succeeded in getting their claims recognised, and a plot of land of equal extent, but not identical with that claimed, which is otherwise occupied, has been allotted to them. As will be seen from our leading columns, Li-hung-chang is absent in command of the army in Shantung; but he has not given up the seals of the

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viceroyalty, and holds both the government of the two Kiangs and the post of Generalissimo vacated by Tsen-kwo-fan.

The occurrence of China New Year's Day on the 5th Feb. made the week a complete holiday, business having only been resumed in a moderate degree on the 8th, on account of the departure of the mail. Nothing of interest occurred in the settlement beyond an additional rowdy escapade of rather unusual boldness. While three gentlemen were on their way up country on a shooting excursion their boat was boarded a short distance from the settlement by two Cantonese and a foreigner, all armed, while alongside was a gig containing four other men. A China boy gave the alarm, and on one of the gentlemen appearing on deck the rowdies made off. The gig had been noticed pulling up the creek about three hours previously, so it would appear they were lying in wait for other game.

A meeting of the British Episcopal Church Society has been held at H.B.M. Consulate. The state of affairs to which the out-going trustees called the attention of the members of the Society affords a satisfactory contrast to the position of matters ecclesiastical which the community were invited to contemplate on the 10th of January, 1866. In the year just over the long-promised church has been actually commenced, and indeed has made marked progress. Those who have taken the pains to examine the portion of the structure already completed must be satisfied with the excellence of the workmanship and the solidity with which the foundation has been laid. The long and tedious process of pile-driving, which occupied so many months, may have seemed a superfluous and supererogatory labour to unpractised eyes, but we who have experience in Shanghai building must acknowledge that the compact basis of operations prepared is a guarantee for the permanence of the superstructure. In these times of impecuniosity the first question which occurs to every one on going to a public meeting is the all-important one of finance. The trustees unfortunately have not enough money to finish the proposed edifice, but they were able to propose a plan by which the design of Gilbert Scott may be carried successfully out without fresh demands on the liberality of the present generation of residents. A loan of the 15,000 taels, in which they are deficient, will, we are assured, be forthcoming whenever the demand arises; and the surplus revenue from pew rents is relied on for payment of the interest and eventually of the principal. The gentlemen who have superintended the temporal matters of the English Church in Shanghai, have not always had pleasant times. Their work has been by no means easy. They have been sometimes accused of rash precipitancy, and at other times branded with a charge of unpardonable slowness. It is, indeed, highly creditable to Shanghai that in a time of extraordinary, and, we may almost say, unexampled depression, money has been forthcoming to build a church for sailors at Pootung Point, and to commence the long delayed structure in the midst of the settlement. These facts speak for themselves, and while they prove that energy and perseverance have distinguished the gentlemen who have directed British church affairs, they also prove that the mind of the community is not so completely employed in material pursuits as it is the fashion to state.

HANKOW.

The *Hankow Times* has the following on the New Year holidays, and the working of the native banks:—Tuesday, the 5th February, was the first of the China New Year, and the natives have for the last few days been giving themselves up entirely to feasting and pleasure-seeking, placing business in abeyance. This festive was, however, as usual, preceded by a trying term—the Chinese settling up and closing all accounts with the year; and the advent of this ordeal has been looked forward to by our merchants with considerable apprehension and anxiety. The result for the majority has been satisfactory; and beyond the weaknesses apparent for some time past, no fresh disasters have transpired, and foreigners have reason to congratulate themselves on such a happy issue. Before resuming business, we recommend the merchants to pause and meditate over the experience of the past year. We have time after time urged on the notice of our readers the dangerous system on which business has been conducted here; and were any additional evidence wanted, the disclosures lately made as to the position of many of the native banks would surely suffice to convince even the most sceptical. The past year has been a disastrous one to Chinese as well as foreigners. Their operations in tea and other native produce, as also in imports, have as a rule resulted in heavy losses, and their resources have thereby been much crippled. If, therefore, the dangers which we had so forcibly brought to our notice in September, 1865, when the cash system was last agitated, were real (and they were generally acknowledged to be so) they must indeed be greater now, and more to be dreaded than at any previous time. The system of business at Hankow is such as does not exist in any other port of China. Goods have been sold to men of whom we know but little, and who generally are mere upstarts, and they obtain delivery on tendering bank orders at dates varying from three weeks to two months. These documents have till but lately been considered by some almost as good as sycee; this delusion, however, has now been dispelled and we have seen that in cases of difficulty many of the orders are almost worthless, and likewise that the buyers of the goods are often interested in the banks. We cannot think that the merchants are sufficiently compensated for the great risk incurred by the prices obtained in comparison with those in Shanghai. The great bane of the trade of Hankow has been the competition among foreigners, many trying to overreach their neighbours, and to do business at any cost. The risks involved, however, we feel convinced could not have been appreciated by the principals in Shanghai, otherwise we should have had a change long ere this. Many, we are given to believe, comfort themselves with the supposed securities of their compradores being responsible for the payment of the bankers' orders, and we hope they may be right; but we opine that in an important case it might occur to the native to repudiate such responsibility, and in a court of law it is not unlikely the decision would be against the foreigner. The evils extend even further than the immediate risk. By giving credit to these needy traders they are virtually supplied with funds, with which they are enabled to compete with the legitimate trader in the purchase of produce in the interior, and thus the merchants raise the price on themselves. A most flagrant example of this is seen in the unprecedented prices at which teas were bought in the country last season.

HONG KONG.

From this port we have advices to the 26th February. The mail of January 11th arrived out on the 23rd February, with telegrams to January 30th. There is little news of importance, the chief event of local interest being the laying of the foundation stone of the new City Hall, which is thus narrated by the *China Mail*:—

The foundation stone of the Hong Kong City Hall was laid to-day by H. E. Sir Richard MacDonnell, with the usual ceremony, in presence of a very limited number of residents. This paucity of attendance is explainable by the somewhat hasty decision of the committee as to the time the ceremony should take place and a rumour regarding three fresh races at Wongneichong. At the eastern corner of the site a sort of platform was raised on which the stone rested; the stone (a common piece of rough Chinese granite) being fixed above to a block-pulley suspended from the top of the platform. Without the least ornamentation, the platform presented a very bare appearance; and had it only been painted black, it would have strongly resembled a rickety specimen of a gallows. Such a notion must have been floating in the mind of one gentleman present, who remarked, while a cluster of onlookers were gazing down into the "level," that they were gathered around the grave of the departed. The English flag was attached to a piece of bamboo on the platform. At the entrance to the enclosure stood a matshed, in which a tiffin was laid out for the regalement of the distinguished party after the stone was laid. Over the door of the matshed were placed the flag of the United States and that of France, thus representing the three nationalities most interested in the erection of the building.

A few minutes before one the strain of the 20th band informed those round the platform that his Excellency and party had arrived. The Governor was accompanied by Lady MacDonnell, the Duc de Penthievre, Comte Beavoir, and Mr. Mercer. Messrs. Rennie, Whittall, Pollard, Ryrie, Forth, the other members of committee and Monsieur Hermitte received his Excellency and party at the door of the enclosure, the band meanwhile playing the National Anthem. A number of ladies were also present, and considerably relieved what was otherwise anything but an imposing ceremony. Previous to the lowering of the stone, the Governor placed in the cavity of the stone specimens of the Hong Kong mintage, representing all the coins, from the mil to the dollar—and the mortar was then spread, his Excellency, silver trowel in hand, lending his assistance. A copy of this morning's issue of the *Daily Press* was also placed in the cavity of the foundation-stone; and also a medal (we were going to say a Hong Kong dollar) struck for

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the occasion at the Hong Kong Mint. The obverse of the medal is simply the obverse of the Hong Kong dollar; and upon the reverse is stamped a clumsily-cut inscription to the following effect:—"Hong Kong City Hall Foundation Stone, laid by H. E. Sir R. G. MacDonnell, C.B., 23rd February, 1867. A. Hermitte, archt."

The stone lowered, a few finishing touches by his Excellency, and the manual labour of the affair was at an end. All that was said over the stone comprised merely a few words of congratulation from the Governor to Mr. Rennie, touching the inauguration of the undertaking in which they had just taken part. At this stage of the proceedings Mr. Silveira, the photographer, made himself observable with camera and prepared plate, hitting off the group upon the platform in a couple of seconds; and the company adjourned to the refreshment-room, where, we are informed, about forty sat down to tiffin, and congratulatory addresses were interchanged.

The following items are also from the China mail:—The *Kew Kee* steamer was sold at auction on the 22nd February, by Messrs. Morgan, Lambert and Co., and realised the sum of nine thousand dollars.

The *Taitsing* cleared for Hong Kong at Shanghai on the 13th February. She is consigned to Messrs. Birley, Worthington and Co. The Shanghai *Daily News* remarks that the *Taitsing* was in that port only a week, and finished discharging her cargo in exactly 28 working hours at the Union Wharf. We may further remark, to her credit, that she reached this port in three days from Shanghai, passing the steamer *Shaftesbury*, as already reported, off Point Matheson, above Amo

The French steamer *Phase*, Captain C. Hinstin, is intended, we believe, for the Messageries Imperiales' service on the northern route from Hong Kong. The following are her dimensions in French measurement:—Length, metres 86.60; width, metres 10.32; registered tonnage, 719; actual tonnage, 1,200; horse power, 370; speed, 11 knots. She was built in 1857.

The weather is seldom so noteworthy as it has been in Hong Kong during the last few days, partly because it has been more solicitously watched than usual, and partly because it has been as changeable as fickle fortune herself. For the season, and compared with this time last year, it has been very cold, the glass having fallen to 49 and 50. Such a state of affairs, however, appears to be improved upon at Canton. A correspondent mentions that "it was bitterly cold here (20th), thermometer down to 42, and no sun." Three months' time will turn the tables completely.

The *Consular Gazette* gives a return of prisoners sent to Hong Kong from Shanghai, under sentence by the Supreme Court, to undergo their punishment here. There were fourteen altogether in 1866. Two, Ed. Thomas Bolt and John Scott, sentenced each to twelve months' imprisonment for manslaughter, have had their sentences remitted by H. M. Minister at Peking, "on condition that the prisoners return to England." We wonder how far home purists will like this deportation of criminals to the home country. When the Australian colonists threatened to return some of the "expirees" who had graduated in the universities of English crime, if transportation to Australia was continued, the home Government became alarmed, and turned a willing and compliant ear to remonstrances they had previously derided. In the case under notice the prisoners are apparently under an obligation to "return to England," and to go nowhere else for the unexpired period of their sentences. Two persons have lately been deported from Shanghai, one for proceeding into the interior without a passport, the other for enticing two seamen of H.M.S. *Firm* to desert, both prisoners being unable to find security for good behaviour. Sentence of deportation was carried out in another case for "furious driving and drunkenness," coupled also with inability to find surety. Three have been deported from Japan for having desecrated some Ainos' graves at Hakodadi. How many of these deportees find their way to Hong Kong?

BURMAH.

RANGOON.

Three engineers left Rangoon on the 31st of January to explore the country, with a view to the formation of a railway connecting Rangoon with Western China. The names of these gentlemen are Captain C. H. Luard, of the Royal Engineers, consulting engineer of the railways in Bengal; Captain J. M. Williams, superintendent of works; and Mr. d'Avigdor, civil engineer.

The annual exhibition of the Agri-Horticultural Society of British Burmah was opened on the 9th of February, and a number of prizes were awarded to the producers of the best English vegetables (that is, raised from English seed), the best country vegetables, and the finest flowers.

A shock of an earthquake was felt at Rangoon on the 28th January at daybreak. The first wave was decidedly strong, as though there was a great upheaval somewhere; but the second and third were less violent. The *Times* considers it probable that there has been some recent irruption in the volcanic mountains of the north. This is the third earthquake that has been felt in that region during the last ten years. A meteoric shower was said to have been seen three nights previous, but the *Times* says that, not having seen it, they were unable to describe it. On the previous occurrence of an earthquake certain luminous bodies were seen shooting through the atmosphere, preceding the shock.

A geological survey made by Mr. Theobald, under instructions from the Indian Government, has developed the fact that British Burmah is rich in iron ore of excellent quality, and abounds in coal, tin, copper, and antimony. It is very justly observed that the successful working of these branches of industry must depend upon the increase of the population and the amount of capital which can be attracted to the country to be invested in the undertaking. The King of Burmah grants permission to companies or to individuals to work any of the mines in his territory upon payment of a fee to him at the making of the lease, but reserves to himself the right of forbidding the export of the minerals at his Royal pleasure.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BAYLEY—On the 26th Feb., at Point de Galle, Ceylon, the wife of Francis Bayley, Esq., of a daughter.

BIELFELD—On the 22nd Feb., at Hong Kong, Mrs. Alexander Bielfeld, of a daughter.

GILFILLAN—On the 16th Feb., at Shanghai, Mrs. James Gilfillan, of a daughter.

GREENALL—On the 30th March, at 43, Rutland-gate, the wife of Gilbert Greenall, Esq., of a son.

HARPER—On the 15th Feb., at Shanghai, the wife of William Harper, Esq., of a daughter.

LEWIS—On the 27th March, at 14, Carlton-road, Maida-vale West, the wife of W. F. Lewis, Esq., Shanghai, China, of a daughter.

MACKAY—On the 11th Feb., the wife of George Mackay, Esq., of a daughter.

TAYLOR—On the 12th Feb., the wife of John T. Taylor, Esq., of a daughter.

MARRIAGES.

HARCOURT—PLUMRIDGE.—On the 23rd Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, John S. C. Harcourt, Capt. 20th Regt., to Harriet Emma Elizabeth Plumridge.

OGLE—PALMER.—On the 26th Feb., at Singapore, by the Rev. C. J. Waterhouse, Mr. Andrew Alfred Ogle, chief engineer steamer Fair Malacca, to Henrietta Letitia, youngest daughter of Mr. Benjamin Palmer.

PERCEVAL—NORTON.—On the 30th March, at the parish church of St. Margaret's, Horsmonden, by the Rev. Hugh F. S. Marriott, rector, M.A., Spencer Frederick John, eldest son of the late Frederick James Perceval, Esq., J.P. of Middlesex, and grandson of the late Right Hon. Spencer Perceval, to Ellen Anne, second daughter of the late Owens Norton, Esq., of Edgbaston, Warwickshire. No cards.

DEATHS.

BOWEN—On the 28th March, at Addison-road, Notting-hill, Captain Edwin Bowen, late of the China Steamship Company's steamer Moy a.

BRISTOW—On the 17th Feb., at Singapore, Captain Horatio Bristow.

DOLLY—On the 22nd Feb., on board H.M.S. Melville, Charles Dolly, captain of mizentop, H.M.S. Princess Royal, aged 30 years.

FULLERTON—On the 31st March, at his residence, 6, Adelaide-crescent, Brighton, William Elphinstone Fullerton, Esq., eldest son of the late Robert Fullerton, Esq., formerly Governor of Penang.

GUERIN—On the 21st Feb., at Canton, Eugene Guerin, Knight of the Legion of Honour, in the 38th year of his age.

MAGNIAC—On the 31st March, at 2, Bolton-row, Piccadilly, Hollingworth Magniac, Esq., of Colworth, Bedfordshire, in his 81st year.

ORD—On the 29th March, at Streatham-hill, Surrey, Marietta, infant daughter of George Rice Ord, Esq., aged 7 months and 12 days.

PERREAU—On the 26th Feb., at Singapore, Mr. D. C. Perreau, aged 25 years.

SLATE—On the 24th Feb., at Hong Kong, Richard Brewster Slate, Esq., of New York, U.S.A.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Feb. 14, Jubilee.

At HONG KONG and CANTON.—None.

At MANILA.—From Glasgow. Feb. 9, Jose y Maria; from Havana, Margarita.

At SINGAPORE.—From the Clyde, Nemyss Castle (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From HONG KONG and CANTON.—None.

From MANILA.—For London (via Cape of Good Hope) Feb. 18, San Fernando; for Spain, 12, H.C.M. St. Berenguela.

From SINGAPORE.—For London, Feb. 21, Sophie.

VESSELS LOADING.

At YOKOHAMA.—For London, Carioca, Lord Collingwood.

At SHANGHAI.—For London, Burmah, John Bellamy, Peter Denny; for New York, Endeavour, Magellan, Aurora Australis.

At HONG KONG and CANTON.—For London, none; for Hamburg, Emilie, Ficciola; for New York, Windward, Ariadne, Sea Serpent.

At MANILA.—For Falmouth, Glendower; For London, Canaan,

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Coromandel; for Havana, Eulalia; for Barcelona, Nievo Santaro; for New York, Hotspur, Earl Dalhousie, Mindoro.

At SINGAPORE.—For London, Willy, Der Sud, Ellen Radford; for Falmouth (for orders), Elias; for Liverpool and Glasgow, Roslin Castle, for Rotterdam, Bengal; for New York, John Norman.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—The quotations, which are nominal, remain at £3 to £3 10s. for Cotton and Tea, and £4 to £4 10s. Silk. To New York there is no vessel on the berth.

At SHANGHA.—To London, £2. To New York, £2 per ton of 40 cubic feet.

At MANILA.—The Earl of Dalhousie has been fixed for New York, with a full cargo of Hemp at £4 per 20 cwt. The Eulalia has been taken up for Havana at £3 10s. per ton for a cargo of Rice and Coffee.

CASUALTIES.

SINGAPORE.

The Gazelle, Le Gros, from Singapore to London, was wrecked on the Pan Shoal, at the entrance of Rhio Straits, on 8th of February, and afterwards sunk. Crew saved.

COMMERCIAL POSTSCRIPT.

A meeting of the proprietors of the Commercial Bank Corporation of India and the East was held yesterday, Mr. J. J. Lowndes in the chair, to consider a project prepared by Messrs. Chadwick and Co., for the resuscitation of the business of the bank on the basis of their scheme which was carried out successfully in the case of the Agra Bank. The examination of the accounts was stated to show a probable surplus of about £200,000, for which it is proposed to credit 40,000 B shares with £5 each. It is likewise proposed to raise £300,000 new capital by the issue of 30,000 A shares, at £10 each, to be paid up within the year, and also to obtain the assent of the creditors to receive the remainder of their debts (10s. in the pound having already been paid) by four half-yearly instalments of 2s. 6d. each. At the end of the two years it is proposed to free from liability the shareholders, and convert the 40,000 £5 shares into 20,000 £10 shares with limited liability, the same as those of the new company. The fresh capital is to receive a preference dividend of £10 per cent. out of the first profits, and promissory notes are to be given to the creditors for the amount of their instalments with interest. After considerable discussion and inquiry, unanimous resolutions were passed in approval of the scheme and for the appointment of a committee of shareholders to give effect to it. Assistance afforded by Mr. Holyhead, the liquidator, was at the same time acknowledged.

ARRIVALS NOT IN THE TABLES.—March 20, at New York, from Canton, Powhatten.

DEPARTURES.—April 4, from London, for Manila, Ercilla; 3, from Liverpool, for Singapore, Bella; 2, from Sunderland, for Hong Kong, Belle of the South; 3, Malvern.

SPOKEN.—Iris, Nagasaki to London, Feb. 3, in the Java Sea.

CASUALTIES.—The Edendale, of Glasgow, from Samarang to Rotterdam, which was abandoned Feb. 26 (?), struck on a reef off the coast of Madena (? Madeira), but little of the cargo was saved.

BANK OF HINDUSTAN, CHINA, AND JAPAN, v. SMITH.—This was an action on a guarantee given by the defendant on the occasion of an amalgamation between the company and the Imperial Bank of China, India, and Japan. A similar guarantee was signed by three other gentlemen, against whom there were three other actions, and the defence in substance was that the guarantee now sued upon had been vitiated by striking out the names of persons who were parties to it, and also (as an equitable plea) that the guarantee was intended to secure the payment of the amount by the defendant and the other parties to it, in certain proportions; and that the defendant had paid his share. Mr. J. Brown and Mr. Simson were for the plaintiffs, Sir George Honyman and Mr. Archibald were for the defendant. At the close of the plaintiff's case the legal objections were taken, and in the result the Lord Chief Justice directed a verdict for the defendant, with leave to the plaintiffs to move to enter it for them for £1,170.

THE CHINESE IN CALIFORNIA.—The Chinese in California have had a hard life of it. Until very recently they have been practically without protection by law in that State; and even at this time in some counties a Yankee Californian thinks as little of killing a Chinaman as a cat. But as Americans have learned to tolerate them, and even to value their services in San Francisco, the Irish of that city have characteristically inaugurated a war upon them. As in New York the Irishmen are jealous of the negroes, and seek to keep down the coloured population by an occasional massacre, so in San Francisco the Irish strive to thin the ranks of the Celestials by bloody riots and ferocious raids. Lately a gang of Irishmen attacked the Chinamen employed by the Pacific Mail Steamship Company, drove them from the wharves, followed them into their houses, and ejected them therefrom, burning the buildings, and even going so far as to destroy the provisions accumulated by the poor Johns and their families. A Chinaman was killed. If we do not mistake the temper of the American residents of San Francisco, this sort of work will inevitably lead to the summary strangulation of some score of the Irish ruffians. San Francisco is a city of "vigilance committees," and the records of its history show that its people do not hesitate to apply to Judge Lynch when lawlessness becomes formidable.

NEW STEAMER FOR THE MESSAGERIES IMPERIALES.—The Messageries Imperiales Company of France launched a few days back, from its building yard at La Ciotat, a splendid iron steamship called the *Hooghly*, destined for navigation in the Indo-China seas. The length of the vessel is 376 feet; the breadth, 30 feet 3 inches; the draught of water, 19 feet. She is a screw. Her displacement is 4,000 tons, her engines are 600-horse power, and she is barque-rigged.

THE ESTERHAZY JEWELS.—This valuable collection of gems has been disposed of at public auction by Messrs. Christie and Manson. They had been purchased from the trustees of the late Prince Paul Esterhazy by Mr. Boore and Mr. Attenborough, the well-known jewellers, who it is said were immediately offered £10,000 profit on their bargain, but refused it, expecting to make a much larger amount by the speculation. In this, however, they have been disappointed, for the prices realised were unexpectedly low, and the total proceeds, £37,760, will, after paying all expenses, hardly leave any surplus at all.

Parliamentary Intelligence.

HOUSE OF COMMONS.

POINT DE GALLE.

(March 29th.) Mr. OLIPHANT asked the Secretary of State for War whether it was the intention of Her Majesty's Government to build fresh barracks for European troops at Point de Galle.—Sir J. PAKINGTON replied that in consequence of the recent transfer of the Straits Settlements it would be necessary to have a wing of a European regiment at Point de Galle, for whose accommodation it was intended that barracks should be built. The proportions in which the expense of their construction was to be borne by this country and the colony was a question which would, of course, be duly considered.

THE NAVY ESTIMATES.—THE CHINA SQUADRON.

(April 1st.) The House then went into Committee on the Naval Estimates, and on the first vote for the men and boys, Mr. STANSFELD reviewed the Estimates at length, commenting chiefly on the shipbuilding scheme, which he maintained secured only the *minimum* of efficiency at the *maximum* of cost, and criticised sharply the building of small ships, which could not fight but could only run away.—Colonel SYKES contrasted the expenditure on iron shipbuilding in the French and English navies, greatly to our disadvantage, but argued that we had placed ourselves so far in advance of other nations that the increase in the Estimates in this respect was unnecessary. Particularly he blamed the retention of 36 gunboats in the China seas, where 10, at the outside, were sufficient. The Chinese squadron consisted on the 1st of February of 44 vessels, 8 of them being hospital and store ships, or without captains. What were the remaining 36 doing? A single gunboat was able to destroy a whole fleet of pirate junks. Why, then, were 36 required, or why should there be 12 lying in Hong Kong harbour, and spending the taxes of the country and rendering no service, except sallying out when there was an intimation of pirates? France, America, and other countries were carrying on an increasing trade with China, and ought to bear a share in the maritime police. He thought we ought only to keep six or ten there. He would conclude by expressing a hope that the increase of our iron-clad navy would not be hastened, and that the Admiralty would return to the policy of reduction which they had pursued for four years.—Mr. GRAVES regretted that the question of national policy had been mixed up with the minute details to which their attention had been called both on that and on a previous evening. As to our foreign squadrons, they were, he apprehended, intended as much for the protection of our commerce as for the maintenance of our national honour, and he thought that this view had been somewhat overlooked by the hon. gentleman (Mr. Stansfeld). With regard to our ships in the China seas, the utility of which had been questioned by the hon. member for Aberdeen, the reason why they were required there was that we had more to guard there than all other nations put together; and it was notorious that those seas were infested by pirates. Indeed, notwithstanding the presence of that squadron, 25 ships were attacked by pirates last year, so that piracy had not been suppressed. Possibly our ships were too slow for the purpose, and it was with a view of supplying faster vessels that the construction of so many gunboats was now proposed. He found by a return moved for last year that 71 pirate junks were destroyed and 220 men captured and handed over to the Chinese authorities. As long, therefore, as piracy existed we must maintain a force there for the protection of our commerce. He admitted, however, that other nations ought to co-operate with us, since ten of the vessels attacked belonged to foreigners; but instead of withdrawing our squadron, we ought first to induce other Powers to enter into an arrangement, and then consider to what extent we could reduce our force. As to Japan, where a reduction had also been proposed, it was well known that we were forcing a trade, there being large inland seas in which our commerce required protection; and until we were on terms of greater amity with that country, we were more likely to command respect by maintaining a good force at that station.—Mr. LEFEVRE said the China squadron had been doubled within the last twelve years. Its efficiency was also very greatly increased by the substitution of steamers for sailing vessels. No doubt our trade had vastly increased during the same period, but he thought the time had come when we should endeavour to secure the co-operation of America, Germany, and France against the pirates. The Chinese Government should also be required to pay for keeping the pirates in order. Piracy could not, in fact, be put down externally; it was a disease, and arose very much from the character and action of the Chinese Government itself.—Mr. CORRY replied to the various objections, pointing out that the strength of our foreign squadron was mainly determined by the policy of the Cabinet or by the necessity of protecting important commercial interests, and defended the shipbuilding police of the present board. He observed that the ships on foreign stations did great service in acting as the police of the seas, and if they were to be withdrawn the greatest misfortunes would fall upon our commerce, especially in the China seas. It would be a most unsatisfactory thing if eight or ten of our finest merchant vessels were burnt in consequence of our leaving the police of the seas to the Chinese. The following votes were then agreed to:—67,300 men and boys, £1,900,962 wages and allowances, £1,241,614 victualling and clothing, and £176,018 for salaries and expenses of the Admiralty-office.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, FRIDAY, APRIL 5, 1867.

DEATH OF THE MIKADO.

"*Le roi est mort. Vive le Roi!*" Scarcely has the successor of the recently deceased SHIOGOON been formally installed when the death of the MIKADO—the actual Sovereign of Japan—is announced. The first intimation of this portentous event was carried to San Francisco by the *Colorado*, on her return voyage, and was flashed across to us by the Atlantic Cable; but the message was couched in such vague and unsatisfactory terms as to rouse a suspicion that the words "death of the MIKADO," so carelessly introduced, contained an obscure allusion to the late SHIOGOON, rather than a new and startling fact. We are not yet accustomed to the channel through which this telegram came, and may perhaps be excused a little incredulity, in consideration of the extraordinary farrago of nonsense included in it. A telegram since received *via* Galle states—in brief and unmistakable terms, as a telegram should do—that "the MIKADO has died of small-pox." And although the advices received by the French mail just delivered do not decisively confirm the sad tidings, we have little doubt that in the end they will prove to be correct.

True it is that monarchs must die as well as subjects, and it may be surmised that of all monarchs there is none whose demise would be of so little importance to the world at large as the ruler of Japan. But such an event, at such a time, cannot be regarded with indifference. Its consequences, and more particularly its effects on the amicable relations recently existing between our Government and that of Japan, may prove to be of the greatest importance. The impending conference at Osaka will perhaps be deferred; the arrangements for the improvement of Yokohama may remain in abeyance for an indefinite period; and possibly a political crisis may be precipitated which will again bring to the surface the still powerful Conservative party, who would gladly avail themselves of any opportunity to counteract the liberal policy of the present SHIOGOON and his supporters. Moreover there is reason to believe that even the party of progress is still somewhat averse to the immediate opening of Hiogo, and that the numerous concessions lately made in other quarters may be intended to serve presently as a ground for postponing that event, in which case the MIKADO's death will be eagerly seized as an additional excuse. We have but lately had an example of the political and social deadlock produced by the death of a SHIOGOON; Government offices closed, public works stopped, and trade suspended. It will readily be seen that a still greater degree of confusion would result from the decease of the thrice sacred MIKADO. The "divinity" that "doth hedge a king" in this Western world is as nothing compared with the sanctity in which the MIKADO's person is held. He is religiously guarded from all contact with the outer world. Articles once used or garments once worn by him are rendered sacred, and must not be used again either by himself or any inferior person. The very road he has travelled on becomes hallowed ground, and must be broken up and remade ere it is pressed by the foot of an ordinary mortal. In these and similar reverential observances originated the idea, once prevalent among us, that the MIKADO was an object of actual worship, or at least a sort of Pope—"Spiritual Emperor" he was called, while the SHIOGOON was supposed to be the "Temporal Emperor." It might have been expected that such a rigid system of seclusion as this would have defied the approach of almost any contagious disease; but small-pox is as insidious as it is deadly, and although the only real safeguard against it—vaccination—is extensively practised in Japan, it was probably thought unnecessary in the case of the Sovereign; perhaps, indeed, such an operation would have been considered sacrilege.

THE CHINA SQUADRON.

AN unusually warm discussion has taken place on the Navy Estimates, and in the speeches of Mr. CHILDERS, Mr. STANSFELD, and Colonel SYKES—the self-appointed champions of naval retrenchment,—the dimensions and efficiency (or otherwise) of the China squadron were matters largely dilated on. The debate assumed a widely discursive character, and the strictures of these and several other honourable members extended to nearly all our foreign squadrons, as well as to the home administration of the present Board of Admiralty; we must, however, confine our remarks to that part of it which is of special interest to our readers. Mr. CHILDERS' plan for the reconstruction of the China squadron is charmingly simple. We have only to send out an ironclad for a flagship, leave a receiving-ship, a hospital-ship, a corvette, and three gunboats at Hong Kong "to suppress piracy" (!), put the senior naval officer at Shanghai into a hulk (!), with two gunboats, or despatch boats attached; leave one gunboat at Foochow, one at Amoy, and one at Swatow—withdraw all the rest,—and the thing is done! As for Japan, a corvette at Yedo and another at Nagasaki (Mr. CHILDERS seems to place great reliance on corvettes) would be ample, and the Gulf of Pecheli "might be visited periodically." In this way Mr. CHILDERS concludes a "reasonable reduction" might be easily effected. Mr. STANFELD would go probably a step farther than this and do away with the gunboats altogether; for he criticises them as "small ships that are useless as they "cannot fight but can only run away." Colonel SYKES, who never fails to distinguish himself when China is on the *tapis*, appears on the other hand to have the most implicit faith in the prowess of the gunboats; yet he would all but abolish them, though for a widely different reason. "A single gunboat," says the gallant Colonel, "is able to destroy a whole fleet of pirate junks. Why, "then, are thirty-six required?" Of course it is clear to the meanest comprehension that if one gunboat can destroy all the pirates, the other thirty-five must be entirely superfluous. Some further arguments brought forward were more sensible, if not very practicable in their nature. It was urged that France, America, and other countries had a large and increasing trade with China, and ought therefore to bear a full share of the maritime police; and that the Chinese Government should be required to pay at least a portion of the expense of suppressing piracy.

Theoretically, these latter suggestions are well enough; but how are they to be put in practice? So gigantic an evil as piracy cannot be dealt with on a narrow basis. It is a stain upon humanity, to war against which is the common duty of all civilised nations. If some are unable, and others unwilling to take their share in the needful crusade, that does not absolve us from the task. It is only reasonable and just, when our share in the China and Japan trades so greatly exceeds that of all other nations, that we should take a leading part in the protection of it. True, America, France, and Germany *ought* to contribute their proportions of the requisite force, and China *ought* to aid with money, if unable to provide ships. But will they do so? At some recent important operations by the "allied fleets" in Japan, the United States flag was borne by a wretched hired tug. Cochin-China and the impending Korean operations, will doubtless for the present provide full employment for the entire French force on the station. When the North German Fleet becomes a reality, it will be time enough to ask that a portion of it be sent to the Far East for police purposes. As regards China, repeated efforts have been made to procure the co-operation of its Government; the first experiment, in the shape of the LAY-OSBORN fleet was a failure which cost us something over £100,000, and later attempts to extract a money contribution have so far proved unavailing. Surely Colonel SYKES would not have our just demands enforced by another China war! The only conclusion we can arrive at is that the squadron so far from being reduced, must be strengthened. The old gunboats have done good service in their time, but are now inefficient, and instead of blame all praise is due to the Admiralty for hastening the construction of a new and more powerful class to supersede them. While piracy is still rife, and the police of the Eastern seas is left en-

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tirely on our hands; while our relations with Japan are in an unsettled state, and the great question of the opening of Osaka is still pending; while the temper of the Chinese Government is somewhat uncertain, and the irrepressible NIENFEI are again cropping up; and while the Korean difficulty is yet awaiting a solution, any sudden diminution in the strength of our naval force in China waters would most certainly prove in the end to be a measure of false economy, and a worse time for proposing it could hardly have been chosen.

IT has been decided by Government that the transfer of the Straits Settlements will render it necessary to station a wing of a European regiment at Point de Galle. Barracks will be built for their accommodation, but it has not yet been settled how the cost of their erection is to be defrayed.

THE SUEZ CANAL—ITS ACTUAL CONDITION.

(PALL MALL GAZETTE.)

The last trustworthy account which we possess of the maritime canal across the Isthmus of Suez is contained in a paper by Lieutenant-Colonel Merewether, who visited the works in progress on his return to Aden about four months ago. The report is not written very lucidly, but it suffices to convey to those already acquainted with the different localities a tolerably clear idea of the actual condition and prospects of the undertaking. The fresh-water canal, which is, so to speak, a lateral extension from Zagazig of the Bahr Mo'ez drawn from the Damietta branch of the Nile a little below Benha-ool-'Asel, has been completed to Suez—an incalculable advantage to that town and harbour. From Zagazig it takes an easterly course towards the desert for a distance of fifty miles, passing by Ismailieh, the central station on the line, one mile before its junction with the maritime canal. Two miles before reaching that station it takes a southerly bend to Suez. It was at the above-named junction that the vessel of eighty tons, which was so exultingly reported as having passed through the canal from the Mediterranean to the Red Sea, was admitted by a lock from the maritime into the fresh-water canal. The average surface breadth of the latter is thirty-six, and its depth from five to six feet. Passenger boats leave Zagazig regularly one hour after the trains arrive. They are towed by a couple of mules at the rate of four miles an hour, so that it takes twelve hours to reach Ismailieh from Zagazig. This may be, as Colonel Merewether styles it, "an easy means of transit," but its "cheapness" may fairly be questioned, and its expedition scarcely likely to compete even with the slow speed of Egyptian railways.

After so many flourishes of trumpets the public were certainly justified in expecting a much greater progress in the grand maritime canal than is shown in the report of Colonel Merewether, if anything, rather a partial witness. In order fairly to estimate what has been and what still remains to be done, we must first give an outline of the original scheme. The canal, as all know, is to extend from Port Said on the Mediterranean to Suez at the head of the Red Sea, a course of about ninety-six miles. Its dimensions, as generally proposed are:—Surface width, 260 feet; depth, 26 feet; but, according to Colonel Merewether, the width must have been reduced to 195 feet. As regards length, it appears that the canal has been partially made from Port Said to Ismailieh, a distance of forty-eight miles or just one half the distance across the Isthmus. Below Ismailieh, onward towards Suez, "the canal may only be said to be now fairly commenced." With respect to the engineering operations on that part of the line, the prospect is not encouraging, for "the first ten miles to Serapeum is like the portion through El-Gisr, very heavy, first through the edge of the Lake Timsah, then through high drift sandhills. These last are a great difficulty. Below Serapeum the line of canal passes through the Bitter Lakes. Between that and Suez, except at Chalon, ten miles from the latter place, there is little heavy work. At Chalon, rock has been met in the bed which has to be removed by blasting."

Turning to the northern portion, we find that for the first nine miles from Ismailieh, running through the high ground of El-Gisr, the canal is excavated to "about half its future complete width." Beyond that, and the whole way to Port Said, "there are two channels, each about thirty-five feet, or one-third of the complete width, the centre portion being left for the present. This is to allow of one channel being deepened by dredging, while the other is used for traffic. Openings are left at intervals through the centre part in order that the dredges may change channels as required. . . The average depth throughout is at present only seven feet."

The works at Port Said, though progressing, are still in a very backward state. "Eight dredges are at work inside the harbour. What earth is not required for excavation (?) or block-making is carried by steam lighters out to sea in a north-easterly direction, whence there is no fear of its being returned. There are two side basins on the west, within the port, for shipping. Much has been dredged out, but still nothing compared to what has to be done. Small steamers run inside now, but large vessels have to lie off in the open road. The depth in the port has to be made over thirty feet."

Taking the foregoing as a correct statement of what has hitherto been done, it is clear that at least two-thirds of the original scheme remain to be accomplished, and that after a lapse of seven years and an outlay to be reckoned by millions. Colonel Merewether may be correct in his opinion "that there are no physical difficulties to prevent the completion of the canal provided money is forthcoming;" but his anticipation that "even then it can scarcely be ready before five more years have passed" appears to exhibit some credulity. He adds, "Whether the returns will prove remunerative to the shareholders time only can prove." In all these points, however, the projectors seem to entertain the same unswerving confidence.

Ismailieh is described as a perfect oasis in the surrounding barren wilderness, and its municipal divisions as quite cosmopolitan. "There is the French quarter, the Greek quarter, Arab quarter, and miscellaneous;" and for conflicting creeds, "a Roman Catholic Church, Greek Church, and Mussulman Mosque." Anglicanism and Protestantism are still unrepresented there.

Intending visitors to the canal will be glad to know that a small steamboat leaves Ismailieh for Port Said every day at 6 A.M., a similar boat starting at the same time from Port Said. The distance from point of embarkation is forty-eight miles, done in eleven hours, including one hour for breakfast at Kantara. The boat is about 50 feet long by 9 feet broad, propelled by one screw astern, driven by a high-pressure engine set in the middle. In the forepart are two compartments for first-class passengers, each holding eight in tolerable comfort. Astern are two similar places for second-class passengers.

Naval and Military.

The Rodney, 78, wooden screw-liner, sailed from Spithead for the Channel and Plymouth Sound on the afternoon of the 29th ult. The Rodney will make a stay of some days in the Sound before finally sailing from England for her station. In the meantime it is hoped that the fresh air of the Channel will effectually clear out the sickness which has been prevailing on board of her.

The screw steam sloop Zebra, 7, from Portsmouth, put into Plymouth for coal, and, having had some defects made good, sailed for the Cape and China on the 2nd instant.

Her Majesty's ship Chanticleer, 950 tons, and 200-horse power, reduced to an armament of 8 guns according to Mr. Reid's improved principle, was docked at Woolwich for the usual final survey. Commander William W. S. Bridges has been appointed to the command. Her station is announced to be the Pacific.

The armoured iron screw frigate Minotaur, 26, 6,621 tons, 1,350-horse-power, has received the whole of her armament at Portsmouth, and was removed from under the sheers to the large south jetty, where she is to be formally commissioned, by Captain James G. Goodenough, as the flagship of the Channel Squadron for 1867.

The 48 hours' cruise which has just been made by the Royal Alfred in the Channel appears to have been attended with very satisfactory results, except on one point. The ship proved wonderfully manageable under sail as well as steam, and the gun-carriages and slides of the 12-ton guns gave no signs of weakness with the guns firing, singly and in broadsides, 40lb. powder charges, with shot. The exception lies in the damage caused by the tremendous concussion from the explosion of such charges. A large hole had been made in the bottom of the lifeboat, and all light wood about the ship's bulwarks or deck fittings had suffered more or less. The boilers are having some 180 of their faulty tubes replaced by new ones, and when this has been completed the ship will make a second trial of her speed over the measured mile in Stokes Bay.

Instructions having been received at Chatham Dockyard from the Admiralty to sell the fine unarmoured screw frigate Chesapeke, 35. 2,377 tons, 400-horse power, attached to the third division of the Steam Reserve, she has accordingly been surveyed by the officials connected with the Master Shipwright's staff, and a report as to her value has been forwarded to the Admiralty. The engines and machinery, which have been but little used, have been taken out and removed into the steam factory, where they are undergoing a thorough overhaul and repair, in readiness for being fitted on board another steamer. The Chesapeke was one of the last of the 50-gun sailing frigates converted into screw steamers, but since her alteration has seen but little service. Although in pretty good repair, she is unadapted for the present state of naval warfare, and instead of allowing her any longer to encumber the entrance to Chatham harbour, the Admiralty have wisely determined upon disposing of her. Her dockyard stores and other gear will be removed from her before she is sold.

The armoured iron frigate Warrior, 32, 1,025-horse power, is ordered for commission at Portsmouth. It is understood that Captain Lord Gilford will be entrusted with the command of this famous frigate.

Major Anson's committee on the introduction of Oriental troops into the regular imperial general service is sitting assiduously. Sir Hope Grant, Quartermaster-General, was examined last week, and expressed strong opinions against the policy of the proposed plan.

We regret to hear that Mr. Duncan Gordon Boyes, the only midshipman who had gained a Victoria Cross, has been sentenced by a court-martial at Bermuda to be dismissed the service.

We believe that it is intended by the Admiralty to equalise the pay of chaplains and naval instructors. This will only be fair to an ill-paid, and, for a long time, a very neglected set of officers.

Major Frederick Brine in charge of the detachment of Royal Engineers that left Southampton on the 12th March *en route* overland to Bombay, Madras, and Calcutta, arrived at Gibraltar on the 12th and Malta on the 21st March.

WAR-OFFICE, MARCH, 30.—The Queen has been graciously pleased to give orders for the appointment of the following officers for the Royal Engineers, viz.—Lieut.-Col. Wilbraham Oates Lennox, V.C., Lieut.-Col. Gerald Graham, V.C., and Lieut.-Col. Anthony Charles Cooke, to be Ordinary Members of the Military Division of the Third Class, or Companions of the Most Honourable Order of the Bath.

EXPORTS TO THE FAR EAST.

We are indebted to Mr. Sam Mendel's Price Current for the following account of the export of Cotton Yarn and Manufactures from the ports of London, Liverpool, Southampton, and the Clyde to China, Japan, Singapore, Manila, and Ceylon, from the 17th March to the 1st April, 1867, and also for the periods of Twelve Months ended the 17th March, 1865, 1866, and 1867:—

TO HONG KONG and WHAMPOA.—From March 17 to April 1, 1867: Plain Cottons, 1,431,874; Coloured Cottons, 74,793; Printed Cottons, 15,280 yards. For the Twelve Months ended 17th March, 1865: Plain Cottons, 22,699,022; Coloured Cottons, 2,057,037; Printed Cottons, 523,262 yards; Cotton Yarn, 1,637,080 lbs. For the Twelve Months, 1866: Plain Cottons, 41,578,859; Coloured Cottons, 3,746,700; Printed Cottons, 535,450 yards; Cotton Yarn, 1,739,550 lbs. For the Twelve Months, 1867: Plain Cottons, 36,571,756; Coloured Cottons, 2,912,288; Printed Cottons, 864,331 yards; Cotton Yarn, 4,228,900 lbs.

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To SHANGHAI.—From March 17 to April 1, 1867: Plain Cottons, 2,477,966; Coloured Cottons, 400,940; Printed Cottons, 97,204 yards. For the Twelve Months ended March 17, 1865: Plain Cottons, 42.514,950; Coloured Cottons, 5,962,993; Printed Cottons, 3.010.896 yards. Cotton Yarn, 155,111 lbs. For the Twelve Months, 1866: Plain Cottons, 90,269.000; Coloured Cottons, 6,361,800; Printed Cottons, 2.675,746 yards; Cotton Yarn, 81,000 lbs. For the Twelve Months, 1867: Plain Cottons, 117,596,051; Coloured Cottons, 12,481,189; Printed Cottons, 6,673,254 yards; Cotton Yarn, 158,932 lbs.

To JAPAN.—From March 17 to April 1, 1867: Plain Cottons, 149,574; Coloured Cottons, 250,840; Printed Cottons, 15,280 yards. For the Twelve Months ended 17th March, 1865: Plain Cottons, 4,176,338; Coloured Cottons, 1,837,446; Printed Cottons, 1,172,487 yards; Cotton Yarn, 72,350 lbs. For the Twelve Months, 1866: Plain Cottons, 25,319,150; Coloured Cottons, 1,848,300; Printed Cottons, 2.542,150 yards; Cotton Yarn, 1.216,500 lbs. For the Twelve Months, 1867: Plain Cottons, 17,785,808; Coloured Cottons, 2,540,169; Printed Cottons, 1,531,375 yards; Cotton Yarn, 1.366,760 lbs.

To SINGAPORE AND PENANG.—From March 17 to April 1, 1867: Plain Cottons, 477.124; Coloured Cottons, 317,927; Printed Cottons, 15.280 yards; Cotton Yarn, 44,600 lbs. For the Twelve Months ended 17th March, 1865: Plain Cottons; 18,887,697; Coloured Cottons, 2,780,424; Printed Cottons, 1,867.939 yards; Cotton Yarn, 1,282.193 lbs. For the Twelve Months, 1866: Plain Cottons, 40,646.980; Coloured Cottons, 6,472.650; Printed Cottons, 2,186.750 yards; Cotton Yarn, 1,161,500 lbs. For the Twelve Months 1867: Plain Cottons, 51,646,171; Coloured Cottons, 9,575,588; Printed Cottons, 4,881,646 yards; Cotton Yarn, 2,095,932 lbs.

To BATAVIA.—From March 17 to April 1, 1867: Export not given. For the Twelve Months ended 17th March, 1865: Plain Cottons, 6,098,318; Coloured Cottons, 4,277,522; Printed Cottons, 6,045.578 yards; Cotton Yarn, 196,295 lbs. For the Twelve Months, 1866: Plain Cottons, 20,022,050; Coloured Cottons, 7,288.650; Printed Cottons, 6,991,100 yards; Cotton Yarn, 561,600 lbs. For the Twelve Months, 1867: Plain Cottons, 35,333,906; Coloured Cottons, 13,753,654; Printed Cottons; 15,314,470 yards; Cotton Yarn, 803,576 lbs.

To MANILA.—From March 17 to April 1, 1867: Plain Cottons, 286,835; Coloured Cottons, 1,063,478; Printed Cottons, 393.833 yards; Cotton Yarn, 10,100 lbs. For the Twelve Months ended March 17, 1865: Plain Cottons, 10,007,140; Coloured Cottons, 11,493,918; Printed Cottons, 1,335,712 yards; Cotton Yarn, 117,630 lbs. For the Twelve Months, 1866: Plain Cottons, 11,553,600; Coloured Cottons, 12,749,900; Printed Cottons, 577,650 yards; Cotton Yarn, 93,650 lbs.

To CEYLON.—From March 17 to April 1, 1867: Plain Cottons, 1,475,125; Coloured Cottons, 88,600; Printed Cottons, 162,950 yards; Cotton Yarn, 26,000 lbs. For the Twelve Months ended March 17, 1865: Plain Cottons, 5,991,874; Printed Cottons, 2.338.571 yards; Cotton Yarn, 197,570 lbs. For the Twelve Months, 1866: Plain Cottons, 14,397,883; Coloured Cottons, 1,242,043; Printed Cottons, 3.192,479 yards; Cotton Yarn, 339,092 lbs. For the Twelve Months, 1867: Plain Cottons, 21,685,132; Coloured Cottons, 1,633,951; Printed Cottons, 4,121,057 yards: Cotton Yarn, 744,249 lbs.

Monetary and Commercial.

At the meeting of the Oriental Bank on the 18th of April a dividend of 6 per cent. for the half-year ended the 31st Dec. last will be proposed, making with a previous distribution 12 per cent. for 1866.

Under the head of "A Single Bank of India," the *Economist* says:—"We learn on the best authority that arrangements have been made to amalgamate the banks of Bombay and Bengal, and thus found one single bank for all India. The capital is to be £10,000,000 half of which is to be called up, which is to be divided nearly equally between the two amalgamating banks. Madras will be included in the operation of the scheme. The above news comes by telegraph, and the agreement it contained must be sanctioned by the shareholders in both the amalgamating banks and by the Government of India. But it is impossible to exaggerate the importance of the intelligence in reference to the banking system of India, for the credit of the Bank of Bengal is deservedly one of the best in the world, and that of the Bank of Bombay has, by recent events, not unnaturally been somewhat shaken."

The silver market has been active, owing to the important rise in the Bombay exchange, and the quotation for bars rose to 5s. 1d. per ounce, at which a large amount has been bought for transmission to Bombay. It is stated that a large supply of cotton has reached the coast of India from the interior, but by some it is thought that the movement in the exchange has been caused rather by the announcement there that only a few Council bills were disposed of here on the 6th inst., in consequence of the high rates fixed by the Government. The supply of silver in London is very limited, and the market is now quieter, but the quotation for bars remain firm, at 5s. 1d. per ounce. Mexican dollars have improved to 4s. 11½d. in sympathy with the movement in bars.

Constantinople letters state that the rivers Euphrates and Tigris have overflowed, and the telegraphic communication with India will be interrupted for at least a month. Messages, however, can go *via* Russia and Persia.

The biddings for £325,000 in bills on India took place on the 3rd instant. The amounts allotted were—to Calcutta £155,000, to Madras £50,000, and to Bombay £120,000. The *minimum* price was fixed at 1s. 11½d. on Calcutta and Madras, and at 2s. on Bombay, being an advance of 2 per cent. in the former case and 4 per cent. in the latter. Tenders on Calcutta and Madras at 1s. 11⅞d. will receive about 61 per cent., and on Bombay, at 2s., about 31 per cent. Those above these prices in full. A considerable increase of demand for means of remittance to the East is thus indicated.

The steamer *La Plata* has arrived from the West Indies with £258,500 in specie, of which £210,500 is silver, and £48,000 gold. The *Tanjore*, from Alexandria, has brought £3,000.

The shipments of specie to the East show a large increase, owing to the recent rise in the Bombay exchange. The steamer *Pera*, which left Southampton yesterday, took £239,829, of which £18,629 is gold and the rest silver. The particulars are as follows:—For Aden, gold, £2,000; Point de Galle, gold, £816; Bombay, gold, £15,000; ditto, silver, £199,400; Madras, gold, £813; Hong Kong, silver, £6,000; and for Shanghai, silver, £15,800.

The advices from Manchester report the failure of Mr. W. Horsfall, of Albert Mill, Hebden-bridge, with liabilities computed at £20,000, chiefly due to mortgagees. It is also mentioned that Mr. C. Leeming, spinner and manufacturer, of Glossop, has called his creditors together.

In the matter of Overend, Gurney, and Co. a summons has been issued in Chancery, at the instance of Mr. Charles Oppenheim, asking that the liquidators may be directed to make a call of £10 per share, pursuant to the resolution passed at the late meeting of creditors. It is understood that this course has been taken by Mr. Oppenheim in consequence of the liquidators having declined to make the call. Considering the length of time which has elapsed since the failure of the company, the small dividend as yet paid, and the extent to which the delay in calling up the unpaid capital has enabled many shareholders to evade their liabilities, it cannot be said that this action on the part of the creditors is at all unreasonable.

Messrs. Christopher Newton, Brothers, and Co., an old and respectable firm in the Australian trade, whose difficulties have been currently referred to in City circles of late, have stopped payment. Their liabilities reach £240,000, but the assets are estimated at £430,000, including £50,000 on the way to the colony, thus showing an apparent surplus of £190,000. The embarrassments of the house have arisen from the difficulty of disposing of goods in Australia, where a large portion of the assets are lying, as well as from the magnitude of the amount due from Messrs. Goodyear and Co. (who lately failed) on account of advances made to that firm. It has been reported that some large accommodatiun bill transactions have been carried on by Messrs. Goodyear and Co. and Newton and Co., but this statement, as regards the latter establishment, is distinctly denied.

At a meeting of the creditors of Messrs. F. Goodyear and Co. straw plait and foreign warehousemen, of Old Change, who stopped payment on the 18th ult., the liabilities were stated by Messrs. Ladbury, Collinson, and Viney, the accountants, at £202,169, and the assets at £60,647, showing a deficiency of £141,522. A long and angry discussion took place, in the course of which it was mentioned that the firm had entered into some large accommodation bill transactions, but it was eventually agreed to accept a composition of 5s. 6d. in the pound, payable in instalments extending over twelve months, the last instalment of 1s. to be secured.

As evidence of the late inflation of the circulation of the country arising from fictitious credit and the manufacture of financial paper, the following remarkable calculation has just been prepared. It appears that the decrease in the sale of inland bill stamps by one firm in comparison with the average of the two previous years is at the rate of £15,000 per annum. Taking each shilling as representing £100, the withdrawal from the bill circulation, as shown by this one firm alone, is £30,000,000 for the year, and looking at this house as doing a 1-30th part of the trade in stamps, which is somewhat near the truth, the falling off in the bill circulation would appear to be at the rate of £900,000,000 for the year, representing a loss to the revenue of £450,000. What proportion this bears to the returns of the London bankers can at present be only a matter of conjecture, but by the system of statistics of the Clearing-house about to be introduced by Sir John Lubbock it will be ascertained.

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TEA.

At the public sales, which commenced on the 3rd, 15,024 packages were offered, and 13,644 packages sold, nearly all without reserve. The sale passed off heavily. Common blackish leaf Congou at 11½d. to 11¾d. showed no material alteration in value, but fair qualities of recent import went heavily at a further decline; 1,600 packages red-leaf Congous ex *Banian* fetched moderate prices. Canton scented Orange Pekoes brought 1s. 1½d. to 1s. 5¾d.

SILK.

There is a slight tendency to improvement in the silk market, but without much alteration in prices. In China silk transactions have been on a fair scale, but more for speculation than actual requirements. Japan silk has been rather more in favour. The deliveries for the month of March were—China, 2,990 bales; Japan, 782 bales. The following is from the circular of Messrs. Arles, Dufour, and Co., of Lyons:—"Prices of Asiatic sorts have recovered most of the ground lost during the two preceding months, and European silk in all superior classes has shown a slow but uninterrupted advance. With regard to the coming silk crop, all that can be stated thus far is that the temperature, which last year was considered as one of the chief causes of the failure of the hatching, has been the same this season, and is feared to have again resulted in more or less injury to the eggs, a fact which assumes increased importance from the circumstance that the existing supply of seed is considerably under that of last year."

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of February, 1867, and the two months ended 28th February, as compared with those for the two preceding years have been published. They show further evidences of the depression lately existing in trade generally, the total value of the exports being only £14,446,072, against £15,116,063 in February, 1866. This deficiency appears to be spread equally over almost every branch of industry. For the two months the decrease amounts to £2,237,897, the figures being £27,232,914 for the two months of 1867, against £29,470,811 for the corresponding period of the previous year. For 1865, however, the value of the two months' export was only £21,865,553, which is considerably less than in either the present or past year.

In a former issue we gave returns purporting to contain the total of the imports for 1866. It now appears that the tables had not undergone the revision necessary to ensure perfect correctness, the result being a partial inaccuracy. By the amended returns we find that the total value of the imports during the concluding three months of 1866 was £82,494,149, against £101,099,861 in 1865, and £81,099,501 in 1864. For the twelve months the import returns present a very favourable appearance, the value for 1866 being £295,204,553, showing an increase of £24,132,268 over the previous year, and of £20,252,381 over 1864. This increase does not appear to be confined to any particular class of goods, but is extended to all imports in a nearly equal ratio. The only disproportion is in wool, the importation of which, chiefly from the South African Colonies, has increased to the extent of 85 per cent.

The following is a summary of those figures relating to our export and import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and two months ended 28th February, and the value for the month of January are thus given:—

From	1865.	1866.	1867.
	Quantity for the Month ended 28th Feb.		
China	28,256	—	2,041 cwts.
British India	158,243	214,442	88,730 „
Egypt	270,162	137,801	154,407 „
Total from all parts	660,337	780,178	784,347 „
	Quantity for the Two Months ended 28th Feb.		
China	45,652	—	2,041 cwts.
British India	186,104	305,907	96,509 „
Egypt	322,663	148,268	225,134 „
Total from all parts	811,601	1,154,122	931,379 „
	Value for the Month ended 31st Jan.		
China	£111,624	—	—
British India	211,431	£683,002	£42,655
Egypt	588,011	111,125	544,598
Total from all parts	1,530,194	3,341,901	1,076,616

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	1865.	1866.	1867.
	Quantity for the Month ended 28th Feb.		
Ceylon	573,370	3,218,974	3,429,471 lbs.
Other British Possessions	1,515,094	443,109	795,241 „
	Quantity for the Two Months ended 28th Feb.		
Ceylon	3,385,469	3,463,960	4,637,013 lbs.
Other British Possessions	1,923,763	659,228	1,215,212 „
	Value for the Month ended 31st Jan.		
Ceylon	£97,921	£8,203	£40,970
Other British Possessions	12,971	6,054	12,212

The following quantities were entered for home consumption:—

	1865.	1866.	1867.
	In the Month ended 28th Feb.		
Ceylon	1,673,103	1,526,315	1,584,037 lbs.
Other British Possessions	765,506	434,530	563,906 „
	In the Two Months ended 28th Feb.		
Ceylon	3,533,287	3,639,294	3,844,724 lbs.
Other British Possessions	1,634,577	1,072,373	1,471,076 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands:—

	1865.	1866.	1867.
	Quantity for the Month ended 28th Feb.		
Of 2nd quality	1,154	—	— cwts.
Of 3rd do.	16,216	—	— „
Of 4th do.	32,360	—	1 „
Total, all qualities	49,730	—	1 „
	Quantity for the Two Months ended 28th Feb.		
Of 2nd quality	1,154	—	— cwts.
Of 3rd do.	16,701	—	— „
Of 4th do.	53,032	—	112 „
Total, all qualities	70,887	—	112 „
	Value for the Month ended 31st Jan.		
Of 3rd quality	£460	—	—
Of 4th do.	21,533	—	£98
Total, all qualities	21,993	—	98

The following were the quantities entered for home consumption:—

	1865.	1866.	1867.
	In the Month ended 28th Feb.		
Of 3rd quality	4,106	3,141	10,601 cwts.
Of 4th do.	19,739	18,625	29,173 „
Total, all qualities	23,845	21,766	39,774 „
	In the Two Months ended 28th Feb.		
Of 3rd quality	16,778	8,071	30,593 cwts.
Of 4th do.	38,673	33,342	51,469 „
Total, all quatities	55,451	41,413	82,062 „

There were no importations of Hemp from the Philippine Islands during the months of January and February, either of the present or past year. The import in the two months of 1865 was 29,576 cwts.

The total quantity of the several Imports named brought into this country from all parts during the month and two months ended 28th February, and their value to the 31st January of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and and two months ended 28th February are returned as follows;—

	1865.	1866.	1867.
	Quantity for the Month ended 28th Feb.		
Coffee (lbs.)	3,261,302	5,140,955	5,349,277
Raw Silk (lbs.)	540,527	516,321	608,846
Thrown do. (lbs.)	948	2,781	4,263
Waste, Knubs, & Husks, do. (cwts.)	2,471	3,888	2,356
Tea (lbs.)	6,574,364	11,055,989	11,115,635
Unrefined Sugar (cwts.)	538,228	636,017	782,838
	Quantity for Two Months ended 28th Feb.		
Coffee (lbs.)	7,230,257	7,074,800	8,061,776
Raw Silk (lbs.)	1,137,154	1,080,157	1,386,172
Thrown do (lbs.)	5,727	6,000	7,319
Waste, Knubs, & Husks, do. (cwts.)	4,076	5,357	3,096
Tea (lbs.)	9,486,098	13,460,149	27,129,665
Unrefined Sugar (cwts.	892,799	1,136,477	1,216,120
	Value for the Month ended 31st Jan.		
Coffee	£131,062	£52,803	£83,137
Hemp	11,698	3,316	17,605
Raw Silk	714,434	699,453	1,038,631
Thrown do.	8,841	6,921	6,571
Tea	202,502	213,211	1,292,571
Unrefined Sugar	371,671	597,421	484,935
	Entered for Home Consumption in the Month ended 28th Feb.		
Coffee (lbs.)	2,624,924	2,131,040	2,509,186
Tea (lbs.)	7,175,183	6,492,167	8,481,306
Unrefined Sugar (cwts.)	782,116	731,652	926,013
	Entered for Home Consumption in Two Months ended 28th Feb.		
Coffee (lbs.)	5,601,734	5,121,744	6,016,696
Tea (lbs.)	15,359,147	15,358,635	18,306,859
Unrefined Sugar (cwts.)	1,539,140	1,411,341	1,878,658

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 28th February, 1867, compared with the two previous years:—

	1865.	1866.	1867.
Coffee (lbs.)	25,646,727	30,410,670	26,596,312
Tea (lbs)	97,618,860	90,995,672	105,565,709
Unrefined sugar (cwts.)	3,353,817	3,309,785	2,577,134

During the three months ended 31st December, of the years 1864, 1865, and 1866, and during the twelve months ended 31st December of those years, the value of the Imports into the United Kingdom from the various countries mentioned was as follows:—

To	1864.	1865.	1866.
	For the Three Month ended 31st Dec.		
China (exclusive of H. Kong)	£4,556,015	£4,491,186	£4,195,529
Hong Kong	515,410	203,142	148,920
Ceylon	773,969	1,212,800	1,050,471
Egypt*	4,809,600	7,664,697	4,501,981
Japan	238,782	124,746	37,174
Netherlands India (Java, &c.)	13	226	5
Philippine Islands	362,219	190,406	691,220
Singap. and Eastern Straits	729,261	833,650	724,891
Siam	—	—	—
Borneo	46,322	29,132	16,849

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	For the Twelve Months ended 31st Dec. 1864.	1865.	1866.
China (exclusive of H. Kong)	£12.792,001	£10.677,995	£10,771,566
Hong Kong	2,881,929	773,068	282,288
Ceylon	3,173,820	3,707,717	3.256,250
Egypt*	19,602,235	21,773,250	15,368,824
Japan	1,423,819	614,743	273,745
Netherlands India (Java, &c)	16,749	226	8,154
Philippine Islands	854,435	1,253.904	1,196,557
Singp. and Eastern Straits	2,069,838	2,155,931	1,609,863
Siam	14,522	9,372	14,490
Borneo	66,530	55,438	26,857

* Including the transit from India, China, and Japan.

EXPORTS.

The quantity and value of the Exports to China and Hong Kong during the month and two months are returned as follows:—

	Quantity for the Month ended 28th Feb. 1865.	1866.	1867.
Cotton yarn	98,050	298,378	— lbs.
Cotton manufactures	5,885,356	11,927,651	6,510,305 yds.
Worsted stuffs	1,427,045	1,672,038	3,251,605 ,,
Woollen & worsted cloths	142,887	150,185	124,185 ,,
Lead	300	611	11 tons.
	Quantity for the Two Months ended 28th Feb.		
Cotton yarn	251,772	686.458	396,402 lbs.
Cotton manufactures	10,023,724	24,924,414	14,319,183 yds.
Worsted stuffs	2,004,023	2,607,858	5,312,360 ,,
Woollen & worsted cloths	208,491	395,060	208,917 ,,
Lead	633	1,078	82 tons.
	Value for the Month ended 28th Feb.		
Cotton yarn	£10,405	£33,345	—
Cotton manufactures	173,990	301,212	£141,466
Worsted stuffs	116,809	125,499	185.552
Woollen & worsted cloths	27,366	26.058	23,104
Lead	6,438	13,615	314
	Value for the Two Months ended 28th Feb.		
Cotton yarn	£27,976	£75,253	£30.640
Cotton manufactures	275.083	617,312	311,219
Worsted stuffs	165,246	197,952	310,221
Woollen & worsted cloths	40,573	59,428	35,429
Lead	14,148	23,975	2,000

To other countries of the Far East the following quantities of Cotton Yarn were exported:—

To	Quantity for the Month ended 28th Feb. 1865.	1866.	1867.
Ceylon	4,000	24,000	5,000 lbs.
Singapore	170,600	89,980	252.500 ,,
	Quantity for the Two Months ended 28th Feb.		
Ceylon	4,000	38,000	5.000 lbs.
Singapore	250,000	136,580	536,700 ,,
	Value for the Month ended 28th Feb.		
Ceylon	£850	£4,030	£370
Singapore	17,257	11,178	£24,188
	Value for the Two months ended 28th Feb.		
Ceylon	£850	£6,730	£370
Singapore	25,848	16,781	47,924

Of Cotton Manufactures the following were the Exports:—

To	Quantity for the Month ended 28th Feb. 1865.	1866.	1867.
Ceylon	490,944	1,873,320	2,958,783 yds.
Singapore	4,289,066	4,778,300	6.583.600 ,,
Philippine Islands	3,741,760	1,524,572	2,492,556 ,,
Java	1,356,618	4,830,996	7,444,340 ,,
	Quantity for the Two Months ended 28th Feb.		
Ceylon	1,033,856	3,178,617	4,769,013 yds.
Singapore	6.942,560	6,988,729	10,680,131 ,,
Philippine Islands	6,793,163	3,271,180	7,864,365 ,,
Java	2,743,545	4,830,996	8,201,240 ,,
	Value for the Month ended 28th Feb.		
Ceylon	£17,171	£56,708	£72,334
Singapore	100.324	118.459	130,265
Philippine Islands	99,086	40.773	60,653
Java	34,460	119,998	170,176
	Value for the Two Months ended 28th Feb.		
Ceylon	£33,791	£89.758	£111.213
Singapore	162,912	168.949	220.769
Philippine Islands	178.958	91.289	193.877
Java	70,895	119,988	187,474

The following Returns contain the total quantity and value of the several articles named exported from the United Kingdom to all parts during the month and two months ended 28th February of the present and two preceding years:—

	Quantity for the Month ended 28th Feb. 1865.	1866.	1867.
Cotton yarn	5,030.510	10.733.069	10.781,573 lbs.
Cotton manufactures	144,815,611	200,884.272	220,557,305 yds.
Worsted stuffs	14,246,026	19.804.208	19,405,410 ,,
Woln. & worsted cloths.	2,114,606	2,719.415	3,060,141 ,,
Lead	1,986	2,437	1,161 tons
	Quantity for Two Months ended 28th Feb.		
Cotton yarn	9,755,516	20.923,771	20,937,110 lbs.
Cotton manufactures	268.411,527	373,004,100	411,880.318 yds.
Worsted stuffs	25,697.395	46,243,923	38.995.713 ,,
Woollen and worsted cloths	3,812,382	5,351,680	5,322,502 ,,
Lead	3,252	4,357	2,143 tons

	Value for the Month ended 28th Feb. 1865.	1866.	1867.
Cotton Yarn	£546.663	£1,184,604	£1,027,755
Cotton manufactures	3,570,620	5,052.532	4,507,700
Worsted stuffs	815,568	1,162.694	1,141,382
Woln. & worsted clths.	336,735	439,853	567,457
Lead	43.277	53,734	25,991
	Value for Two Months ended 28th Feb.		
Cotton yarn	£1,072,812	£2,257,841	£1,293,784
Cotton manufactures	6,596,212	9,273,371	8,503,891
Worsted stuffs	1,509,423	2,540,677	2,284,618
Woollen and worsted cloths	616,816	834,262	945,082
Lead	71,806	97,272	48,133

During the month of January of the present and two previous years, the value of the Exports from the United Kingdom to the various ports and countries of the Far East was as follows:—

To	1865.	1866.	1867.
China (exclusive of Hong Kong)	£160,072	£298,388	£280,843
Hong Kong	110,779	261,312	140,890
Ceylon	37,615	50,988	47,061
Japan	48.951	—	116,854
Egypt*	487,062	878,549	641,811
Singapore and Straits Settlements	109,819	86,251	144,058
Philippine Islands	116,253	61,049	164.599
Java	47,939	—	107,364
Sumatra	—	—	—
Siam	—	—	—
Borneo	—	—	—

*Including the transit to India, China, and Japan.

MANCHESTER MARKETS.

The depression previously reported has found no relief, prices are not generally lower, but sales are scarcely practicable without some moderate concession, and even then not very freely. Quotations are—Grey Shirtings, 7 lb., 10s. to 10s. 3d.; 8¼ lb., 12s. 6d. Cotton Yarns, Nos. 16-24, 17½d. to 18d.; 28-32, 19d. to 19½d.; Maddapollams, 4s. 6d.; Long Cloths, 12s.; T-Cloths, 7s. 6d.; White Spot Shirtings, 13s. 9d.; Brocade do., 14s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar 23	Yeavering Belle	Peart	Foochow	Cowes.
— 23	Don Ricardo	Jeffery	Hong Kong	Plymouth.
— 24	Jessie Jamieson	West	Batavia	Do.
— 24	Freya	Major	Canton	Off Falmouth.
— 24	Camperdown	Thoms	Batavia	Nieuwe Diep.
— 9	Aracan	Crowell	Manila	New York.
— 10	Florence Nightingale	Beard	Amoy	Do.
— 26	Whitehall	Johns	Colombo	London.
— 26	Cingala	Nielsen	Foochow	Do.
— 26	Douglas Castle	McKitchie	Singapore	Do.
— 25	May Queen	Turner	Colombo	Deal.
— 25	Osprey	Anderson	Foochow	Do.
— 23	Fagel	van Duyn	Batavia	Off Dungeness.
— 25	Mercia	Summers	Manila	Liverpool.
— 5	Nina	Segueira	Macao	Havana.
— 5	Gica	Santos	Do.	Do.
— 27	Tree Singapura	Tosh	Singapore	London.
— 26	Conference	Reid	Yokohama	Falmouth.
— 26	Blandina Dudley	Barrett	Rangoon	Liverpool.
— 24	Fagel	Dum	Batavia	Texel.
— 24	Oscar	Gaddle	Do	Do.
— 25	Caroline	Wennerholm	Tjilatjap	Do.
— 24	Francina Willemina	Winkel	Banjoewangie	Brouwershaven.
— 25	Cathrina Wilhelmina	Boer	Batavia	Do.
— 28	John Temperley	Liddle	Foochow	London.
— 26	Exonian	Mann	Manila	Plymouth.
— 26	Amphion	—	Mauimein	Falmouth.
— 25	Charlotte	Petersen	Manila	Do.
— 27	Sterling	—	Do.	Liverpool.
— 26	Pasaroeang	Hollander	Batavia	Texel.
— 26	Ruiderkerk	Bunk	Do.	Do.
— 26	Joachim	Hettmeyer	Do.	Do.
— 26	Ferdinand and Louis	Quinker	Pasaroeang	Do.
— 25	Brederode	Kruymel	Tjilatjap	Brouwershaven.
— 25	Jeanne and Joseph	Castro	Nagasaki	Havre.
— 26	Constantia	Brinkerink	Batavia	Brouwershaven.
—	Chetah	Reid	Hong Kong	Waterford.*
— 27	Goede Verwachting	Hellenius	Batavia	Texel.
— 27	Hendrik Ido Ambacht	Byl	Do.	Brouwershaven.
— 28	Jane Henderson	McKinnon	Rangoon	Clyde.
— 29	Cissy	Spencer	Shanghai	Deal.
—	Norah Greame	Bake	Batavia	Nieuwe Diep.
April 1	John C. Munro	Wood	Foochow	London.
—	Jane Maria	Jackson	Colombo	Do.
Mar. 27	Jesina Maria	Rolf	Banjoewangie	Texel.
— 28	Majestic	Robertson	Batavia	Do.
— 28	Neptunus	Lodewyks	Do.	Do.
—	Antelope	—	Shanghai	New York.
— 28	Candati	Kryner	Macassar	Deal.
— 8	Loyola	Aurecoecha	Macao	Havana.
— 17	Rainbow	Freeman	Padang	Boston
— 29	Hollandia	Ruige	Batavia	Texel.
— 29	Vriendschap	Terbruggen	Do.	Brouwershaven.
— 29	County of Argyle	Edington	Sourabaya	Do.
— 30	Rotterdam	Jansen	Banjoewangie	Do.
— 19	Eugene and Adele	Lacroix	Macao	Havana.
— 31	Celebes	Teppema	Batavia	Texel.
April 1	Stad Assen	Boer	Do.	Do.
—	Baltimore	Brakke	Do.	Do.

* Leaky.

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DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar.24	Sydenham	Tyson	S'derland & Shangai	Gravesend.
—	Tonia	Werner	Singapore	Helvoet.
—	Auburn	Gould	Newchwang	Hull.
— 26	Solent	Nixon	Hong Kong	London.
— 21	Hayamaro (s.)	Cairns	Japan	Cardiff.
— 24	Georges	Parry	Shanghai	Swansea.
—	Lord Palmerston	Fernie	Hong Kong	Havre.
—	Virgilia	Le Suer	Shanghai	Jersey.
— 25	The Cedars	Stonehouse	Hong Kong	Sunderland.
— 27	Kelso		Do.	Shields.
— 27	Helpmeet	Reed	Galle	Sunderland.
— 29	Caractacus	Murray	Yokohama	London.
— 27	Belle	Davis	Galle	Sunderland.
— 29	Johanna		Batavia	Shields.
— 27	Wm. Naizby		Colombo	Do.
— 28	Van der Palm	Woude	Hong Kong	Do.
—	Ceres		Do.	Sunderland.
Apr. 3	Invincible	Beaching	Shanghai	London.
— 1	Sirene	Hermanns	Batavia	Deal.
—	Johanna	Verduin	Singapore	Newcastle.
— 4	Coquette	Lobnitz	Japan	Glasgow.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Swanley, Fontenaye. For Yokohama and Nagasaki: Neville. For Shanghai: Polmaise, Douglas Castle, Weymouth. For Hong Kong and Canton: Ramsay, Banian, Osprey. For Manila: Ercilla. For Singapore: Sree Singapura, Janet Ferguson. For Batavia and Sourabaya: California. For Colombo: Arabella, Saladin.

At LIVERPOOL.—For Hong Kong: Coringa. For Shanghai: Thomas Blyth, Coila (s). For Singapore: Bella, A. H. Wille, Eastern Chief. For Manila: Doriga, Bella Maria, Adolphe. For Batavia and Sourabaya: Susanna Elizabeth. For Mauritius, Singapore, and Hong Kong: Thales (s.).

At GLASGOW.—For Batavia and Sourabaya: Jamaica. For Batavia, Samarang, and Sourabaya: County of Elgin. For Singapore: Lochleven Castle. For Penang: La Plata. For Singapore, Hong Kong, and Japan: Courier (s).

SPOKEN.

LAUREL (ship), London to Shanghai, Feb. 15, 4 S., 28 W.
MARTHA (Dutch barq.), Batavia to Rotterdam, Feb. 8, 31 S., 13 E.
CYMBELINE, London to Japan, Feb. 9, 4 S., 22 W.
GEORGE SHOTTON (ship), Foochow to New York, Jan. 3, 10 S., 104 E.
KURRACHEE (ship), Sourabaya to Boston, Feb. 18, 20 S., 1 W.
ROXBURGH CASTLE (ship), Singapore to Liverpool, Feb. 20, 18 S., 4 W.
PANIC, Singapore to Liverpool, Feb. 2, 32 S., 43 E.
LAUDERDALE (ship), London to China, Feb. 5, 2 S., 22 W.
GLENLEE, Macao to Havana, Jan. 14, 29 S., 46 E.
VICKSBURG, Manila to Falmouth, Jan. 20, 31 S., 41 E.
JOHANNA OTTILIE (Hamb.), Sarawak to London, Feb. 17, 28 S., 8 E.
ELEANOR (barq.), Manila to London, Jan. 11, 8 S., 104 E.
ELIZABETH (Dutch brig), Singapore to New York, Jan. 16, 13 S., 104 E.
OTTILIE, Sarawak to London, Feb. 20, 25 S., 3 E.
N. B. BALMER (Amer. ship), New York to Hong Kong, 28 N., 36 W.
FEROZEPORE, Singapore to London, Feb. 15, 11 S., 11 W.
RECIFE (barque), Japan to New York, Dec. 23, 9 S., 104 E.
CORNELIA HENDRIKA (Dut. barq.), Java to Rotter., Feb. 16, 25 S., 4 E.
MARGARETA MINORCA, Havana to Hong Kong, Jan. 28, 3 N., 133 E.
CHRISTIAN RANKIN, Japan to New York, Feb. 21, 21 S., 2. W.
BROADWATER, Amoy to New York, January 31.
FAIR LEADER (barque), Cardiff to Hong Kong, Feb. 10, 3 N., 24 W.
JUBILEE (ship), London to Hong Kong, Jan. 29, in Dampier Straits.
CONSTANCIA ELIZABETH, Java to Rotterdam, March 20, 50 N., 12 W.
SUSANNA JOHANNA, Rotterdam to Sourabaya, March 13, 49 N., 10 W.
MAHE DE LA BOURDONNAIS (ship), Macao to Hava., Dec. 25, 12 S., 101 E.
BAHIA, Shields to Galle, 57 days from the Downs, Jan. 11, 28 S., 24 W.
BROTHERS, Shanghai to London, Jan. 27, 10 S., 10 W.
CAPE CITY (barque), London to Ceylon, Feb. 10, 4 N., 24 W.
COPERNICUS, Rotterdam to Batavia, Feb. 11, 5 N., 24 W.
JOAN, Sourabaya to Holland, Dec. 27, 12 S., 99 E.
ROTTERDAM (Dutch), Bali to Rotterdam, Feb. 17, 9 S., 13 W.
DIONYSIA CATHARINA, Sourab. to Bushire (?) Amstm., Mar. 2. 14 N., 74 E.
TRINIDAD (barque). Liverpool to Manila, Feb. 21, 1 N., 24 W.
KOSMOPOLIET II., Rotterdam to Batavia, Feb. 25, 42 N., 10 W.
ÆGIDIA AND PAULINA, Rotterdam to Batavia, Feb. 13, 8 S., 31 W.
PEIHO (Ham. sch.) Hamburg to Peking, Feb. 13, 14 S., 29 W.*
S. VAN HEEL (D. bq.), Rotterdam to Batavia, Feb. 21, 1 N., 25 W.
HIGINIA (bq.), Singapore to Falmouth, March 23, 49 N., 11 W.

* Appeared to be a temporarily rigged screw steamer.

FREIGHTS AND CHARTERS.

A large fleet of vessels having arrived, and some few having been taken up to load on the berth for the Eastern ports, freights are a little easier. Coal freights also have a slight downward tendency.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

CASUALTIES.

The Georges, of London, from Swansea to Shanghai, has put into Kingstown, with loss of jibboom, bulwarks, and rails, having been in collision, 60 miles west of Lunday Island.

The Chanticleer, which sailed from London, March 16, for Nagasaki, arrived at Queenstown 27th, with loss of sails, bulwarks, and sails split, having experienced very heavy weather.

A telegram from Singapore reports that the Agamemnon (s.s.), from Liverpool to Shanghai, was at Singapore seriously damaged, and would be detained some time for repairs, having been in collision with the Mona (s.)

The Pasaroeang, Hollander, from Batavia, which arrived at Texel, March 26, had experienced heavy storms between the 9th and 17th March, which caused her to make much water, lose sails, hatches, bulwarks, &c., and receive damage to rigging.

The Galilee, Van der Mei, from Banjoewanjie to Amsterdam, was assisted into Table Bay, Feb. 19, leaky, having touched the ground off Houtbay, and would probably have to discharge.

The materials and a portion of the cargo of the Conheath, Phillips, from Singapore to Liverpool, which was wrecked in Banca Straits Jan. 10, have been saved.

Advices from Rotterdam, dated March 31, stated that the Concurrent, from Java, was on shore at Brouwershaven, but she has since been towed off.

The Titania (British ship), from the Clyde to Shanghai, put in at Rio Janeiro, Feb. 28, with damage.

Advices from Rotterdam, dated March 31, stated that the Jessie Jamieson, from Java, had stranded at Goeree, mouth of the Maas, previous to April 1, during a gale, and was being discharged, preparatory to attempts being made to get her off.

The Van der Palm, Woude, which sailed from Shields, March 28, for Hong Kong, put back for Deal, April 2, with loss of bowsprit, jibboom, and gear attached, having been in collision with a brig off Fairlight.

The Edendale, of Glasgow, from Samarang to Rotterdam, was abandoned Feb. 6.

The Jonkheer Mr. v. d. Wall v. Puttershoek, Lammerts, laden with coffee, sugar, spices, and arrowroot, &c., and bound from Java to Rotterdam, was totally wrecked near Penzance March 26; one seaman only saved; the bodies of two ladies have been washed ashore.

MISCELLANEOUS.

At TABLE BAY.—Feb. 9, Rover (s.), sailed for Japan.

AT CALLAO.—Feb. 17, Asia, Calderon, sailed for Macao; 21, Amalia, Bollo, sailed for Macao; Teresa, Bollo, sailed for Macao.

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne is on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

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HONG KONG AND SHANGHAI BANKING CORPORATION.

REPORT of the COURT OF DIRECTORS to the ORDINARY YEARLY GENERAL MEETING OF SHAREHOLDERS, held at the Banking House of the Corporation, WARDLEY HOUSE, HONG KONG, on MONDAY, the 11th of February, 1867.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have now to submit to you the general statement of the Corporation's affairs and balance-sheet for the half-year ending on 31st December last.

The net profits for that period, including 45,696 dols. 86c., brought forward from last account, after defraying all outgoings and current expenses, deducting interest paid and due, and making provision for bad debts, amount to 347,085 dols. 07c.; of which, after taking out rebate on bills not yet due, and allowing for the amount written off preliminary expenses, the remuneration of directors, &c., there remains for appropriation 290,901 dols. 44c.

From the latter sum the Directors recommend the distribution of a dividend of 7 dols. 50c. on the paid-up shares, and 1 dol 50c. on the new shares, being equivalent to 6 per cent. for the half-year, or 12 per cent. per annum, which will absorb 180,000 dols.; and of the balance the Directors propose carrying 75,000 dols. to the reserve fund, and 35,901 dols. 44c. to the credit of new account.

If the foregoing appropriation of profits be confirmed by the meeting, the amounts paid as dividend for the whole year 1866 will represent 280,000 dols., being equal to 10 per cent. on the paid-up shares, and 12 per cent. on the new ones (the latter participating in the dividend only from the 1st of July last); the amounts carried to the reserve fund during the same period will aggregate 141,700 dols., raising that account to 175,000 dols. on 31st December, 1866, independent of the sum of 35,901 dols. 44c. undivided profits carried forward on the above date as already mentioned; thus making up a total of 457,601 dols. 44c. for the net profits of the year, after deducting charges, expenses, and allowances of every description, and without including the rebate on bills maturing after December 31st.

The Directors have no doubt that the result thus shown of the bank's working for the last twelve months will be considered extremely satisfactory by their co-proprietors; the more so as the past year has been far from being one of general prosperity amongst mercantile and banking establishments.

The Directors feel that the difficulties and onerous responsibilities attendant upon the carrying on of an extensive business in such a manner as to ensure safety for the bank's funds, while realising a remunerative return from them for the shareholders, during a period of such almost unprecedented commercial disaster, require no comment. They are glad, however, to congratulate the proprietors upon the bank having come unscathed through this trying period, which they can justly attribute to the efficient management of its officers.

The growing credit of the Corporation, the steadily increasing confidence and support of its numerous constituents, and the disappearance from China of no less than six banks, warrant the Directors, they believe, in assuring the proprietors of the immediate prospects of the Corporation being as promising for the future as the past has been undeniably confirmatory of the hopes and anticipations entertained by the board when this local undertaking was first brought before the public.

INCORPORATION.

The ordinance alluded to in the last half-year's report has been passed, and though not yet formally confirmed, has, the Directors believe, received the substantial approval of the Lords of the Treasury, and of the Secretary of State for the Colonies in all important details.

NEW CAPITAL.

The present paid-up capital being considered by the Directors sufficient for the requirements of the bank, especially as it has been decided that the extension of the Corporation's business to India is to be postponed for an indefinite period, the board do not anticipate that it will be necessary to make any call upon the 20,000 new shares during the current year.

REMUNERATION OF DIRECTORS.

According to the resolution passed at the general meeting of 16th August last the sum of 25,000 dols. (including the special amount voted to the late deputy-chairman as per previous balance-sheet) has been appropriated for the remuneration of the court from the formation of the bank up to the 30th of June, 1866, comprising a period of eighteen months.

For the services of the Directors during the half-year ending the 31st December last, the sum of 7,500 dols. is charged in the accounts submitted to the meeting.

ELECTION OF DIRECTORS.

In accordance with clause 60 of the deed of settlement the term of office of the Directors expires on this date.

Messrs. Edward Cunningham, Albert F. Heard, Geo. J. Helland, H. B. Lemann, Woldemar Nissen, Arthur Sassoon, Caleb T. Smith, and Thomas Sutherland offer themselves for re-election, and by the deed of settlement are eligible.

AUDITORS.

Messrs. W. H. Rennie and P. Ryrie, the auditors selected by the proprietors at the last half-yearly meeting, have ably discharged their duties, and the Directors recommend them for re-election.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, 31st December, 1866.

ASSETS.

	Dols.	c.
Cash on hand and at bankers	1,944,515	90
Discounts, loans, credits, &c.	4,071,102	39
Exchange remittances	9,199,503	77
Preliminary expenses	20,000	00
Bank premises	60,000	00
Dead stock	31,025	18
	15,326,147	24

LIABILITIES.

	Dols.	Dols.	c.
Paid up capital:—			
125 dols. per share, 20,000 shares	2,500,000		
First call on new shares	385,200		
		2,885,200	00
Reserve fund		100,000	00
Deposits and notes in circulation		4,132,651	94
Exchange acceptances		7,861,210	23
Profit and loss account		347,085	07
		15,326,147	24

PROFIT AND LOSS ACCOUNT.

AMOUNT WRITTEN OFF.	Dols.	c.	Dols.	c.
Preliminary expenses	5,000	00		
Remuneration to directors:—				
1st January, 1865, to 30th June, 1866	20,550	00		
1st July, 1866, to 31st December, 1866	7,500	00		
Rebate on bills not due	23,133	63		
			56,183	63
DIVIDEND.				
At the rate of 12 per cent. per annum, on paid-up shares 2,500,000 dols.	150,000	00		
First call on new shares 500,000 dols.	30,000	00		
			180,000	00
Amount carried to reserve fund	75,000	00		
Balance of undivided profits carried forward to next account	35,901	44		
			110,931	44
			347,085	07

	Dols.	c.
Balance of undivided profits on 30th June, 1866	45,696	86
Amount of net profits for the six months ending 31st December, 1866, after deducting all expenses and interest paid and due	301,388	21
	347,085	07

RESERVE FUND.

	Dols.
Balance, 31st December, 1866	175,000
	175,000

	Dols.
Balance on 30th June, 1866	100,000
Amount transferred from profit and loss account	75,000
	175,000

We have compared the above statements with the books, vouchers, and securities at the head office, and with the returns received from the Shanghai and Yokohama branches, and have found the same correct.

(Signed) W. H. RENNIE, P. RYRIE, } Auditors.

The above report was unanimously adopted at the meeting of shareholders, held on 11th February, 1867.

W. H. VACHER, London Agent, 25, Old Broad-street.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the block is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry, Godowns for the reception of vessels, stores, &c., who requiring to discharge them.

Amoy, March, 1865.

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Conducted by M. LEON DE ROSNY,
Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceiana.

The last issue (No. 58) contains, amongst other matters,—

DE LA LITTERATURE ARAMEENNE; par Munk, de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon).

ORAISON FUNEBRE, TRADUITE DU COCHINCHINOIS; par Truong-vinh-ky.

BIBLIOGRAPHIE—NOUVELLES ET MELANGES—THENEE ORIENTAL.

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PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets, Slates, &c.

P. and Co. call special attention to their Bostonite being much better adapted to all the uses that Ivory Tablets and Porcelain Slates are now applied. The smooth and pleasant nature of the writing upon Bostonite will not fail to secure it the preference over all other articles of a similar nature now in use. The Bostonite Slates possess the great advantage of being very light, and at the same time are not liable to be broken.

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RESERVE FUND, £444,000.

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CHIEF MANAGER—Charles J. F. Stuart, Esq.

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The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry Ceylon, Hong Kong, Shanghai, Yokohama, Singapore Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

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BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

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A DAILY PAPER.

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The "China Mail" has been permanently enlarged in size, namely, from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hong Kong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India, and the Straits. Its circulation, which has of late considerably increased, extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to advertisers in this newspaper.

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A. SHORTREDE & CO.

Hong Kong, May 17, 1866.

THE THIRD ANNUAL CHINA DINNER, 1867,

WILL BE HELD AT

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On TUESDAY, 21st MAY,
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Gentlemen intending to dine are requested to leave their names with Messrs. Willis, 26, King-street, St James', S.W.

FREDERIC BRINE,
Honorary Secretary.

6th March.

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HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

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Paid-up capital, £800,000.

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Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

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INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000
RESERVE FUND £250,000

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BANKERS.

The Bank of England.
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Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

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DEPOSITS received for fixed periods on the following terms, viz.:—

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so cold and the winds so keen what is to be done to keep the human body healthy, to protect the weak, to renovate the diseased? The reply is, supplant the suppressed action of the skin through an alterative like these Pills, by a freer action on the liver, bowels, and kidneys. This will preserve the delicate internal structures from congestion, irritation, and inflammation, and carry off those noxious matters ordinarily transmitted through the integument. A course so natural must commend itself, and must elicit the unqualified approbation of all who think and understand how nature invariably aids a defective organ by accomplishing its unperformed functions by means of increased activity elsewhere.

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The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

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For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

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The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

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THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

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The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

For particulars of Freight, through passage rates, &c &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

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From Liverpool	...	5th and 20th May.
Leaving San Francisco	...	3rd July.
Due at Yokohama	...	22nd July.
Due at Shanghai	...	27th July.
Due at Hong Kong	...	29th July.

The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

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To Shanghai	... ,,	£120 10s.

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ARTHUR B. FORWOOD, Managing Director.

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CHINA AND JAPAN, &c.

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Destination.	Ships.	Class.	Dock.	To Sail.
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Kanagawa ...	Swanley ...	A1 13 yr.	W.I.D.	With des.
Kanagawa and Nagasaki ...	Neville ...	A1 10 yr.	W.I.D.	With des.
Singapore	Jant. Bergusn	A1 14 yr.	W.I.D.	April 25.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Weymouth	A1 12 yr.	E.I.D.	April 25.
Hong Kong & Whampoa ..	Ramsey ...	A1 12 yr.	E.I.D.	With des.
Kanagawa and Yokohama	Fontenaye.	A1 12 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

INDIA, CHINA, AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	Date of Sailing.
Shanghai	Invincible...	A1 13 yrs.	Sailed.
Shanghai	Douglas Cstl	A1 14 yrs.	25th April.
Hong Kong & Whampoa	Banian ...	A1 14 yrs.	25th April.
Ditto	Ospray ...	A1 10 yrs.	10th May.
Melbourne	Lanarkshire	A1	25th April.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

STEAM from the CLYDE to SINGAPORE and HONG KONG.—The fine, new screw steamer PEI-HO, JOHN BELL, commander, will be despatched about the 10th of April. A few passengers will be taken at moderate rates.

Apply to Capt. BELL, on board; or to BROWN and WATSON, 80, Union-street, Glasgow.

AT GLASGOW.—For Singapore, Hong Kong and Japan, (Yokohama and Nagasaki), proceeds under steam, and will sail from Glasgow on 20th April, the splendid new Clyde-built screw steamship COURIER, A b1 at Lloyd's, 326 tons register; horse power, 29 nominal, 380 indicated; — CHRISTENSEN, Commander. Has been built under special survey, and is expected to make a very rapid passage.

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SINGAPORE, with immediate despatch, the regular trader, SREE SINGAPURA, A 1 15 years (built at Dundee in 1866), 586 tons register; loading W. I. Docks. Has excellent accommodation for passengers.

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COLOMBO Direct (first ship) the magnificent new clipper ARABELLA, A 1 9 years, 350 tons register, built under special survey; JOHN RAPER, Commander; now loading in the West India Docks. This beautiful vessel has only room for light measurement goods.

For freight or passage apply to F. TALLACK, No. 23, Birchin-lane, E.C.

To follow the "Bolden Lawn."—Will meet with the usual quick despatch.

DIRECT for COLOMBO, the well-known fast-sailing ship SALADIN, A 1 13 years (owned by Messrs. Robert Henderson and Sons), 782 tons register; JAMES RANKIN, Commander; West India Docks. This magnificent vessel has the greater portion of her cargo engaged, and offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

MALABAR COAST.—FIRST SEASON SHIP.

Has a large portion of her Cargo engaged, and will meet with quick despatch.

DIRECT FOR MANGALORE, CANNANORE, CALICUT, COCHIN and ALEPPE, the fine, fast-sailing British Ship LIFE BRIGADE, A 1, 245 tons register, WM. SHEARER, Commander; West India Docks. This beautiful nearly new ship offers a first-rate opportunity to shippers of Season Goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Janet Mitchell."—Has the greater portion of her cargo engaged, and will meet with despatch.

FOR BOMBAY DIRECT, the splendid clipper ship HADDINGTON, A a1 (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 tons register, G. BROWNE, Commander; East India Docks. This vessel is well-known in the Bombay trade for her very rapid passages.

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THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Extra Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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Nagasaki—Japan ...	PIGNATEL AND CO.
Yokohoma	HANSARD AND BLACK

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C (Over the Jerusalem.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Friday, April 5, 1867.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 242.] LONDON, SATURDAY, APRIL 13, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN — Yokohama	Dec. 17	Feb. 11	Feb. 15
Nagasaki			„ 17
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			Feb. 17
Kiu-kiang			„ 18
Chin-kiang			
Shanghai	Dec. 26	Feb. 15	„ 23
Ningpo			„ 21
Foo-Chow			„ 25
Formosa—Tamsuy			
Amoy			„ 26
Swatow			
Hong Kong	Jan. 11	Feb. 23	Mar. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Dec. 26	Feb. 15	Feb. 19
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—Labuan			Feb. 24
Sarawak			Mar. 2
JAVA—			
Batavia			Mar. 2
MALACCA STRAITS—			
Singapore	Jan. 26	Mar. 2	„ 8
Penang	„	Feb. 28	„ 10

* Telegrams to the 20th March have been received from Hong Kong via Calcutta, and to the 18th from Shanghai, via Kinchta.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer China, arrived April 10.—From Hong Kong: Mr. Banbury, Mr. and Mrs. Walker, Mr. Lloyd, Mrs. Maynard, child, and servant, Mr. Burmeester, Dr. Legge, D.D., Mr. and Mrs. Urrejola, Mr. and Mrs. Moreno, Mr. Broman. From Singapore: Professor Bushell. From Penang: Mr. and Mrs. Ventre and three children. From Galle: Mr. Stewart. From Shanghai: Mr. Fraser.

By last Bombay mail, to Marseilles, per P. and O. steamer Syria, arrived April 3.—From Singapore: Mr. Crunn.

To Southampton, per P. and O. steamer Delta, arrived April 9.—From Hong Kong: Mr. and Mrs. Chapman, child, and servant, and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, April 4.—To Yokohama: Mrs. Dunwoodie. To Shanghai: Mr. Burt. To Hong Kong: Mr. Richard Amos, Comdr. Swann, R.N., and servant. To Ceylon: Mr. and Mrs. Dunlop, two children, and servant, Miss Layard, Mr. W. C. Iliff, Miss Potter, Dep.-Ins.-Gen. of Hospitals Innes, Mr. Maxwell, Dr. and Mrs. Brighouse, Mr. C. A. Leechman, Mrs. Theobald, Barrack-Master Lambe, Mrs. Lambe, child, and servant.

To Calcutta: Mrs. Skipton and child, Mr. R. Richardson, Mrs. Southward and child, Surgeon Major H. Gordon, Mrs. and Miss Gordon, Dr. J. H. and Mrs. White, Mr. McRae, Sir C. H. Leslie, Captain B. C. Speke, Mrs. E. Fegg, Dr. and Mrs. Jephson, two children and servant, Surgeon Drysdale, Mr. Pearce, and one second-class passenger. To Madras: Mr. A. Fletcher, Assistant Surgeon R. Buchanan, Assistant Surgeon H. T. Chapman, Mr. and Mrs. E. G. Stewart, Staff Assistant Surgeon James, Assistant Surgeon McCrystal, Surgeon Major Barclay, Mr. W. M. Clarke, and one second-class passenger. To Bombay: Mr. L. E. Smith, Mr. H. A. Constance, Mrs. Coles, Mr. C. B. Luddy, Mr. Baugh, Ensign Daubeny, Mr. Gadd, Mr. H. Higginson.

From Suez to Hong Kong: Rev. E. Klitzke.

From Marseilles, April 12.—To Shanghai: Mr. Boardman, Mr. Hugh Fraser, Mr and Mrs. Dow, Mr. and Mrs. Maxwell, Mr. J. R. Green. To Hong Kong: Mr. Warden, Mr. E. H. Lavers, Mr. Mackrill Smith. To Ceylon: Mr. A. Hood.

To Calcutta: Captain and Mrs. Tanner, Mrs. Graeme, Ensign G. H. Ferrier, Captain H. Douglas, Mr. A. T. Palmer. To Madras: Lieut. Colonel W. White, Mr. J. H. Tweedy, Captain de Vignes. To Bombay: Major S. C. Law, Mr. W. Keswich, Captain Hicks, Mr. Sutherland, Mr. Chisholm, Major Bannerman, Mr. C. H. Alsen, Captain J. J. Martin.

Per P. and O. steamer Ceylon, from Southampton, April 12.—To Hong Kong (via Bombay): Mr. H. B. Tomes.

From Marseilles, April 20.—To Ceylon (via Bombay): Mr. G. G. Thomson.

Per P. and O. steamer Tanjore, from Southampton, April 20.—To Ceylon: Mr. G. Crowe, Lieutenant Rathbone, R.E., Mr. and Mrs. Vanderspar and four children. To Hong Kong: Mr. J. B. Ewart, Mrs. E. Peate.

From Marseilles, April 28.—To Yokohama: Mr. John Clarke. To Shanghai: Mr. and Mrs. W. H. Fittock. To Ceylon: Mr. and Mrs. Lewis. To Penang: Mr. and Mrs. W. L. Hill.

Per P. and O. steamer, from Southampton, May 4.—To Shanghai: Dr. C. Nissen.
From Suez.—To Ceylon: Mr. A. O. Cowan.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The latest advices from Yokohama are still those of 15th February, brought by the last French mail. We have therefore no news to record, but the *Japan Herald* has the following interesting remarks on the lately announced death of the Mikado:—

"Scarcely has Japan had time to cast off her mourning for the death of the late youthful Shiogoon—Minamoto Iyemochiko—when she has been called upon to don her deepest weeds to mourn the death of her venerated sovereign—the Mikado whose reigning name was Kingo Koo Thei. He died on the 3rd instant at Kioto in the thirty-seventh year of his age and the 25th of his reign. He leaves a son sixteen or seventeen years old, who in all probability will succeed to the throne.

"Physically powerless and passive as the occupants of the sacred throne have long been, still they have maintained their great moral sway over the nation, and the mass of the people regard the Mikado with superstitious veneration. The death which we announce would, therefore, in any case deeply affect the nation; but in this instance we hear that the death of the Mikado is held to be peculiarly deplorable and unfortunate, inasmuch as that he died of smallpox—a disease, which, although quite common to the country since the time of the first Mikado, Jingmoo Ten-o, who reigned 2,563 years ago, has never been known to attack the sacred person of a Mikado until now.

"All nations have their superstitions, and we shall not find fault with the Japanese for having a superstitious regard for their ancient institutions. They have for thousands of years believed their Mikados to be of heavenly descent, and to be so hedged by divinity as to be entirely beyond the reach of most human misfortunes. This seems to be the popular belief, and it has served to preserve the Mikados a powerful influence over the minds of the people, of which the Shiogoons have never been able to deprive them. Even the eighteen independent princes called Kokushiu Daimios yield respectful obedience to the wishes of the Mikado, when they would treat those of the Shiogoon with utter contempt. It is not surprising, therefore, that many simple people now shake their heads, and give one to understand that since the Mikado's divinity has departed and left him a prey to smallpox like any ordinary mortal, there is no telling what dreadful calamities may befall the country.

"Some intelligent people, however, whose notions have been modified by intercourse with foreigners, readily admit that Kingo Koo Thei was a man of very mediocre character. They represent him as avaricious and time-serving; a man who greedily accepted all he could get from all parties, and who had not sufficient force of character to identify himself thoroughly with any party. Many believe that the late Mikado was guilty of great duplicity in the wretched Chosiu feud. He had not ability or force of character enough to distinguish himself in any way; and on the whole, judging by the opinions of intelligent men who have moved about the country a good deal, it would appear that Kingo Koo Thei was a very ordinary mortal, who would readily lend his influence in any quarter from which he could derive immediate benefit for himself or his needy courtiers.

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"The usual period of mourning for the death of a Mikado is now fifty days; at the end of which time the ceremonies appertaining to the accession of a successor are proceeded with, and they generally occupy thirty days. In the meantime no governmental or other business of the country, requiring a reference to the Court of the Mikado, can be transacted. The visit of the foreign representatives to Osaka is postponed until the expiration of the mourning, which, however, will not be allowed to interfere with the visit of the Shiogoon's brother to Europe."

The comment of the *Japan Times* on the above is as follows:—"Our contemporary, the *Herald*, has killed the Mikado with an attack of smallpox. The rumour is disbelieved by the natives. Smallpox, however, we regret to say, is very prevalent in Yokohama at this moment, and the Japanese state that in the native cases, it is unusually fatal."

The brother of the Shiogoon Stotsbashi, Prince Mimbotayou, proceeded to France by the last Messageries mail. He is a quiet, intelligent looking youth, of about sixteen years of age. His Highness, who will be the Japanese representative at the Paris Exhibition, intends to remain for three or four years in France, there to finish (or rather begin and complete) his education. Stotsbashi, his elder brother, has been the prime mover of this undertaking, and every requisite for assisting its accomplishment has been provided for. He is accompanied by a numerous staff, and a competent interpreter, who is, we believe, an accomplished linguist. Nominally, the young Prince is custodian and curator of the Japanese contributions forwarded for display at the forthcoming Exhibition; at which universal fair, doubtless, he will learn a few things not generally known in this country, and gain an impression of Western influence and power not altogether without its effect upon foreign relations with Japan.

CHINA.

TIENTSIN.

From this port we have advices by the Russian postal service to the 21st January—seventy-six days *en route*. Our correspondent says:—"Winter has set in. We have five vessels now prisoners at Tientsin. There are some three or four more on the way down the river, and it is doubtful if they will get out. All quiet here. The Rev. Mr. Alexander Williamson, of Chefoo, and the Rev. Jonathan Lee, of Tientsin, have just returned from a lengthened tour in Chile, Shansi, Shenso, and Honan, bringing with them fine specimens of coal and iron from Shansi, and other mineral stones. The rebels were at Shantung and Honan, destroying—except young men, whom they caused to join them—every living creature, and breaking all the fruit trees—quite desolating the country through which they passed. They were travelling from Tse Naifoo to Honan-fu, but were likely to be surrounded by the Imperial troops."

The following commercial items are furnished by Messrs. Platt and Co.:—

The export of cotton, which began in 1863 with 2,366 piculs, last year amounted to 136,177 piculs, worth 1,770,301 taels. We quote 8 lb. Grey Shirtings at taels 2.85; T-Cloths, 7 lbs., taels 2.50. The total value of last year's imports, after deducting goods re-exported to find a market elsewhere, in foreign goods, was 12,009,222 taels; in Chinese produce, 4,574,235 taels; total, 16,583,457—at 6s. 4d. per tael sight, £5,251,428. The exports amounted to 2,687,962 taels; treasure exported, 6,175,788 taels.

SHANGHAI.

From this port we have no later date than that brought by the last French mail, namely, to the 23rd February. The local papers now received, however, supply a few additional scraps of intelligence.

Politically there are but two items; the first being that, according to the Shanghai *Daily News*, Tsen-kwo-fan's objection to return to Nanking has at length been overruled, and that he has consented to resume the viceroyalty of the two Kiangs, protesting only against being also burdened with the Commissionership of Foreign Affairs. The duties appertaining to that office are accordingly to be entrusted to Li's intimate friend and *protege* Ting, whilome Taotai of Shanghai.

A report has reached the *Recorder* that General Lee, who recently passed through Shanghai and stated that he was about to join the Imperialist forces near Hankow, has gone over to the rebels. His troops it seems became mutinous, and in order to make an example he decapitated one of them, and as this caused further disturbance, and we understand a reprimand from his superior officers, the General cut the matter short by joining the Nienfei. This is as much of the story as has come to our knowledge. It is not improbable, should it turn out to be true, that a portion of General Lee's troops has accompanied him. This is the old story with regard to the Imperial forces, who seem quite as much a source of trouble as of assistance to the Government.

The Shanghai Steam Navigation Company held a meeting. Despite the loss of the *Huquang*, the purchase of steamers and wharf, expenses of repairs, &c., the directors declared a dividend of 8 per cent., there being a net profit of taels 148,113.96 on the transactions of the year.

Mr. Seward, the late U.S. Consul-General, received a very gratifying letter from the American residents at that port on his leaving for home.

The native Chinese are beginning to avail themselves pretty extensively of foreign steamers. In connection with this subject, we hear that the steamer *Ta Yung* has been chartered by the Salt Guild to take the place of the *Cricket* in protecting the junks. The sum to be paid monthly is 940 taels. The *Recorder* understands that Messrs. Russell and Co. are expecting a steamer called the *J. R. Ingersol* from San Francisco. She is intended to be placed on the Tientsin and northern line at the opening of the season. She is, we understand, a paddle boat, somewhat similar to the *Kiangse*. The Chinese gunboat *Paou Shun*, Captain Hoare, left Chinhai on the 15th February last for a cruise among the islands, and while off the Siesbans came up with a piratical junk, and discharged several guns at her, she running close in shore and escaping. The next day, while off the Volcanoes, she encountered two others, and after a pretty smart brush they also ran in shore, landed, and began returning the fire with small arms.

During her voyage from Ningpo on the night of the 20th February, the *Szechuen* came into violent collision with the steamer *Express* within a few miles of the Ruggeds. The latter was cut down to the water's edge, and her fore compartment immediately filled. A cry was raised that she was sinking, and the *Szechuen* was requested to stay by her and prepare to receive her 300 Chinese passengers. Boats were lowered to effect this, but owing to the high sea it was considered that the transhipping would be attended with serious risk as each passenger showed so great disinclination to be parted from his baggage that it would have been necessary to use force to have got them into the boats without their boxes. The two captains accordingly decided to run for Pirates' Bay, where the *Express* could be beached. This was safely accomplished; and at daylight the next morning the transhipment of the passengers and baggage to the *Szechuen* was commenced, and, by the aid of some fishing boats, was completed at noon without an accident. The Ningpo letter box was forwarded by a native craft, in which also the only European passenger for Ningpo went on. When the *Szechuen* left, attempts were being made to repair the *Express*, and Captain Whitelaw expected to be ready to return in two days. The *Szechuen* was slightly damaged in the stem only.

Advices from Nanking report that Li Footai's brother has gone from that place to Nanking for the purpose of making new arrangements for conducting the campaign against the Nienfei and Mahommedan rebels. Captain Soame's force of four hundred men, with thirty guns and mortars, have also moved up the river, and Captain Doyle will proceed to join Li Footai in the North.

From the extreme north of China nothing of importance has come to hand. Even the operations to be undertaken by the French in the spring against Korea have ceased to be discussed and Peking is (as usual) absolutely dumb.

HANKOW.

From Hankow we have of course "rebel" news, though not of a very important or exciting nature. The *Hankow Times* of February 2 says:—"There is but little news of the Nienfei during the past week. They are said to be within the limits of the district of Hiao-kan on the north, but not inside the city. The proximity of this place to Hankow, it being only some 100 le distant, would drive the Chinese here into the utmost consternation; but the Nienfei have been so roughly handled during this campaign, having been beaten with a loss of eight hundred men at Kewkow by Tan eight days ago, that their spirit is said to be quite broken. Their funds too are at as low an ebb as those of the world in general, and their only desire appears now to be a safe return to their dens. They were on the retreat when they were encountered by Tan at Kewkow. Turning back from him they were met by two other leaders of the braves, who gave them

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battle, but with no particular success. The Nienfei, however, thought it better to secure a retreat to the north of Hiao-kan, whence to Honan the road is more open. The New Year festivities, which no Chinaman thinks of omitting, have much to do with their present movements; and the provincial government, which at first declared its intention of never letting these robbers escape alive out of its limits, has thought better to modify its line of action, and allow them to go if they will."

FOOCHOW.

From Foochow a "growl" comes respecting naval arrangements in the following extract from the *Foochow Advertiser*:—"We have at the present time in Foochow so gross and flagrant an instance of the successful pursuit of the art of 'How not to do it,' that it would be a pity to pass it by. For a long period the Foochow station, which includes the port and settlement of Foochow, and also the Formosan ports of Tamsui and Keelung, has been entrusted to the charge of a single gunboat. H.M.S. *Icarus* is clearly neither useful nor ornamental to Foochow. Her tonnage is 580 with a armament of one 100-pounder smooth-bore, two 40-pounder Armstrongs; horse-power, 150; complement of men, 130; and she draws 14 feet of water, which most effectually prevents her coming up to Foochow, or from crossing the bar to reach the Formosan portion of her station."

HONG KONG.

Dates from this port are to the 1st March—three days later than brought by the French mail delivered on the 5th instant. No later advices had been received from England in the interim. The following items are from the *Overland Trade Report*:—

Immediately after the last mail departed the managers of the Pacific Mail Steamship Company gave an entertainment to the community of Hong Kong at large, on board their pioneer steamer, the *Colorado*, which was then in the harbour. The sympathy which everyone interested in the China trade must of course feel with the undertaking on which the company is engaged, the establishment of a regular mail line between Hong Kong and San Francisco, was shown by the attendance on board of twelve hundred persons, including of course a vast number of Chinese and others besides Europeans. The crowding which ensued and the want of appropriate arrangements detracted very considerably from the pleasure of the short trip, but people here had at any rate an opportunity of seeing the steamer in motion and appreciating her power and resources.

During the last fortnight the races have taken place, and if not attended by quite as many persons as usual have, nevertheless, been remarkably interesting from a racing point of view. To notice them amongst the events of the past fortnight in a commercial periodical might seem strange if it were not for the fact that the races in Hong Kong, during the few days they last, take precedence here over everything else which may be going forward. This is the only occasion during the year on which the Hong Kong community abandons itself entirely to amusement, but certainly, on this occasion, the thing is done completely. The mercantile houses are closed after an early hour in the morning, the banks, if kept open, are merely so nominally, and left in the charge of one or two clerks, the daily paper appears shrunk to a quarter of its usual size, and with little but shipping intelligence, advertisements, and a record of the previous day's racing. All Hong Kong goes down to the course at one o'clock and remains there till dark, entertained at tiffin in the liberally appointed tents put up on the ground by the chief mercantile firms. This year the race for the Challenge Cup, the principal event of the meeting, lay between Exeter, his stable companion Pathfinder, Sir William, and Haddington. Exeter was the winner of last year, and by the terms of the race, if he or any other horse belonging to the same owner should win this year, the cup would become the property of that gentleman. Exeter being a Shanghai horse, a good deal of anxiety was felt in Hong Kong for the result, and the victory either of Sir William or Haddington would have been greeted with a great deal of satisfaction. On the day of the race, the owner of Exeter declared to win if he could on Pathfinder his second horse, and he very nearly succeeded in accomplishing this. Sir William, unfortunately for the Hong Kong partisans, came on to the course suffering from some temporary ailment in his hind legs. He ran in the most splendid manner during the first round, as also did Haddington, but the pace and distance was too much for the old horses. Exeter drew ahead when within half a mile of the winning post, and retained his head till the last. In coming up the straight, his rider saw that Pathfinder also had "collared" Sir William, and tried hard to pull up; but he did not begin pulling soon enough, and could not check Exeter's speed sufficiently to let Pathfinder pass him, though this was so nearly managed that the race was only won by Exeter by a head. The pony racing of the meeting was exceedingly good, and all the chief pony races closely contested. Unfortunately the weather during all three days was the reverse of what could have been wished—cold, wet, and depressing. On the two first days pelting showers came on in the middle of the afternoon seriously interfering with the pleasure of the spectators.

A somewhat amusing incident has transpired near Canton. An officer of the Imperial Customs was detached with some tidewaiters and Chinese to intercept some smuggled opium at a certain point on the river. Instead of capturing the opium, however, the whole party were captured by the villagers, and kept as prisoners for two days until rescued by a party sent in the *Cumfa* specially chartered for the purpose. Thus the shearers came home shorn. It would be as well we should imagine to send a somewhat stronger force when it again becomes necessary to deal with the truculent natives of the seaboard of the province.

As the captain of a vessel in the harbour was passing the P. and O. office about six P.M. on the 27th Feb., he was suddenly struck on the head by a Chinaman with a large stone and thrown to the ground insensible. He remained in this state for some little time, being picked up by two Europeans passing at the time and carried into a Chinese shop close at hand. For some hours he was unable to do anything, considerable bleeding from the internal part of the ear continuing for some time. The only thing stolen from him was his umbrella, the thief being probably disturbed by the approach of the Europeans above referred to. The scoundrel has not yet been identified.

We learn that the authorities at Swatow have seized a cargo boat, in the hold of which four-and-twenty coolies were found confined, who had been kidnapped from that district. A disgraceful system of kidnapping has been going on in and around Swatow for some time back; and it is to be hoped that this may prove a check on the movements of the coolie agents so engaged.

The "International Match" of the Hong Kong Rifle Association, between six a-side of England, Ireland, and Scotland, concluded in favour of the "Sons of the Emerald Isle," but only by a small majority. Seven shots each at 200 and 400 yards, with any rifle carrying Government ammunition, the first distance standing and the latter in any position, were the conditions agreed on by the respective captains. The shooting on the whole was good, and contrasts very favourably with home meetings, while Messrs. Harris and Phelan for Ireland, Dr. Hensman for England, and Messrs. Kerr and Urquhart for the "Land o'Cakes," worked as hard for their respective countries as might reasonably be expected.

The Hong Kong Fire Insurance Company held a first ordinary meeting of shareholders at the offices of the company in Queen's-road on Saturday, Feb. 16. The financial statement submitted showed a nett profit, after deducting losses and charges, of $53,431.93 up to 31st December, 1866. The report stated:—"Since the date of these accounts a sum of $50,000 has been transferred from current account to deposit account with the Hong Kong and Shanghai Banking Corporation to bear interest at the rate of 7 per cent. per annum. Three more shares were allotted in January, and the capital account with the Hong Kong and Shanghai Banking Corporation now stands at $73,500. The premiums collected in Hong Kong alone during the past month amount to $4,928.56."

The following return of licences issued under Harbour and Coasts Ordinance during the first two months, is interesting:—Return for January:—Junk Licences—Annual, 79; monthly, 44. Fishing Licences—Annual, 99; monthly, 345. Anchorage Passes—1,101. Special Permits—493. Clearances—Day, 904; night, 48. Return for February:—Junk Licences—Annual, 40; monthly, 23. Fishing Licences—Annual, 92; monthly, 180. Anchorage Passes—562. Special Permits—464. Clearances—Day, 693; Night, 19. Totals: Junk Licences, annual, 119, monthly, 67, Fishing Licences, annual, 191; monthly, 525. Anchorage Passes, 1,663. Special Permits, 957. Clearances, day, 1,597; night, 67. The total number of documents issued and entered from the Harbour Master's office, under the Ordinance, for the period named, is 5,186; amount of fees received, $6,102.

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[FROM OUR OWN CORRESPONDENT.]

The usual annual suspension of business during an entire week in honour of the Hong Kong Races has just come to an end, and it cannot be said that the result of these time-honoured Saturnalia has done anything to cheer up the colony after its recent run of ill-luck. On the contrary, throughout the three days of the races, nothing but misfortune attended the colonial horses. *Sir William*, Jardine, Matheson and Co.'s crack racer, lamed himself, and was shot, entailing a dead loss almost as serious as the decline of sixpence per pound on the value of a "chop" of tea; *Oregon John*, a wretched Yankee hack, won a leading race by a bit of congenial "dodging;" and, worst of all, *Exeter*, a well-known racer belonging to a professional coterie from Shanghai, after winning four or five cups in succession, carried off the magnificent Challenge Cup, which by almost prescriptive right should have graced the sideboard of either Messrs. Dent and Co., or the rival house at East Point. The weather, gloomy, wet, and chilly, was worthy of such doleful events as these; and Hong Kong has some reason for saying that the "run of luck is against us." In commercial misfortune there is, at the same time, a lull, succeeding the complete stoppage of transactions during the Chinese New Year period; but the expectations formed with respect to probable difficulties on the arrival of the 28th January mail from England, which is expected to bring public advices of "bills returned," are gloomy enough.

Another of the Bourbon Princes—the Duc de Penthièvre, son of Prince de Joinville, has passed through the colony lately, on his way to Japan, whence he proceeds to San Francisco. His Royal Highness is last from Australia, via Siam. Travel appears to be the only occupation to which these "banished dukes" can settle down.

Admiral King arrived last week from Japan in his flagship the *Princess Royal*, but as the vessel had nearly sixty cases of smallpox on board (chiefly mild, however), she has been put in strict quarantine. The Admiral will soon proceed to the Straits, and there await the arrival of his successor. Roving commissions appear to be the order of the day. An agent of the General Post-office, Mr. Rae, has recently arrived here from London for the purpose of inspecting the various post-office agencies in China and Japan, and has just set out on a tour of inspection in company with the colonial Postmaster-General. The branch agencies at the ports, with the exception of Shanghai, are conducted by junior officers of the British Consulates, as the small allowance made for the service is not sufficient to compensate an independent agent for undertaking the work; but at some ports no agency of any kind is established, and mails arrive and depart in a sort of providential or happy-go-lucky manner. The action of the Hong Kong Post-office is to some extent embarrassed by the establishment of no less than two rival offices at Shanghai, one called the Local Post-office, established under the superintendence of the Municipal Council, and very inefficiently conducted, and the other a magnificently despotic concern entitled *Postes Imperiales*, which used (a few years ago at least) to be a perfectly insatiable monster in the way of devouring letters entrusted to its care. The omission of any postal clause in the treaty of 1858 has prevented the British Post-office from exercising legal functions on Chinese soil, and hence much confusion which can now scarcely be remedied.

An amusing instance of Yankee administrative ways was instanced on the recent arrival here of the *Colorado*, the pioneer of the trans-Pacific line from San Francisco to Hong Kong. As a "mail steamer," she of course brought a mail for delivery, but as no steps whatever had been taken by the Washington Post-office to negotiate a convention with St. Martin's-le-Grand on the subject, the colonial post-office could of course only treat letters so arriving as ordinary "ship letters," and similarly could make up no regular mail for despatch on the return voyage. The "mail agent" of the steamer, who had received his appointment as a reward for military services, confessed to having no idea of what he was expected to do in discharge of his duty, but excused himself by opining that his superiors at home had even less.

Notwithstanding these little *laches*, which will doubtless soon be remedied, the line now inaugurated is a very popular one, and will deprive the careless P. and O. and dubious Messageries of an immense amount of passenger traffic.

Very sad news has just arrived from Japan to the effect that Mr. O. Vidal, a student interpreter in H.M.'s Consular service, who came out early in 1864, after taking high honours at Oxford, has committed suicide by shooting himself through the head. No reason beyond discontent is assigned for this act.

STRAITS SETTLEMENTS.

SINGAPORE.

From Singapore we have advices to the 8th of March—two days later. The outward mail of the 28th of January was delivered on the 2nd of March. The following items are from the *Straits Times*:—

General Cavenagh, who has been Governor of the Settlements from 1859 to the present time, and will be the last of our Indian rulers, leaves this in a week hence, and the residents have determined before his departure to mark their sense of his conscientious discharge of duty. A public dinner will be given to him on the 12th of March, at the Hall, which will be very numerously attended; and it has further been resolved, as a mark of esteem which, it is understood, has his Honour's approval, that his portrait be obtained at the public cost, and be hung up in the Townhall beside those of Sir Stamford Raffles, the founder of the Settlements, and General Butterworth, the only other Governor who has been similarly honoured.

Sir Benson Maxwell, the Recorder, returned from his circuit to Malacca on the 7th, and will open the next criminal session on the 15th March, a fortnight sooner than usual, so as to dispose both of the criminal and civil business before his departure for Europe by the first mail in April. Sir W. Hackett, the new Recorder at Penang, will officiate at Singapore during his absence. One case that will occupy the civil side of the Court, is that of the collision of the steamer *Agamemnon*, one of the new Ocean liners, and the steamer *Mona* belonging to the Labuan Company. The two steamers met about twelve miles from Singapore harbour—the *Agamemnon* proceeding to China, the *Mona* on her return from Manila,—and the former struck the latter on the starboard quarter, cutting her down to the water's edge, and leaving her own stem in the gap. Both vessels were enabled to reach harbour in safety, and are now in course of repair. It is impossible to say yet where the blame lies, actions have been brought on either side. The *Agamemnon* is by far the most severely injured.

Births, Marriages and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ENGLER—On the 21st January, at Saigon, the wife of F. Engler, Esq., of a son.
GIBBON—On the 31st March, at Woodland Villas, Lee, the wife of Captain Richard Gibbon, of a daughter, prematurely.
GILFILLAN—On the 16th Feb., at Shanghai, Mrs. James Gilfillan, of a daughter.
LESSLER—On the 13th February, at Bangkok, the wife of Paul Lessler, Esq., of a son.
MARTIN—On the 2nd March, at Singapore, the wife of Alex. Martin, Esq., of a son.

MARRIAGES.

DA SILVA—OUTEIRO.—On the 17th February, at the Roman Catholic Parish Church of St. Lawrence, Macao, Cortella Genuino Augusto, second son of the late Joaquim Peres da Silva, of Macao, to Sophia Ricardina, second daughter of the late Jose Maria do Outeiro, of Oporto.
JONES—COSTON.—On the 3rd April, at Stanton Lacey, by the Rev. Dr. Bowles, George Thomas Jones, Esq., formerly of Shanghai, to Annie, only daughter of R. Costen, Esq., of Hayton, Salop. No cards.
PRIOR—BRYANT.—On the 10th April, at the parish church, Redgrave, Suffolk, by the Rev. Richard Cobbold, rector of Wortham, assisted by the Rev. John Wilson, vicar, Edward Prior, late of China and Japan, to Emily, eldest daughter of John Bryant, Esq., the Grove, Redgrave, Suffolk.

DEATHS.

BOWEN—On the 28th March, at Addison-road, Notting-hill, Captain Edwin Bowen, late of the China Steamship Company's steamer Mona.
DAWSON—On the 26th February, at Hong Kong, Miss Annie Dawson, aged 24 years.
engineer, H.M.'s gunboat Haughty, aged 32 years.
FRENCH—On the 29th March, at Lampits, Lanarkshire, Dr. James French, C.B., Inspector-General of Hospitals.
FUSSELL—On the — March, at Hong Kong, R. S. R. Fussell, Esq., of Foochow (reported by telegram).
GROSE—On the 27th February, at the Seamen's Hospital, Richard Grose, seaman, H.M.S. Princes Royal, aged 26 years.
HARTMAN—On the 19th February, at Hong Kong, G. A. Hartman, Captain 2nd Battalion 13th Light Infantry, Deputy Assistant Quartermaster General in China.
HOUGHTON—On the 27th February, on board H.M.S. Melville, Wm. A. Houghton,
PRITCHETT—On the 10th February, at Hong Kong, Susan Maria, youngest daughter of John Pritchet, Esq.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Jan. 31, 1867	716907	51983590	45881924		11644469	110226890	40647
Corresponding period last season.....	1812250	48103218	46784060	747284	11980339	109427171	56912

SHIPMENTS SINCE.

Ship.	From.		
Feb. 12 ... Sea Bird	... Canton	... 443,100	
— 26 ... Alphee (French mail st.)	... Shanghai, &c.	...	735
— 28 ... Behar (mail steamer)	... do.	...	604

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TO UNITED STATES.

From June 1 to Jan. 31, 1867	...	...	...	...	...	23859017	Pcls. 431
Corresponding period last season	...	...	...	...	...	...	522

SHIPMENTS SINCE.

	Ship.		From			
Feb. 17	Colorado (steamer)	...	Hong Kong	...	—	8½
— 18	Tynedale	...	Foochow	...	559,000	
— 20	Sea Serpent	...	Canton	...	87,000	79½
— 23	Ariadne	...	do.	...	13,020	

TO THE CONTINENT

From June 1 to Jan. 31, 1867	...	...	...	...	...	1648750	Bales 67
Corresponding period last season	...	...	...	...	...	436360	433

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

From June 1 to Jan. 31, 1867	...	...	...	...	...	Tea pkgs 44360	Boxes 67
Corresponding period last season	...	...	...	...	...	29861	433

SHIPMENTS SINCE.

	Ship.		From		
Feb. 17	Colorado	...	Hong Kong	...	1386

TO AUSTRALIA.

From June 1, 1866, to Jan. 31, 1867 ... ... 9,662,378 lbs.
Corresponding period last year 10,373,057

SHIPMENTS SINCE.

	Ship.		From		
Feb. —	Berengaria	...	Hong Kong	...	53,120

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...
,, 1845 to 1846	...	...	...	57,334,200	16,604
,, 1850 to 1851	...	...	...	63,973,000	22,143
,, 1853 to 1854	...	...	...	77,327,800	61,280
,, 1855 to 1856	...	...	...	92,240,300	50,481
,, 1857 to 1858	...	...	...	76,990,255	68,315
,, 1858 to 1859	...	...	...	66,789,792	83,134
,, 1859 to 1860	...	...	...	85,560,452	64,169
,, 1860 to 1861	...	...	...	90,066,160	70,644
,, 1861 to 1862	...	...	...	109,854,040	79,199
,, 1862 to 1863	...	...	...	121,273,580	72,887
,, 1863 to 1864	...	...	...	117,463,586	46,603
,, 1864 to 1865	...	...	...	121,236,870	32,313
,, 1865 to 1866	...	...	...	115,333,043	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Jan. 31, 1867	2776	...	50	135	93	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Jan. 31, 1867	10141	95	...	1080	106	480

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Jan. 31, 1867	183011	68873	6249	7879	2635	...

SHIPMENTS SINCE.

Feb. 20 Sea Serpent (Canton)	13,000	9,520	...	9,850	...	...
— 23 Ariadne (Canton)	2,051	2,340	...	...	...	...

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Jan. 31, 1867	850	...	56811	6576	3443	351601

SHIPMENTS SINCE.

Feb. 17 Colorado (Hong Kong)	...	...	248	590	61,050

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Jan. 31, 1867	170	...	2169	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 5½d.	4s. 6½d.
,,	4 ditto	4s. 5d.	4s. 5½d.
At Shanghai	6 ditto	6s. 1½d.	6s. 0½d. to 6s. 1½d.
,,	4 ditto	5s. 11½d. to 6s. 0d.	6s. 0½d. to 6s. 0¾d.
At Canton	6 ditto	4s. 4d.	4s. 4½d.
At Hong Kong	4 ditto	4s. 3½d.	4s. 4d.
At Macao			
At Singapore	4 ditto	4s. 4d.	4s. 5d.
At Manila	6 ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, tls. 111·30; at Hong Kong, 10¾ per cent. prem. Mexican dollars at Shanghai, tls. 78 per 100; and exchange on Hong Kong, 27¾ discount. Hong Kong and Shanghai Bank shares (ex div.) new, 4 per cent.; old, 11 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 25 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 35 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

The following is from Sharp and Co.'s Circular:—

GOLD.—The receipts of the fortnight have been very trifling, only $70,000, the exports, including last mail steamer and excluding to-morrow's, are $640,000, leaving no gold of any kind in the market.

SILVER.—Imports, $350,000; exports, inclusive and exclusive, as above $1,550,000. The same remark as previously made applies, also, to silver bullion, of which there is now little or none on hand.

DOLLAR CURRENCY.—The shipments of coin to India still continue, consequent upon the low price of rupees and the scarcity of silver bullion; amounts inwards $140,000, and outwards $620,000.

EXCHANGE.—The closing of the Tea season and the general indisposition to lay in funds for fresh operations have caused great scarcity of remittance, and rates have again declined.

DISCOUNT AND MORTGAGE.—Money for short discounts is comparatively cheap, but loans for any considerable period, whether upon produce or estates, have in pay from 10 to 12 per cent.

SHARES.—Bank are a trifle lower since the dividends came off. Dock and steam are rather better for sellers. There is no speculative business.

HONG KONG FIRE INSURANCE COMPANY.—At the first ordinary meeting of the shareholders on the 16th instant, the accounts produced showed a net profit of 53.431,91 dols.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—At almost all the ports the stocks on hand appear to be larger than usual at this time of year, a natural consequence of the effect, in checking the operations of the buyers, which has been produced by the state of the tea market at home. During the past fortnight the business has been on a limited scale and chiefly for America.

CANTON.—The market continues in a very dull state, and for the English market not a single transaction is reported to have taken place throughout the fortnight. Country Congous: One of the commonest chops has been taken by a Parsee firm at 21½ taels; there appears to be no inquiry for these teas for the European markets at present, and stock on hand is 32 chops or 20,582 packages. Country Greens: The Hysons reported settled are, it is said, intended for the Bombay market. Present stock is 4,440 packages, and there are no further arrivals to advise. Canton-made Teas: Not a package of scented tea has been taken during the fortnight; a small parcel of packed Congou eas been settled for India, and the settlements reported in Pouchong and Canton Greens are intended for the Continental markets. Sales, &c., are reported as follows:—Country Congous, 522 ½-chests at 21.5 tls.; Country Greens, 137 ½-chests at 52 to 55 tls.; Canton Packed Congou, 309 boxes at 22 to 23 tls.; Canton Gunpowder, 1,000 boxes at 17 to 19 tls.; Canton Young Hyson, 2,000 at 18 to 25 tls.; Pouchong, 500 ½-chests at 16.5 tls. Stock, 32 chops or 20,682 packages Country Congous; 4,440 packages Country Greens.

FOOCHOW.—A few settlements have been made at very full quotations The season may be considered to have closed, but there is about sufficient tea waiting shipment for another cargo. The settlements reported amount to 3,566 chests, 2,600 half-chests, and 782 boxes at taels 8 to 17.5, say 546 chests and 1,063 half-chests at taels 8 to 12.7 for dust and broken-leaf; 332 chests, 853 half-chests, and 782 boxes at taels 13 to 15 for common to good common, and 2,668 chests and 684 half-chests at taels 15.25 to 17.5 for flavoury. Souchong: Fair, 220 chests at taels 23. Oolong: Common cargo, 300 half-chests at taels 12 to 14.

SHANGHAI.—Black Tea: As anticipated, the fall in the Exchange, and the slightly better accounts from home, have led to an increased business being done during the past fortnight. Settlements, which commenced at about former rates, now exhibit a rise of fully one tael. Teamen show much anxiety to profit by this advance, and an easier market is expected after the mail in consequence. Owing to the holidays having barely expired in the country, no arrivals have come to hand, and the stock is now estimated not to exceed 10,000 chests, against 700 chests at same date last year. The settlements comprise—Oopack, 600 chests, common to medium, tls. 20.5 to 22.5 Ninchow, 2,200 chests, common to fair, tls. 15 to 23. Oonam, 300 chests, common, tls. 18. Hobow, 700 chests, common to fair (1st crop), tls. 16.7.5 to 24. Total, 3,800 chests. Reshipments, 54 chests. Total settlements, with reshipments from the river ports, from 1st June, 1866, to date, 318,000 chests, against 268,000 chests last year. Green Tea: A small business, confined almost exclusively to good Moyune Teas for America, has been done at gradually stiffening rates. Teamen, generally, are anxious to clear their holdings for the new season, and common teas, of which the bulk of the stock consists, can be bought on easier terms in consequence. Holders of fine teas, however, show great firmness, but, as the ships on the berth for New York are all full, and no fresh vessel has been put on, they will probably have to make a concession to induce much business.

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The export to Great Britain compares favourably with last year, but the ships in port have over one million and a quarter pounds on board, and prices are fully three taels above the last London value. The stock shows little diminution, being estimated at 36,500 half-chests, against 24,000 half-chests at the same date last year. The subsequent arrivals up to the end of the season last year amounted to 22,000 half-chests, but the future supply of this season is not expected to exceed 15,000 half-chests. The settlements comprise 6,900 half-chests Moyne, common to fair at 34 to 41 taels; 2,800 half-chests Fychow, common to fair at 29 to 34 taels. Total settlements, with re-shipments from Kiukiang, from 1st June, 1866, to date, 332,000 half-chests, against 245,000 half-chests last year.

HANKOW.—There had been neither shipments nor arrivals of Black Teas during the fortnight, and the stock remained at 3,000 chests.

KIUKIANG.—Advices are to the 18th instant. There have been no settlements either of Black or Green Teas, but the shipments on native account have reduced the stocks to 1,000 half-chests Black and 300 packages Green Tea.

YOKOHAMA.—Owing to the occurrence of the Japanese holidays which have been taking place during the interval which has elapsed since the last report, the amount of business has been limited, and the few transactions that have been effected since the turn of the New Year have been at an advance, and in some cases, parcels of tea bought at a low price before New Year, and rejected for being out of condition, have been re-bought at an advance of $2 per picul without any apparent cause; with the exception of these irregularities which can hardly be said to show the state of the market, or to establish any price whatever, there is no change to notice, and until the teamen return from Yedo, and regular buyers enter the market no alteration is to be expected. In the almost entire absence of business quotations must be considered nominal. Settlements are estimated at about 600 piculs.

RAW SILK.—CANTON.—There are no further arrivals to report during the fortnight, and the settlements that have taken place show no change in prices; within the last few days, however, holders have evinced rather more desire to realise their various parcels, and with the mail news (dated London 10th January) to hand showing a decline in prices at home, rates here are more likely to recede than advance. As before noticed stocks of the commoner classes are far too heavy for this late period of the season. Stock 100 bales No. 1 Tsatlee, 100 bales No. 1 Loong-kong, 400 piculs Kow-kong, 300 piculs Lacklow, 290 piculs Seulam, and 1,000 piculs Punjum.

SHANGHAI.—The smallness of the stock on this market, coupled with the firmness of holders, has prevented business being done to any extent, though an anxiety to purchase appears to be very general. Prices both here and in the country have a decidedly upward tendency, there being so very little more silk to come forward this season. Settlements for the past fortnight, 400 bales; total settlements since 1st Jan., 1,900 bales. The quotations are:—Tsatlees, market, No. 3, 535 to 540 tls.; do., No. 4, 520 to 530 tls.; do., No. 5 and com., 430 to 480 tls.; Taysaams, chops No. 1, 505 to 525 tls.; do., No. 2, 480 to — tls.; do., No. 3, 450 to — tls.; Yuenfas, No. 1, 530 to 540 tls.; No. 2, 525 tls.

YOKOHAMA.—Hard pressed for cash, many of the Japanese dealers have had recourse, in order to settle the accounts of the year ending on the 5th instant, to loans against deposits of silk with foreign houses. The disposable stock has thereby been much reduced and transactions having as usual been interrupted by the Japanese holidays, the settlements of the fortnight scarcely amount to 150 piculs. A few parcels of fine Mybash, Oshio, and Sodai, have been settled at very full prices; but there is not much change to notice in prices which close rather firm at quotations. The unsold stock, including the unredeemed deposits, may be estimated at 600 piculs. Total settlements since 1st July, 1866, amount to nearly 9,500 bales, and referring to early reports on the crop of 1866, it may be conjectured that 2,500 or 3,000 bales is about all there is to expect till the end of June proximo. Total export for 1866-67 might thus be reckoned at from 12,000 to 12,500 bales. According to Japanese reports it would be less. Quotations are—Mybash and Sinchu best, $850 to 900 per picul; do. medium, $780 to 830; Ooshio best, $790 to 820; do. medium, $720 to 760; Koshio best, $750 to 800; do. medium, $690 to 730; Echizan best, $690 to 720; do. medium, $640 to 680; Sodai best, $680 to 710; do. medium, $630 to 660.

DRUGS AND OTHER EXPORTS.—CANTON.—Cassia Lignea: The season's supplies seem to be quite exhausted, and the quotation of $19.50 must be considered quite nominal. Cassia Buds, $40, as before of stocks, 100 piculs. Cassia Oil: 6 piculs left at $185. China Galls: 50 piculs quitted at $13.50, and 100 piculs remaining on offer. Galangal, $1.85, but no demand; stock 300 piculs. Vermilion, $39 per box of 50 catties of genuine quality. Rhubarb: The market is very poorly supplied, both as regards quantity and quality, and it does not appear that any change for the better can be expected at present. Star Anniseed and oil, none.

MACAO.—Cassia Lignea: The stock of 150 piculs inferior found buyers at $17 for shipment to the Straits. Of good Cassia the market is bare, and the quotations remain unchanged at $19. Cassia Buds: The only sale to report is one of 15 piculs, not very stalky, at $32.50. The remaining 40 piculs on stock are mixed with twenty to twenty-five per cent of stalks, for which dealers refuse to make an allowance, and, consequently, have as yet found no buyers. Cassia Oil: This article is slow of sale, but at somewhat improved prices. 7 piculs have been placed at $173, and 23 more remain on offer. New Star Anniseed has advanced to $24, at which price the stock of 150 piculs has been taken, leaving 300 piculs of old on the market held firmly at $22. A supply of 17 piculs of Star Anniseed Oil has come forward, and is offered at the extreme price of $260, but at this figure there are no buyers. China Galls have receded 50 cents, and 100 piculs in stock are offered at $12.50. Galangal $1.20, no transactions, and 3,200 in stock. China Root: Nominally quoted at $3.50, but no transactions or stocks. Vermilion, per 900 packages, $33.50, per 1,000 packages, $37.50.

CHINA GRASS.—SHANGHAI—No business has been done in this article since the holidays, and quotations must therefore be considered as nominally the same as before, viz.: No. 1, 16.5.0 tls.; No. 2, 14.0.0 to 15.5.0 tls.; No. 3, 13.0.0 to 14.0.0 tls. Green, 11.0.0 tls. per bale. At these prices, shipments to Europe would, according to late quotations, leave extremely heavy losses; and it seems, therefore, probable that transactions will be confined, for some considerable time at any rate, to supplying the native requirements.

CHINA IMPORTS.

There has been a somewhat better feeling in the import market during the fortnight, although little or no improvement in rates can yet be reported, and any attempt to establish an advance puts a stop to transactions. 16-24 Yarn has been in demand, and sales would have been much larger but for the firmness of holders; other kinds are not wanted. 8.4 lbs. Grey Shirtings have also been in fair demand, and of T-Cloths large sales have been effected, but at a slight reduction. More notice has been taken of Fancy Cottons, but the market for these goods must still be called dull. Woollens: Long Ells, Camlets, and Lastings have all met with some inquiry, and quotations are slightly better. Other kinds unchanged. Metals have also been more noticed, as will be seen by sales and quotations. Lead is firmer, probably owing to tolerably large sales in Canton. None are reported in Hong Kong. Coals.—Hong Kong: There are no arrivals of English or Welsh coal to report, and they remain firm at last quotations. Of Australian 478 tons have been sold at $8.75 from ship's side. Shanghai: Transactions during the past fortnight have been few. The market has a downward tendency for most descriptions. Arrivals have been 825 tons from Australia, 500 tons from Japan, and 100 tons from Great Britain. Sales have been: Australian, at taels 8.7.5. to 8.5.0. per ton; Japan, at taels 6 to 7 per ton, according to quality, from ship and godown; American Anthracites, at taels 12.0.0. to 12.2.5. per ton from godown. The quotations are:—English, taels 11.0.0. to 12.0.0. per ton; Cardiff, taels 12.0.0. to 13.0.0. per ton; Welsh, taels 11.0.0. to 12.0.0. per ton.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.
At SHANGHAI.—None.
At FOOCHOW.—From Newcastle, Feb. 11, Ecliptic.
At HONG KONG and CANTON.—From Newcastle, Feb. 23, Etienner and Laurence.
At MANILA.—None.
At SINGAPORE.—From Glasgow, Feb. 28, Wemyss Castle; from Rotterdam, March 2, Minister Thorbecke.
At PENANG.—From Bordeaux, March 6, Yvonne.

DEPARTURES.

From YOKOHAMA.—None.
From SHANGHAI.—None.
From FOOCHOW, for London, Feb. 12, Red Riding Hood, for New York, 18th, Tynedale.
From HONG KONG and CANTON.—None.
From MACAO.—For London, Feb. 12, Sea Bird; for Havana, 17, Josephita Almira.
From MANILA.—None.
From SINGAPORE.—For Falmouth, March 1, Elias, for Rotterdam, Bengal.
From PENANG.—For London, March 2, Zanzibar.

VESSELS LOADING.

At YOKOHAMA.—For London, Carioca, Lord Collingwood.
At NAGASAKI.—For London, Rifleman.
At SHANGHAI.—For London, John Bellamey, Burmah, Peter Denny; for New York, Magellan, Endeavour, Aurora Australis, all full.
At FOOCHOW.—For London, Shakespeare (expected); for New York, General Havelock.
At HONG KONG and CANTON.—For London, none; for New York, Windward.
At MANILA.—For London, Canaan, Coromandel; for Falmouth, Glendoveer; for Barcelona, Nuevo Lantaro; for Havana, Espana, Eulalia; for New York, Earl of Dalhousie, Hotspur, Mindoro.
At SINGAPORE.—For London, Der Sud, Ellen Radford, John Cobbold, Octavia, Willy; for Liverpool and Glasgow, Roslin Castle; for New York, John Norman.
At PENANG.—For London, James Patan, Mathilde

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton of 50 cubic feet. To New York, £2 10s. to £3 per ton of 40 cubic feet.

At SHANGHAI.—Rates to London are without improvement, viz., £2 per ton. The vessels on the berth for New York are all full, and no other ship has been fixed. Suitable tonnage for coasting purposes is much wanted and freights have advanced.

At FOOCHOW.—The Shakespeare is chartered to load for London at £2 5s. per ton of 50 cubic feet.

At HONG KONG and CANTON.—The following charters for U.K. have been effected:—Picciola (200 tons), Whampoa, Hong Kong, and Macao to Hamburg at £2 per ton. Perle (442 tons), Rice Ports to United Kingdom or Continent at £3 per ton. Dr. Peterman (703 tons), Rice Ports to United Kingdom or Continent at £2 17s. 6d. per ton, if Gottenburg or Copenhagen at £3 per ton. The rates to Saigon and back is 42½ cents. To Tientsin and back 80 cents per picul. The number of disengaged vessels and tonnage in harbour, according to the circular of George Holmes (exclusive of Siamese), is, 8 vessels representing 5,933 tons.

At PENANG.—The James Paton, 396 tons, is loading with only tin engaged at £3. There is little or no freight offering. The Mathilde, 148 tons, is taking cargo for London fully engaged at £3 for tin.

At MANILA.—The Earl of Dalhousie has been fixed for New York, with a full cargo of Hemp, at £4 per 20 cwt. The Eulalia has been taken up for Havana at £3 10s. per ton for a cargo of Rice and Coffee.

At SINGAPORE.—Tonnage is exceedingly scarce, and suitable vessels are in fair request to load home from the Burmah Rice ports. Large sized ships are wanted at £2 15s. to £3 per ton, and small at £3 to £3 2s. 6d.

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The rates offered for Saigon to Hong Kong are 42½ to 45 cents per picul.

Vessels on the home berth are loading at £2 per ton for dead weight, and £2 5s. for light cargo. Rates generally are very firm.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	For
Feb. 12	...	R. de los Angelos ...	Macao ...	Havana
— —	...	Union ...	Manila ...	Cadiz
— 15	...	Horatio ...	Shanghai ...	New York
— 17	...	Maude ...	Singapore ...	Boston
— 27	...	Eastern Queen ...	Nagasaki ...	London
— —	...	Agamemnon ...	Singapore ...	Do.

COMMERCIAL POSTSCRIPT.

The Mexican dollars brought by the last West India steamer (about £150,000) have been disposed of at 59½d. per oz., showing an advance of ⅛d. upon the previous rate. Bar silver is at present quiet, pending the receipt of further telegrams from India.

The annual meeting of the Singapore Gas Company will be held at the London Tavern on the 30th inst., when a dividend is to be declared.

ARRIVALS NOT INCLUDED IN THE TABLES.—April 9, at Deal, from China, Tamerlane; from Hong Kong, Chetah; 10, in the Downs, from Shanghai, Tyburnia; from Ceylon, Skimmer of the Waves; from Shanghai, Dundonald; 7, at Helvoet, from Batavia, Jessie Jamieson; March 29, at New York, from Amoy, Brothers; April 9, off Falmouth, from Canton, Orion; from Singapore, Carlshaven; 11, at London, from Yokohama, Corea; 10, at Deal, from China, Patna; 10, at Cowes, from Sourabaya, Joan; 7, at Zierikzee, from Batavia, Luconia; 11, at Falmouth, from Canton, Schulze Delitsch; 8, at Texel, from Padang, Almelo; 9, off the Start, from Shanghai, Southern Cross; from Singapore, Edmund Graham; 11, at Liverpool, from Singapore, Isabella; 12, at Deal, from Java, Anthony v. Hoboken; 11, at Falmouth, from Manila, Vicksburg; from Singapore, Adelheid; 13, at London, from Singapore, Caldbeck; at Falmouth, from Manila, Ellen Browse; in the Downs, from Sarawak, Johanna and Ohiffa.

DEPARTURES.—April 9, from London, for Shanghai, Polmaise; 10, from Liverpool, for Mauritius, Singapore, and Hong Kong, Thales (s.); 9, from London, for Shanghai; Polmaise; 5, from Sunderland, for Galle, Bells; 11, from London, for Yokohama, Swanley; 7, from Shields, for Hong Kong, Glenroy; 10, for Ceylon, Britannia; 10, from the Clyde, for Singapore, Lochleven Castle; 13, from Liverpool, for Shanghai, Coila (s.); 11, for Singapore, A. H. Willie.

LAID-ON.—At Liverpool, for Yokohama, Castleton; at London, for Colombo, Memento; for Hong Kong, Korea; for Nagasaki, Adeline; for Shanghai, Tyburnia, Tamerlane; at Liverpool, for Batavia and Sourabaya, Tahti; for Singapore, Bonnie Lassie.

SPOKEN.—Dorothea (Hamburg barque), Singapore to Bristol, off the Cape of Good Hope; Burdwan, London to Hong Kong, March 8, on the Equator, 24 W.; Maalstroom (Dutch barque), Batavia to Amsterdam, March 18; a ship bound from Sunderland to Shanghai, Jan. 29, 21 S., 31 W.; Copernicus (barque), Rotterdam to Batavia, Feb. 16, on the Equator.; Gemini, Singapore to New York, March 10, 2 N., 31 W.; Thos. Lee, Shanghai to London, March 19, 20 N., 41 W.; Assyrian (ship), Shanghai to New York, March 13, 10 N., 38 W.; George Shotton (barq.), China to New York, Feb. 18, 23 S., 1 E.; Mary Whitbridge, New York to Shanghai, Feb. 2, off Fernando de Noronha; Lorelz (Prussian barque), Swansea to Sing., Feb. 16, 26 S., 25 W.; Star of China, Lon. to Shanghai, Mar. 15, 4 N., 22 W.; Mavourneen, Sing. to Fal., Mar. 30, 31 N., 33 W.; Eliza Grant (barque), Canton to Falmouth, 38 days out, Jan. 23 S., 71 E.; Iron Queen (ship) Shanghai to London, 83 days out, March 24, 23 N., 35 W.; Louise, Amsterdam to Batavia, March 28, 11 N., 26 W.; Hetty Lizzie (Eng. barque) Batavia to Rotterdam, Feb. 6, 28 N., 52 W., with master dead; Ellen, Manila to Queenstown, Nov. 11, 2 N., 105 E.; a vessel from Colombo to London, April 3, 44 N., 24 W.; Forfar Castle, Singapore to Liverpool, Feb. 19, 20 S., 1 W.

MISCELLANEOUS.—At St. Helena: Feb. 28, Dos Hermaos, Tuton, from Macao, and sailed March 2 for Havana; Baron v. Pallt. v. Rosendaal, Kramers, from Banjoewangie, and sailed March 2 for Amsterdam. March 1, Isaac da Costa, Klein, from Java, and sailed 2 for Rotterdam; Rinaldo, Liston, from Mantla, and sailed for Liverpool. 2, Recife, Blanford, from Yokohama, and sailed for New York. 3, Schelde, Hoffman, from Banjoewangie, and sailed 6 for Middelburg. 6, Hong Kong, Iriberri, from Macao; Kosmopoliet, Groot, from Batavia.

We understand that Lieutenant-Colonel Anson, the Lieutenant-Governor of Penang, takes his departure by the first mail in May.

Mr. W. W. Cairns (who was presented at the last levee, on his appointment as Lieutenant-Governor of Malacca) proceeds to his post by the mail of the 26th of May.

THE ORIENTAL BANK COPORATION.

The following is the report of the Oriental Bank Corporation, to be presented at the general meeting on the 16th :—

The directors, in submitting the general statement of the corporation's affairs and balance-sheet for 1866, have to congratulate their co-proprietors on the favourable result of the operations, the nett profit (including £5,137. 13s. 8d. from the last account) amounting to £193,687. 8s. 4d.

An interim dividend of £90,000 was distributed in November last, and it is now proposed to divide a like amount of £90,000. This will be equal to a dividend of 12 per cent. for the year, and after providing for the present payment of £1. 10s. per share there will remain a balance of £13,687. 8s. 4d. to be carried to the credit of the next account.

Since the directors' last report this country, and the field of their operations generally, have been convulsed by a financial crisis of unparalleled severity and duration, and the corporation has not escaped considerable loss. The directors, however, have the satisfaction to state that the increase of profitable business during the past year has enabled them not only to provide amply for every ascertained loss and probable contingency, but to pay a dividend 2 per cent. larger than that for 1865; whilst the lessened competition, consequent on the withdrawal of so many Indian banks, holds out a fair prospect for the future.

Mr. J. Binney Key, Mr. L. R. Reid, and Mr. A. Mackenzie are the directors who retire by rotation. These gentlemen, being eligible, offer themselves, and the court with pleasure recommend them for re-election.

The meeting will have to appoint two gentlemen as auditors for the present year, and the court cannot give this intimation without an expression of regret, that the death of Mr. T. A. Gibb has deprived the shareholders of the services of a gentleman who was in every way most highly qualified for the trust which he has held ever since the incorporation of the bank in 1851.

H. G. GORDON, Chairman.

MARRIAGE OF MR. ROBERT JARDINE, M.P.—The marriage of Mr. Robert Jardine, of Castlemilk, with Miss Seaton Buchanan, which took place at Leny, on the 4th instant, has been made the occasion of great rejoicing among his numerous tenantry, and the account of the festivities fills some half-a-dozen columns in the local paper. The thriving little town of Lockerbie—which from its proximity to the estates of Castlemilk and Corrie was selected as the principal rallying point of the festivities—wore the stirring and animated appearance of high holiday, and owing to the well-merited popularity of the Jardine family throughout the district, all classes appeared to take an interest in the various demonstrations of the day. In these the Lockerbie Rifle Volunteers, of which Mr. Jardine is captain, took a leading part. In the afternoon the Volunteers dined together in the Crown Inn, and wound up the festivities by a grand ball in the new Town-hall, which was a great success. Shortly after five o'clock a large part of the tenantry on the estates of Castlemilk and Corrie and other gentlemen dined together in the Blue Bell Inn in honour of the auspicious event. The rejoicings at Castlemilk and in that neighbourhood were of the most enthusiastic description, and carried out on a scale of imposing magnitude. A party of 200, composed of servants, workmen on the estate, and tradesmen at the new mansion, sat down to dine in a large tent at half-past one o'clock in the old stable yard. A procession was formed from the new garden to the place, and there was a most lavish display of banners and devices. A ball was given in the evening to the people on the estate, at which the workmen's wives were present. The tenantry on Mr. Jardine's estate of Castlemains and other gentlemen dined together in the Crown Hotel, Lochmaben, to the number of fifty. The *Plymouth Mercury* gives an account of the rejoicings at Ashburton, which is represented by Mr. Jardine in Parliament. As Mr. Jardine has since his connection with Ashburton made himself very popular, the rejoicings were of a most general and hearty character. Mr. Jardine has bought between £20,000 and £30,000 worth of property in the neighbourhood, and is, with Lord Churston, the joint lord of the manor. He has also brought the water into the town, so that there is scarcely a house without a supply. The most gratifying feature in the rejoicings was the distribution of £105 in various sums to the poor, the gift of Mr. Jardine.

THE MONT CENIS TUNNEL.—The *Journal de Savoie* gives some interesting particulars concerning the present state of the works in the tunnel of Mont Cenis:—"The excavations had been for the last two years delayed on the French slope by a vein of quartz, which did not admit of an advance of more than from two to two and a half feet a day. That layer has now been got through, and one of much softer stone having succeeded, the perforating machines are able to accomplish double that distance each day. In a short time, when certain improvements shall have been effected in the machinery, from six to seven feet will be perforated every twenty-four hours. After the section now worked a portion of schist, equally friable, will be entered on, and this has already been reached on the Italian side. The united progress will then amount to a total of thirteen feet per diem, and in four years the tunnel will be completed. In the meantime, the English company of Mr. Fell is actively pursuing for the State the restoration of the Imperial road between St. Michel and Modane, which was carried off on several points, as may be remembered, by an inundation of the Arc in autumn last. More than 1,500 men are employed on that work. The same firm is also proceeding with the railway over Mont Cenis, which it hopes to be able to open for traffic before the end of the present year." The *Jura* says some English engineers have been during the past winter studying the pass over Mount St. Gothard, with a view of establishing a railway across it. According to their report the line could be completed in five years: it would be 400 metres above the level of the one first projected, and would cost five millions less. The longest tunnel would be six kilometres (¾ of a mile each). These gentlemen were sent out by Mr. Fowler, the engineer of the Metropolitan Railway of London.

THE RUSSIAN POSTAL SERVICE TO CHINA.—In a recent letter of our Hamburg correspondent (see issue of 15th March) allusion was made to a reduction in the rate of postage on printed matter sent to China *via* Russia. Having applied to the General Post-office for information on the subject, we have received the following reply:—"Sir,—With reference to your letter of the 12th and to my reply dated the 18th ult., I am now directed by the Postmaster-General to acquaint you that a letter has been received from the Prussian Post-office replying to the inquiry made by this department in regard to the transmission of printed papers to China *via* Russia. From this reply it appears that although newspapers and other printed papers can be sent from Russia to China at reduced rates of postage, the stringent regulations under which alone such articles can be sent to Russia from England effectually prevent newspapers and printed papers being forwarded from this country to China *via* Russia.—I am, Sir, your obedient servant, F. HILL."

THE MURDER ON BOARD THE "RABY CASTLE."—At the Central Criminal Court yesterday the Swedish seaman, Karl Anderson, was brought before Baron Channell, charged with the murder of James Marachien on the high seas during a voyage from Penang to London. The facts of the case have been fully brought under the notice of our readers in previous issues, and it only remains for us to say that the charge having been completely proved by the facts adduced in the evidence given by the witnesses, the jury found a verdict of guilty, and the judge passed sentence of death upon the prisoner in the usual form.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, SATURDAY, APRIL 13, 1867.

TELEGRAPHIC COMMUNICATION WITH THE EAST.

"STALE news!" was doubtless the disgusted cry of many a reader of the day before yesterday's *Times* on coming to the telegram headed "CHINA AND JAPAN: Shanghai, Feb. 23." And a very natural expression too, albeit a little illogical, inasmuch as that which is stale cannot by any possibility be "news" in the proper sense of the term. Our letters and papers of the above date were delivered just a week previously; and yet this useless telegram is gravely inserted among other gems of "Latest Intelligence" in *The Times*, with a degree of stupidity that would be laughable were it not so annoying. Does the Editor consider that his China telegrams, like port, improve with age? Or does he regard them (by reason of their extreme rarity) as pearls of great price, that must not be lost to the world for any vulgar considerations of mere utility? Even when published in advance of the mail they are sometimes so vague and unintelligible as to be almost valueless, but when, as in many recent instances they are hopelessly behind-hand, it is surely a work of supererogation to print them at all. The skilful "summarising" of news is almost worthy of being classed among the fine arts. Some favoured individuals have the gift of being able to convey a lucid exposition of any given series of facts in a few terse, well-constructed sentences; but the large majority of telegram-mongers only puzzle us with strings of bald, disjointed phrases that are far more confusing than instructive. Their brevity is not the soul of wit, nor of common sense either. For instance, the daily *précis* of intelligence from New York has from the first been so meagre and unsatisfying that the general public—who do not use the Atlantic cable for private messages—have long since voted it a nuisance, and we fear the China telegrams *via* Galle will soon be included in the same category.

A few months ago we observed with much satisfaction a considerable improvement in the working of the Indian lines. This unfortunately was only of temporary duration, and the system appears of late to have fallen into a more hopeless state of disorganisation than ever. As far as communication with China is concerned, this would not so much matter if the Trans-Mongolian line were available throughout the year; but unluckily a long interruption occurred on the Indian lines before the other route was opened for the summer, and "curses not loud but deep" were heard among the China firms in consequence. The matter appears now however to have engaged the serious attention of Government, and a Treasury Minute just laid before Parliament holds out such substantial encouragement to companies as will doubtless hasten the construction of new and more efficient lines. One link in the long chain here recommended by the Treasury—that from Rangoon to Singapore—is already being taken in hand by the Eastern Asia Telegraph Company, and will we trust soon be actively commenced. With the warm support that will surely be accorded to this and kindred undertakings by those who of late have felt so keenly the inefficiency of the present system, there is surely no reason why this first project should not be speedily carried to a successful completion; and other portions will follow in due course. The Treasury Minute above referred to is to this effect.—

"While the Board would not consider itself justified in offering a subsidy or guarantee to any company for establishing lines of telegraphic communication, they would be disposed to encourage companies willing to lay down lines of which the Government approve, by causing surveys to be made of the proposed route, and rendering assistance by Her Majesty's vessels in laying the cables, and also by using the good offices of the Government with foreign Governments upon whose territories it may be requisite to land cables. The Government would stipulate for priority in the despatch of messages, and for the power in certain contingencies of assuming possession of the line upon payment of proper compensation. The lines which the Government consider most called for are these:—Falmouth to Gibraltar, Gibraltar to Malta, Egypt to Aden and Kurrachee, Rangoon to Singapore, Singapore or Malacca, *via* Java, to Australia, Singapore to Shanghai, *via* Hong Kong, Shanghai to Yokohama."

THE CHINA BRANCH OF THE ASIATIC SOCIETY.

THE general ignorance which prevails with regard to the most important questions of Chinese history, philosophy, and archeology is a standing reproof to the literary and scientific men of the present day. With the exception of one or two French Orientalists and an equally limited number of English scholars, no one actually knows anything reliable which bears on the history of the oldest civilisation in the world. Apart from the attraction which a hitherto unexplored subject usually has for literary investigators, the study of Chinese philosophy and history might have an important influence upon the measures adopted by European politicians in the Celestial Empire; for among all the nations of the globe it can be said of China alone, that her beliefs and her system of government are as hereditary as her throne. Such as the fathers were, such also are the children—neither better nor wiser, neither more refined nor more degraded. The theories which underlie the Chinese statecraft of to-day are set forth at length by CONFUCIUS and the other ancient sages; their successors have neither added to the result of their investigations nor subtracted from them. Hence we assume the practical importance to diplomatists of an acquaintance with Chinese character, as influenced by the scholastic philosophy of the empire. But the investigations we have indicated would be valuable for other reasons did they only increase our stock of facts, and enable us to place side by side the written, carved, or stamped records of China's former history, and those of the ancient Asiatic and European monarchies. English, French, and American scholars might, it would at first sight seem, depend upon residents in China for information upon all the subjects of use or interest presented to the inquirer by the boundless field at the disposal of every merchant, man of science, or missionary. But such expectations if ever formed have been doomed to disappointment. The cares of the world, the hurry of business, the "deceitfulness of riches," have each had their share in keeping men's eyes averted from the less immediately engrossing objects of inquiry. So long as money was readily obtainable, the merchants only care was to increase his store, the man of science (represented by a few physicians) had also a large stake in the material prosperity of the foreign communities, and had little time to devote to higher pursuits, and the missionary of a certain class was unable or unwilling to divert his attention from the solution of the difficult problem of the conversion of the Chinese. Some two or three however have made valuable contributions to our stores of Chinese knowledge, but these scattered labourers give us in fact no more than gleanings when we desire a full harvest. Dispersed here and there in fugitive essays we occasionally find hints at the antiquities of the Empire, at its history, its numismatology, or its science, but we look in vain for any definite information upon these and other points of equal interest.

When, many years ago, the China Branch of the Royal Asiatic Society was formed we hoped for some new lights, and were disappointed. We got, it is true, many translations interesting in themselves; we occasionally found interesting illustrations of life and manners, but no substantial increase to our knowledge. In process of time the "China Branch" established at Hong Kong perished of inanition, and the "North China Branch," established at Shanghai, reigned in its stead. The same thing happened. A few numbers of transactions were published, but no one of them could for a moment compare with any reasonably well-digested article taken at random from the magazine contributions of writers on Indian, Persian, or Hebrew subjects. It was no wonder, therefore, that the circulation of the North China Branch's transactions was limited to Shanghai, and soon it in turn expired. Again, in 1864, an attempt was made to re-organise the society which then had almost sunk into oblivion; and that attempt was and has continued to be successful, so far at least as the periodical production of papers upon various subjects goes. Unfortunately, we have to consider quality as well as quantity when we attempt to estimate the success of a society by considering its publications. Tried

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by this test we fear the contributions to the existent North China Branch are no better than those which in former days led to the successive suspensions of vitality from which the China representative of the Royal Asiatic Society has suffered. Looking upon them as magazine articles, they are unexceptionable; the style adopted is dignified, and occasionally elegant, and the facts related are, so far as they go, worth recording. But we want more than mere superficial criticism; we want to get at the reason of things without dilating for an unnecessary length of time upon facts which an unbroken series of popular writers have in turn recorded and enlarged upon. We therefore would suggest to the members of the North China Branch of the Asiatic Society that they, as representing the Sinologues of the Western World, should do something original and add a contribution however small to the common stock of our information. As we run over the list of members we recognise several names already favourably known in various spheres of life, and amongst the remainder there are perhaps many men of ability whose reputation is as yet merely local. Each candidate for election to a learned body trusts to obtain some advantage from his projected connection; he should also recollect that if he be successful in obtaining admission as a member he incurs the responsibility of a debt due to those who look for information to the corporation which he has joined. The history of China demands early elucidation. We trust that it will gain the attention of some of those members of the Shanghai Society whose acquaintance with the language qualifies them to undertake the necessary investigation.

MERCHANTS and others engaged in correspondence with China will be glad to learn that the hitherto stringent regulations regarding insufficiently-stamped letters are now relaxed. Owing to strong representations recently made by ourselves and other interested parties, the Postmaster-General has issued an official notification to the effect that "Letters for China and Japan insufficiently stamped, or wholly unstamped, will in future be sent to their destination, charged with the deficiency and one rate of postage extra as a fine."

Literature.

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Memorial of James Henderson, M.D., F.R.S.E., Medical Missionary to China. London: Nisbet and Co.—This is the title of a neat and unpretending little volume just published, which contains brief notices of the life of the late Doctor Henderson of Shanghai, whose name must be familiar to many of our readers. To those who have watched the progress of European relations with the Chinese, the influence of the missionaries and more especially of the medical missionaries, has always appeared to be one of the most powerful means at our disposal for introducing the light of Western civilisation among the semi-barbarians of the Celestial Empire. But more than this, the medical missionary possesses opportunities of conciliating national prejudices and of removing from the national mind those preconceived notions which diplomatists, merchants and missionaries have daily to encounter. In the work which a medical man does there is nothing to cavil at, inasmuch as there is no possibility of attributing ulterior motives to one who goes about doing good without fee or reward. The simplest operations of surgery seem little short of miraculous to those who are left beyond the reach of cure by their own physicians; and the foreign surgeon appears therefore gifted with almost supernatural power when he restores light to the blind, power to the paralytic, and snatches from the jaws of death those who are ready to perish. Thus a vast influence for good, albeit a silent and unobtrusive influence, is exercised by those who devote themselves to the cure of disease among the natives of China. The *Memorials* which have suggested these remarks tell the tale of what one energetic surgeon was able to accomplish within a few brief years. We have therein the story of his difficulties and discouragements, followed by the equally instructive recital of his subsequent triumphs. This little book is therefore a *bona fide* accession to the history of foreign progress in China, and, as such, is well entitled to the attention of that section of the public which is interested in Chinese matters. The narrative of Dr. Henderson's life is, however, instructive and valuable on more general grounds. We are told by what extraordinary exertions the subject of the memoir raised himself from the very humblest position among the Highland peasantry to one of the highest ranks in the medical profession. At the age of eighteen Mr. Henderson was ignorant of the ordinary rudiments of an English education; but before he had arrived at his twenty-fifth year, when he began the study of medicine, he had mastered all the literary and scientific courses necessary as a preliminary to entering the College of Surgeons. This he did in spite of the daily distractions of his humble situation, and of course it was necessary for him to practise the most rigid economy in order to accumulate a little fund for the prosecution of his future studies. For four years he devoted himself to medicine and surgery under the superintendence of the Edinburgh professors, although for the greater part of that period, if not for the whole of it, he was compelled to limit his personal expenditure to half-a-crown per week. We need not enter into further particulars. The *Memorials* enumerate the trials and troubles of these early years; but beside them is placed the rich reward gained after almost incalculable toil and devotion. We have no doubt that the volume before us will be eagerly read by many young men who are now discouraged by difficulties apparently insurmountable, but who in order to reach the goal of their ambition must follow the road trod by Henderson, while at the same time they are sustained by his example. The motto *Fortiter, Fideliter, Feliciter*, might be adopted for the *Memorials* as it was undoubtedly exemplified in the life of their subject. We have already alluded to the neatness of the book so far as externals go; we need only add that the person who has been entrusted with the arrangement and preparation of the various materials employed has performed the task with taste and judgment.

M. Girette, one of the directors of the Messageries Imperiales Company, and Commissioner for China in the Universal Exhibition, has published a work entitled *La Civilisation et le Cholera.* He describes cholera in a medical point of view, and shows how it is spread. He then examines the means for combating it, and his conclusion is that sanitary improvements must be adopted in towns, and that when a visitation of it comes the people must not give way to foolish panic; but that it is perfectly useless to maintain lazarettos, and to adopt measures against ships or persons arriving from cholera-visited countries. Not only are these measures, in his opinion, of no practical value, but they cause a serious perturbation in commerce. He adds that as it is not in Marseilles or Trieste, or any other seaport that the fell malady can be opposed, it must be attacked in the jungles of Asia, in which it arises. "Some persons," he says in his preface, and these lines sum up his book, "are of opinion that we can be guaranteed against cholera by restrictions on commerce. But I firmly believe that the development of communications, the progress of industry and of trade; in a word, civilisation carrying salubrity into healthy regions, are the surest means of combating cholera. It was in Egypt that European labour vanquished the plague!" The book of M. Girette displays considerable ability, and is well worth the attention not only of medical men and sanitary reformers, but of all who are interested in the trade between Europe and the East.

Another very instructive work is *Railways, Steamers, and Telegraphs;* by George Todd. (W. and R. Chambers.) This book present in a succinct form the history of steam and electricity during the past fifty years. Although it is a bare record of facts, it is by no means dry, but on the contrary is entertaining. Railways, steamers, and electric telegraphs are now daily indispensables, yet half a century ago they were scarcely in embryo. The record of their remarkable development is an interesting and instructive story, and is well told by Mr. Todd. A lively book of travel and adventure is entitled. *Half Round the Old World; being some Account of a Tour in Russia, the Caucasus, Persia, and Turkey,* 1865-66'; by Viscount Pollington, M.A. (Moxon and Co.) Lord Pollington has put a girdle half round the world, as light and fleeting as that of Ariel. We do not know to what to liken his travel-pictures except to a series of soap-bubbles, light and bright, which burst with the handling and leave no trace behind. A difficult journey has been made by Lord Pollington and a friend, a journey with some hard, uncomfortable bits in it, but all manfully, goodhumouredly and successfully accomplished. Our author left London "on the 14th of July in the year of grace 1865." He went to Petersburg, to Moscow, to Nijni, and down the Volga to Astrakhan, then by steamer to Petrovskoi, and so by Telega to Piatigorsk, Tiflis and Julfa, then by horse to Tehran, Shiraz, Bushire, by steamer to Baghdad, and by horse again to Samsum, and so to Constantinople, where, on the 12th of April, 1866, farewell is said to the reader. Lord Pollington's pages are, he tells us, "an almost exact transcription" of his diary, and no doubt faithfully represent his impressions.

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The following is a summary of other important books that have appeared during the month :—

In Literature, Science, and Art we have Mr. Collingwood Bruce's splendid quarto volume on the subject of the Roman Wall, which is illustrated with no less than six hundred woodcuts, maps, and tinted lithographic drawings; Mr. James Fergusson publishes (as a sequel to his well-known "Handbook of Architecture") a *History of the Modern Styles of Architecture; A Home Reserve Army, The More Economic Tenure of India, and Cavalry as Affected by Breech-loading Arms*, by Henry M. Havelock; and the first volume of a *Handbook to the Popular Poetical and Dramatic Literature of Great Britain*, extending from the Invention of Printing to the Restoration, by W. C. Hazlitt. We have also a volume entitled *A Few Stray Thoughts on Shakspeare*, by Thomas Howell, and another on *The Theory of Business*, by Mr. John Laing, which treats of City matters in an instructive as well as amusing way. f

In History and Biography we have an historical review and criticism o Sir Charles Wood's administration of Indian affairs, from 1859 to 1866. by Algernon West—in geography and travel, a volume entitled *Australia as It Is*, by a Clergyman thirteen years resident in New South Wales; *Life's Work as It Is, or the Emigrant's Home in Australia*, by a Colonist; *The North-West Peninsula of Iceland*, being the journal of a tour in Iceland in the spring and summer of 1862, by C. W. Shepherd; and we must, we suppose, include under this head Mrs. Emmeline Lott's work on Egyptian life, entitled *Nights in the Harem*, which, however, is, in reality, but a mere catchpenny title to a very poor book. A year ago Mrs. (or Madame) Lott produced a singularly indiscreet book, which she called "Harem Life in Egypt and Constantinople." She described herself as former governess to the Grand Pasha Ibrahim, son of Ismail Pasha, and her volumes were designed to "show up" the squalor, finery, and immorality of the viceroy's family. Show that family up they did, in a way which excited a certain curiosity on the part of our light-reading public, and hence the work had what is called a trade success. A moral success, indeed even a literary success, it could not claim, and we are therefore not surprised to find that, although the writer openly cites her previous favour as a reason for her present appearance in print, the new venture is issued from the counter of a different house. Besides these, Mr. Vizetelly relates again the famous story of Marie Antoinette and the Diamond Necklace, but with some new particulars from hitherto unpublished documents; and Mr. Hamilton Hume follows up his enthusiastic magazine sketches of Governor Eyre by a one-volume biography of the late Governor of Jamaica, with a portrait.

In Geography and Travel the Marquis of Lorne publishes a narrative of a recent Trip to the Tropics, and Home through America: the author was present in Jamaica during the riot at Morant Bay and the subsequent military operations, and gives his experiences and impressions of those events; and Mrs. H. N. Ferrybridge publishes a series of sketches of Naples and Sicily under the Bourbons.

In Fiction we have *Seventy-five Brooke-street*, a story, by Percy Fitzgerald, reprinted from the *Dublin University Magazine*, 3 vols.; also *Melchior Gorles*, a tale of modern mesmerism, by Henry Aitchenbie (an evident play upon the author's initials), 3 vols.; *On the Heights*, by the celebrated German story-writer, Berthold Auerbach, translated by F. E. Bunnett, 3 vols.; *Off the Line*, by Lady Charles Thynne, 2 vols.; and *Sir Cyrus of Stoneycleft*, by Mrs. Wood. The author of this last novel must not be confounded with Mrs. Henry Wood, the author of "East Lynne," and many other novels. Mrs. Wood has, however, quite enough talent to make her own name welcome if she would only be at the pains to take time and trouble over her books, but there is a lack of finish, a vacillation of purpose, and a feebleness of execution in the present novel which spoil what might have been made with a little more care into a good story. Under this head we have also Mr. Edmund Yates's *Black Sheep*, reprinted from *All the Year Round*, in 3 vols., a novel of a more romantic kind than his previous stories; Mr. Anthony Trollope publishes a 1st vol. of his *Last Chronicle of Barset*, which is continued in weekly numbers; we find also *The Sea Gull* (*La Gaviota*). from the Spanish, by the Hon. Augusta Bethell, 2 vols.; *Cometh up as a Flower*, an autobiography, 2 vols.; the *Dawn and the Object*, by Emma Davenport, 2 vols.; *Philo*, a Romance of Life in the first century, by J. Hamilton, 3 vols.; *Sir Hubert Marston*, by Sir Francis Vincent, 3 vols.; *My Son's Wife*, by the author of "Caste," 3 vols.; and *The Heir of Maberley*, by H. G. Starkey, 2 vols.

The first monthly part of *Cassell's Magazine* is now ready. It consists of 80 pages, double columns, cr. 4to, printed on fine toned paper, with 16 original illustrations. Among its contents are, the leading serial tale, entitled Anne Judge, Spinster, by the author of Grandmother's Money, &c.; Mrs. Malachite's Maxims, by Hain Friswell; The House in which the Plague Broke Out, by Walter Thornbury; The South-Sea Bubble, by Moy Thomas; The Lighthouse Keeper, a Story, by H. Savile Clarke; Waste of Coal, How to Prevent It, by W. B. Tegetmeier; A Child Love, an Episode of Last Valentine's Day; The Story of an Engraver, Sherwin and his Creditors, by Dutton Cook; Wilful Scrawlers, a Remonstrance, by John Hollingshead; Wigs and Human Hair, with a Word on Chignons, by Moy Thomas; Sir Leopold M'Clintock, by Godfrey Turner (with a portrait); Loan Societies, and People who Borrow, by Henry Timson; Fire and Life, a Story in Two Parts, by John Hollingshead; Engine-Drivers and their Ways; The Poor Man's Doctor, a Morning's Round, by Edward Copping; Living too Fast, by Hain Friswell; The Case of Sir Robert Tichborne, by Walter Thornbury; Ethel, a Poem, by H. Savile Clarke; Milly Lance, A Story. by Dutton Cook; the Sleeping Beauty; Mrs. Brown's Budget, a Story of a Teapot, by Arthur Sketchley; &c. The number contains a frontispiece, by J. D. Watson, printed on thick paper.

The new daily paper, *The Day*, has assumed its place as the exponent of "Constitutional Liberalism," or in other words, it is the organ of the so-called Adullamite party. A new Weekly Review called *The Chronicle* has also appeared, somewhat on the plan of the *Spectator*.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, APRIL 7.

After a very tiresome and extended debate the Budget of the War Department was carried by the Second Chamber of the States-General by 54 against 14 votes, and no alterations of much importance were made.

The discussions upon the financial Budget, short as they were, had no interest at all. There were no want of criticisms and observations, to which the Minister answered only by promises and declarations of his inability to fulfil the demands. His Budget was carried by 44 against 16 votes. Then the Budget for the Colonial Department was moved, and, as is always the case, a smart debate at once ensued, chiefly caused by the endeavours of the Minister to fence the principal question. He urged, on the first day of the debate, that the Ground-rent Bill for India was not yet ripe for discussion, and that it was necessary for the measurement of the grounds in India to be settled officially in consequence of that Bill. Strong objections were made against this plan, and, notwithstanding his thick and thin supporters, did all they could to favour this plan of the Minister, Mr. Trubranen was compelled to promise that the Bill should be discussed after the Budget, when the majority of the Chamber should second such a proposal. From the debates I gather the following particulars:—A Bill regulating the sugar cultivation will be brought before the members within a short time on the basis of the regulation of Mr. Fransen van de Putte, of 1863, viz., that a portion must be delivered to the State, and that the manufacturers may dispose *ad libitum* of the rest. The telegraph communication in Java is to be extended; a credit being asked for that purpose. With regard to the steam packet line between Java and Queensland, it is stated that the Government of Queensland is not able to grant a sufficient subsidy, and consequently the concession was not granted, notwithstanding that a credit of 100,000f. has already been approved of. As to the steam packet line between the Netherlands and Java, *via* the Cape of Good Hope, the Minister stated that he should enter in *pourpariers* with his colleague of the Marine Department.

About the Scheldt question there is no further news. We are still waiting for the official reports of the foreign engineers, the contents of which it is said will be favourable to our Government. In the meantime the works for damming up that river will be finished with the shortest possible delay; 1,600 men are busy now at work to effect this. It need not be added that public opinion in Belgium is more and more excited against us. A few days since a pamphlet was published in Brussels under the title—"*Guerre a la Hollande, Revision des Traites of* 1839, *par H. Pigneron.*" In the most animated words the writer advocates declaring war against the Netherlands, with the view of seizing Limburg and Luxemburg, as well as a part of Holland lying between the left shore of the Scheldt and the Belgian frontiers. What a pity that the police in Brussels have confiscated this little book.

The Prince of Orange started on the 28th of March for Paris, in order to be present at the opening of the Exhibition.

The First Chamber of the States-General will meet on the 9th inst. for the despatch of business.

A good deal of sensation has been created here by the report of the meeting of some Samarang traders, published by the Batavian papers. It was urged that all should be done that could be on behalf of the improvement of the Samarang harbour by the Government which was promised a great number of years since. It was said in the meeting that if this object could not be effected by ordinary means the trade ought to "claim" it. This word excited the anger of the *Dagblad* and the *fleur* of the Conservatives, and even Mr. Wintgens disapproved of the behaviour of the meeting in very strong words. The *Dagblad* insisted that these "Mynezleeren" should be expelled at once from the East Indies, as an example to those who should dare to promulgate such revolutionary plans. The Liberal papers defend these claims; they allege that the improvement of this harbour is a vital question for that town, and they say that the trade, after having waited so long in vain, after having paid extraordinary taxes for this improvement, must be forgiven for a hastily uttered ill-word.

The stormy weather that has prevailed here during the last few weeks caused many shipwrecks on our coast, and amongst them appear some East Indiamen. So many of the last-named ships have not been lost for several years, and in consequence the insurance companies have made so bad a business last year that the principal amongst them can only give a dividend of 1½ per cent. It is strongly urged in the papers that the premiums should be raised.

The *S. Gravenhage*, the first clipper packet for the transport of passengers for Java, will sail within a fortnight. She made her trial trip a few days ago, but was not very lucky, as the screw of her auxiliary engine was broken. Strong objections are made against her construction, and that 300 soldiers who will be transported by this ship is greatly disapproved. This is called an unlawful proceeding, because the prescriptions say that no new ship may be used as a troopship, and that no more soldiers may be embarked than 125 upon one ship. Such a corps will be transported by the *Noach*, which will leave our town on the 17th inst.

COMMERCIAL.

COFFEE.—The Trading Company announces its April auction, which will be held on the 24th, when 102,700 b. Java and Padang will be offered for sale. The market is inactive, notwithstanding the demand for home consumption has improved. The first-hand transactions include only 1,366 b. Padang, ex Brouwershaven, from 42½ to 46c.; 800 b. Macassar, ex Maria Adolina, Paré paré at secret prices; 560 b. Padang, ex Brouwershaven, from 42½ to 46½c.; and 1,284 b. African, ex Lodewyn, at 36c. Private stock, 79,855 b. Trading Company's stock, 410,395 b. Floating for the Company, 335,300 b., and 102,700 b. for private.

SUGAR (RAW).—The market is dull; since the last auction there has been no inquiry. The holders decline, however, to operate at the actual prices, so that the transactions are of little importance; they only include 1,500 Java at 1¼f. under the last auction value. The stock of raw sugar is 87,806,245 kilo.; the unsold stock of Java (Trading Company) comprises 48,529 kranjangs; private stock, 21,182 kranjangs.

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RICE.—The market is very firm. 8,600 b. prime Java table, ex Passaroeang were sold at secret prices.

SPICES.—The market is unaltered. Nutmegs, No. 1, 88c.; No. 2, 79c., with much demand. There is some inquiry for mace, at 109c. for D, and 106c. for E.

	Nutmegs.	Mace.	Cloves.	Cinnamon.
Stock on warrants ...	4,810 casks	752 casks	3,075 casks	779 faro.
Unsold stock	301 „	155 „	168 „	983 „

TEA.—254 ¼-chests Java Souchong, trademark Nangoeng, ex Ramsay (bought in the last auction), were sold at 100 cents. On the 3rd of May will be offered for sale—7,168 ¼-ch., 1,106 ½-ch., 1,673 1-12 and 413 1-16 ch. Java, 139 ¼-ch. Souchong, 111 ¼-ch. Pecco. By the Netherlands India Trading Bank: 1,159 ¼-ch., 302 1-12 ch., 132 1-16 ch. Java, ex Oscar I., from Tjilatjap, besides 205 ¼-ch. Boey, 165 ¼-ch. Congou, 789 ¼-ch. Souchong, 132 1-16 ch. Pecco Souchong, 302 1-12 ch. Pecco. On the 21st June will be sold in auction 8,268 ch. China tea, per Yeavering Bell, from Foochow-Foo.

TOBACCO (JAVA).—Ordinary quality low in price, and without inquiry; good quality is not on the market, and for the little lots in stock extraordinary prices are claimed. This is also the case with Manila tobacco. The stock includes 1,330 b. Java, 195 b. Manila.

MANILLA CIGARS.—Of the 380 mille 2a Cortados 1865 were only sold in auction on the 28th—9 lots at 26¾f. to 33f., the rest was bought in at 28f. to 34f.

DRUGS.—Camphor nominal; China, 83c.; Japan, 86c. There is but an inconsiderable stock and a good inquiry, so that soon better prices will be paid. Cubebs may be bought at 29c.; Cassia Lignea (nominal), 78c.; Japan WAX, without stock; preserved ginger, shippers will make a good account, because there is no stock and a good demand; East India Gummi Elastic, nominal value, 115f. to 120f.

RATTANS.—The 86,000 bundles offered in auction were sold as follows:

Banjermassing...	f.8.20 to f.12.40	
Padang...	11.60	—
Koetie	6.90 to	8.50
Banjermassing...	7.10 to	14.20
Padang...	9.10	—
Koetie	8.10 to	8.60

The above were sold 171 piculs ex Brouwershaven; 200 piculs ex Garibaldi; 167 piculs per Kömgin Augusta; 600 piculs ex D. C. Metcalf; 800 piculs per Johannes Lodewyk; and 400 piculs ex Kortenaar.

PEARL O'MOTHER SHELLS.—10,000 kilo., imported by the Trading Company from Macassar by the Petronella Catharina were sold at secret prices.

ARRACK.—The market is very inactive, and only 140 whole, 8 ¾, and 6 ½-casks Sourabaya, ex Robert Dickson, were sold.

JAVA INDIGO.—The Trading Company announced its auction on the 27th inst., when 846 piculs will be sold. Perhaps this quantity will be increased with 300 piculs. The quality is in average from middling good to good; fine qualities however are scarce, so that it is thought that high prices will therefore be paid The private transactions only include 36 chests, there is no private stock.

JAVA COCHINEAL.—The Trading Company will offer on the 27th, 166 chests valued, No. 1, at 240 to 260c.; No. 2, 140 to 190c. Some lots are of a very fine quality; it is believed that much above the valuation will be paid, because there is a good demand for England.

TIN.—As I said in my former report, our market closed very strong at 58½fl. for Banca upon the announcement that the sale to be held by the Trading Company only amounted to 70,000 slabs, instead of about 85,000, which had generally been expected, and a rapid and uninterrupted rise took place in the price till it touched 56fl. Some days before the sale however a quieter feeling set in, and prices gave way a little, declining to 54½fl., which was however again followed by a small upward movement to 55¾fl. For delivery "ex Sale" large parcels changed hands from 54fl. to 56½fl., and the demand then again falling off, 55½fl. was accepted. In the Public Sale of the Trading Company on the 28th inst. the whole quantity of 69,477 slabs Banca was sold at 54fl. with a curtailment of 17 per cent. on all orders effected, and the 567 slabs Billiton fetched 58½, to 58¾fl. There is a good demand at sale's price, without finding sellers thereat. The sale price was generally looked upon as moderate, but it has not given satisfaction, and never was so little business done in the market either at or after the sale. The fact is that England is becoming quite independent of Banca, and every year Straits Tin is growing more and more into favour as its quality becomes known, and this is sure to go on increasing so long as Banca is kept comparatively too dear in price. Stock on warrants in March, 107,447 slabs; Unsold Stock, 23,932 slabs.

COCOA-NUT OIL with demand at 33½f.

HIDES.—The transactions only include 222 p. Macassar Rinder, and 272 p. Buffalo ex Maria Adolphina.

MONEY.—The Bank did not alter its rate of discount of 3½ to 4 per cent., and in the open market plenty of money may be had at 4 per cent.

STOCKS.—The Luxembourg question and in general foreign politics exercised a depressing influence upon the market, so that it closes very flat; very little business is doing, so that prices are rather nominal. Dutch Two and a-Half per Cents., 53¾ per cent.; Three per Cents., 63½; Four per Cents., 84¾; Trading Company, 142⅛; Netherlands India Railway, 52¾; Rotterdam Bank, 76; First Serie, 94½.

'CHANGE.—London: 3 mo., f.11.76½; 2 mo., f.11.79½; short, f.11.83; Paris, 3 mo., f.46.65; 2 mo., f.46.75; short, f.47.; Antwerp, 3 mo., f.46.60; 2 mo., —; short, f.46.90; Hambro' 3 mo., f.34.90; 2 mo., f.34.95; short, f.35.10; Bremen, 3 mo., f.188.50.

SHIPPING INTELLIGENCE.

ARRIVALS.—March 24, at Texel, from Batavia, Fagel; from Passaroeang, Camperdown; from Batavia, Oscar; at Flushing, from Batavia, Luctor and Emergo; 25, at Brouwershaven, from Batavia, Catharina Wilhelmina; at Texel, from Tjilatjap, Caroline; 26, from Batavia, Constantia; from Passaroeang, Ferdinand and Louis and Joachim; from Sourabaya, Ridderkirk; 27, at Brouwershaven, from Batavia, Hendrik-Ida-Ambacht; at Hellevoet, from Foo-chow-Foo, Yeavering Belle; at Texel, from Batavia, Goede Verwachting, Wilberforce; from Passaroeang, Gesina Maria; at Brouwershaven, from Batavia, Neptunus; 28, at Texel, from Batavia, Majestic; 29, at Brouwershaven, from Batavia, Vriendschap; from Sourabaya, County of Argyle; at Texel, from Batavia, Hollandia, Norah Greame; 30, at Brouwershaven, from Banjoewangie, Rotterdam; at Texel, from Macassar, Candati; from Batavia, Cleughs, Fop Smit; April 1, at Texel, from Batavia, Celebes, Stad Assen, Baltimore, Petronella; from Samarang, Felicia; 3, from Batavia, Hollandia.

Ready to sail for the Far East: Jason, Otto, Huydecoper, Catharina Maria, Jan van Galen, and Susanne.

LOADING.—S. Gravenhage, Noach, Anna Digna, Hollands Trouw, Mary Goddard, Hendrika, Kortenaer, Singapore, Julia, and Madura.

PASSENGERS INWARD.—From Java, per Ridderkerk, Messrs. Adrians and family, Mentz, De Groot, Willekens, two lads Van Dyx; per Hendrik-Ido-Ambacht: Messrs. De Graaf and family, J. De la Haye, E. Schneider, G. W. E. Van Yzeren, J. H. Mosling, Bekker, Mrs. D. Michel and family; per Rotterdam: Mr. Kniphorst and family; per Hollandra: Mr. Vermaes; per Baltimore: Messrs. Van Ree and Holdenhoft.

PASSENGERS OUTWARD.—For Java, per Jason: Lieut. Col. de Roy van Zuidewyn and family, Lieut. J. H. Romswinkel, Lieut. J. A. Vink, Dr. Wolf and family, and 125 soldiers.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, APRIL 7.

The Prussian Minister for Foreign Affairs, Count von Bismark, has given permission to Baron von Carlowitz, the Prussian Consul at Canton, to extend the circle of his consular jurisdiction to 100 *Li* from that city, by virtue of paragraph four of the law of June 29, 1865, concerning the jurisdiction of consulates.

A remittance of 450 dollars has been received at Berlin from Herr Gaertner, Prussian Vice-consul at Hakodadi, being the amount of subscriptions raised among the German residents at that port in aid of the funds for the Victoria National Institution.

Mr. Consul J. A. Schon, Chairman of the Hamburg Local Branch Committee for the above institution, has received a letter from his Royal Highness the Crown Prince of Prussia, requesting him to thank Hamburg in his name for their voluntary contributions, amounting to the handsome sum of 45,000 dollars (nearly a fifth part of the whole collection, which is 252,000 dollars), and appointing him honorary member of the Central Board of Management.

Although we have had delightful spring weather here for more than a month and vegetation is in a very advanced state, the ice in the Gulf of Finland still exists in one uninterrupted mass from St. Petersburg to the meridian of the Islands of Eckholm, a distance of 286 wersts, or 160 English miles.

Advices from Nicolayefsk state that during the navigation season of 1866 the number of vessels that arrived at that port from foreign countries was twenty-five, of which fourteen contained Government stores and telegraph apparatus from Hamburg, and eleven brought general cargoes of the value of 820,000 roubles, of which 250,000 roubles were wines and spirituous liquors. During the same period the goods that arrived overland from Russia were valued at 100,000, and from Blagovessensk corn, cattle, and horses for 59,000 roubles. The exports amounted to 63,000 roubles to southern ports, and 118,000 roubles up the Amoor. Goods sent by the post are increasing in value very largely every year; thus in 1859 they only amounted to 171,855 roubles, whilst in 1866 they had risen to 1,435,775 roubles.

The *Eastern Coast*, a journal hitherto published at Nicolayefsk, and containing a good deal of reliable information on that country, has come to an untimely end, having closed its short career in December last. The reason given for its being discontinued is not so much from want of support or absence of news to communicate, as the technical difficulties to be overcome; for it was impossible to find a sufficiency of compositors and printers duly versed in the practical knowledge of their calling.

The Russian official *Gazette of the Senate* announces that the Minister for the Post-office and Telegraph Department has greatly improved the postal service in the Trans-Baikal provinces, by establishing two new intermediate stations and removing others, so as more to equalise their length, by which arrangement no stage is now longer than thirty wersts. Similar alterations are made on the post-road between Irkutzk and Jakutzk.

Austria has just established Consulates in the British possessions in the Far East, and by Imperial decree the following appointments have been made:—Mr. J. H. Bandow to be Austrian Consul at Bassein, Mr. Ernst Pandorf to the Consulate at Akyab, and Mr. Franz Gerlach to that at Rangoon.

COMMERCIAL.

COFFEE.—In spite of the fresh supplies that are now arriving pretty freely the demand keeps pace, and indeed has much increased, as there is now a better assortment. Prices of all descriptions are well maintained, but inferior qualities being at this moment most inquired for, are the firmest, and, in some instances, higher. Sales of the fortnight 28,500 bags.

SUGAR.—The raw article is 8 sch. Bco. per centner cheaper, but this does not induce buyers to come forward, and the market is in a depressed condition. Refined is also much neglected, though not lower.

RICE.—Clean descriptions continue in good request, and prices are decidedly higher. There has been no transactions in rough grain.

SPICES.—Cassia Lignea continues in favour, and full prices are easily obtained. Ginger more inquired for. Pepper finds an easy sale for consumption.

OIL OF CASSIA.—10 chests lately imported, per Bernhard Carl, were sold by importers at 5 marks Bco.

OIL OF STAR ANNISEED continues to rise, and is not to be had under 9 marks Bco.

SPELTER.—Till within the last few days the market has been generally firm, but it is now dull. The following sales have been effected during the fortnight:—

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1,500	centners	loco	at 14	mks.	3½	sch. Bco.
4,000	„	spring delivery	14	„	3	„
1,000	„	loco	14	„	3½	„
3,000	„	spring delivery	14	„	2	„
2,000	„	loco	14	„	3	„
2,000	„	spring delivery	14	„	2½	„
500	„	WH., loco	14	„	4	„
2,500	„	loco	14	„	3½	„
1,000	„	special marks, loco ...	14	„	4	„
5,000	„	spring delivery	14	„	2½	„

DISCOUNT.—1½ per cent.; money plentiful.

SHIPPING INTELLIGENCE.

ARRIVED.—March 28, Freya, for Canton.

SAILED.—April 1, Merida, for Nicolayefsk.

LOADING.—For Singapore, Bernhard Carl; for Manila, Orizona; for Hong Kong, Fetisch, Ceres; for Shanghai, Hugo and Otto; for Yokohama, Mikado.

Monetary and Commercial.

Mr. P. F. Robertson, M.P., has resigned his seat at the board of the Oriental Bank, and Mr. John Binny Key has been nominated.

Ten shillings per cent. has been paid on English ships bound to Havana and Manila, but there appears to be no great idea of war with Spain, and few transactions took place.

The report of the Chartered Bank of India, to be presented on the 17th, although not so favourable as perhaps the shareholders desired, is still a more satisfactory account than could have been expected considering the very bad nature of the business both in India and China. The heavy losses, which have been provided for, were incurred chiefly in 1865 and the early part of 1866. The following is an extract from the report :—

The directors have to lay before the shareholders the general balance-sheet of the bank, made up to the 31st December last, which shows a net profit on the operations of the year amounting to £97,028 17s. 10d. This result the directors deem satisfactory, considering the long continuance of the late crisis, with its depressing influence on every branch of Eastern business. That crisis not only led to more failures, but seriously prejudiced the realisation of the bank's claims on the estates of firms which had previously suspended payment, especially those connected with Bombay. Under these circumstances the directors, after instituting a fresh careful revision of all bad and doubtful debts, calculated up to the present time, have considered it their duty to write off the sum of £68,332 14s. 8d. from profit and loss account, to be met in great part by the earnings of the year, but necessitating the further transfer of £10,000 from the reserve fund, which now only stands at as much more. The directors believe that the crisis in the East is now at an end, and knowing the excellent position of the bank, and that its capital is quite intact, have no hesitation in recommending the shareholders to declare a dividend for the half-year ended on the 31st December last at the rate of 5 per cent. per annum, free of income-tax which will leave the sum of £1,134 18s. 9d. to be carried forward.

The report of the directors of the Agra Bank is to be presented at a meeting at the London Tavern on the 16th, and the substance of it cannot fail to be highly gratifying to the shareholders. It will be remembered that the resuscitated bank only opened its doors on the 7th January last; yet considerable progress has already been made towards restoring the establishment to its former high position. The following is an extract from the report :—

"It will be satisfactory to the shareholders to learn that the resuscitation of the bank has throughout India met with the most friendly assurances of kind feeling and good will on the part of the general community, both European and native; the following extract from a letter from the Calcutta manager, of date the 1st March, affords the most encouraging and substantial evidence that the bank will meet with that support from its old constituents which above all will tend to renew confidence and to ensure it a future of success and prosperity: 'I have much pleasure in advising that the branch of the bank was opened for business to-day, and that a large proportion of the dividend payable was transferred to account with the Agra Bank, Limited.' At all the Indian branches, with the exception of Bombay, the old managers have been reappointed, so that the bank will have the benefit of the local knowledge and experience which a residence and business intercourse of some years have enabled them to acquire. With regard to the China branches the liabilities have been so reduced by sets-off—many of the largest claimants being debtors as well as creditors of the bank—as greatly to facilitate an early and satisfactory settlement of affairs at these establishments, and the necessary instructions have been given for the promotion of that object; but the directors have not yet decided upon the advisability of reopening them for future business. The Australian branches they have determined upon closing permanently. The amount of liabilities outstanding at all of these branches is comparatively small, and there are abundant assets in hand at each to discharge them in full. In the future working of the bank the object of the directors will be to limit advances to short periods and on securities readily negotiable, and to confine their operations to transactions of a perfectly *sound and legitimate character*. They will at the same time make it their endeavour to afford every reasonable and judicious accommodation to the constituents of the bank. By acting on these principles, and entering into no business of a hazardous or speculative nature, they are assured that they will adopt the best means of restoring the bank to its former credit, and placing it upon a foundation which will render it no less useful to commercial interests than a safe and profitable investment to its shareholders."

The following circular has been issued by the Comptoir d'Escompte. The various branches in India and China will continue to draw on the Union Bank of London :—

SIR,—I beg to inform you that the Comptoir d'Escompte de Paris has established an agency in London, No. 13 Leadenhall-street, under the management of Mr. G. Pietsch, and that Mr. Theodore Dromel has been appointed sub-manager.—I am, Sir, your obedient servant,

A. PINARD, Manager.

Comptoir d'Escompte de Paris, Paris, 23rd March, 1867.

The Bar Silver ex *La Plata* has been sold at 61d. per oz. standard, but the market has since become weaker, the demand for the East having for the moment quite ceased, and a few transactions have been done at 60¾d. for the Continent. The Dollars ex *La Plata* were sold at 59½d. per oz., but the price yesterday declined to 59d. to 59⅛d. per oz., their relative value as compared to Bar Silver.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton, on the 4th inst., was, in gold, to Aden, £2,000; to Galle, £816; to Bombay, £15,000; to Madras, £813; in silver, to Bombay, £199,400; to Hong Kong, £6,000; to Shanghai, £15,800; total in gold, £18,629; in silver, £221,200.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices April 9.	Prices April 12.
£10	Agra Bank	3	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	34 to 36	33 to 35
20	Chartered Bank Ind., Aust., & China	All	15 to 17	15 to 17
25	Chartered Merc. of India and China	All	30 to 32	30 to 32
20	City Bank	10	11¼ to 12¼	11¼ to 12¼
20	Eastern Exchange	5	2⅛ to 1¼ dis.	2⅛ to 1¼ dis.
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	2¼ to 1¼ dis.	2¼ to 1¼ dis
50	London and County	20	56 to 57	56 to 57
50	London Joint Stock	15	40 to 42	40 to 42
100	London and Westminster	20	92 to 94	92 to 94
25	Oriental Bank Corporation	All	40 to 41	40 to 41
50	Union of London	15	41 to 43	41 to 42
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4¼	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	1 dis. to par	1⅛ to ¼ dis.
20	Do. A shares	2	1⅛ to ⅛ dis.	1 dis. to par
20	China Steamship & Lanuan Coal Co	12	12 to 11 dis.	12 to 11 dis.
10	Credit Foncier & Mobilier of England	9	6¾ to 6⅛ dis	6¾ to 6⅛ dis.
20	Egyptian Com. & Trading Company	7	¼ to 3⅛ dis.	4 to 3⅛ dis.
10	General Credit & Discount Company	7⅛	3½ to 3 dis.	3½ to 3⅛ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2⅛ to 2⅛ dis.	2⅛ to 2⅛ dis.
5	Oriental Gas	All	5¼ to 5⅛	5¼ to 5⅛
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	57 to 60	56 to 59
50	Do. New	All	57 to 60	56 to 59
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7⅛	—	—
10	Do.	All	1 to 3	1 to 3
100	West India Steam Company	60	93 to 97	94 to 97

MANCHESTER MARKETS.

The position of this market has become still more depressed during the past week, and further weakness is shown both in Yarns and Goods. Sales are increasingly difficult, and at such concessions as spinners and manufacturers are inclined to make buyers refuse to purchase freely. Grey Shirtings, 7 lbs., 9s. 9d. to 10s. 3d.; 8¼ lb., 12s. 3d. Cotton Yarn, Nos. 16-24, 1s. 5d. to 1s. 5½d.; 28-32, 1s. 6½d. to 1s. 7d.; Maddapollams, 4s. 4½d.; Long Cloths, 11s. 9d.; T-Cloths, 7s. 3d.; White Spot Shirtings, 13s. 9d.

ARTICLES OF IMPORT.

TEA.—There has as yet been no revival of activity in our market, although out of the large quantity on offer some little business has been done at generally steady prices, the chief exception being in fair to good medium Congous, of which the supplies have been large, and which have again sold ¼d. to 1d. per lb. lower. In Moning siftings there has been no change. Kaisow kinds have been sold at a decline of ½d. per lb., 6d. per lb. having been accepted for some parcels. Fair to good common remain steady at the last quotations. Fair to good flavory kinds, of recent import, have sold rather lower. Good to fine Kaisows have sold at full prices; a few parcels really fine have been taken for export at rather better rates. Common to fair black-leaf kinds remain dull of sale, and some in public sale have sold rather easier. Fair to good medium kinds sell only slowly at reduced quotations. Fine to finest Monings and Wopaks have been steady, and a few parcels taken for export at former prices. There has been more inquiry for new-make Canton kinds, especially in boxes, and they may be quoted 1d. per lb. higher. Good to fine Oolongs continue in demand, and prices have ruled rather higher. Souchongs remain steady. Scented Capers remain firm at the late prices. Orange Pekoes have sold again to some extent at public sale without reserve, but prices have been rather lower. At the public sales on the 2nd 15,024 packages were offered, and 14,275 packages sold, all without reserve. The sale passed off heavily. Common blackish leaf Congou at 11½d. to 11⅞d. showed no material alteration in value, but fair qualities of recent import went heavily at a further decline; 1,600 packages red-leaf Congous ex Banian fetched moderate prices. Canton scented Orange Pekoes brought 1s. 1½d. to 1s. 5¼d. Green Teas have been comparatively steady, though the extreme

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prices current lately cannot in all cases be realised. Some Moyune Hysons have been sold at full prices, also Young Hysons and Gunpowders, but the Ping Suey kinds have been more difficult to move. Some Fychow kinds have realised fair prices. Canton made kinds show no change. The cargo of the John Bunyan, from Nagasaki, consisting of 420,000lbs. coloured leaf, is considered as a whole better than any that has reached this country since Japan was opened. Large sales have been made at satisfactory prices, say for Twankays 8d. to 9½d. per lb. Young Hyson good common to fair, or No. 4, 1s. 1d. to 1s. 3d. per lb., strong burnt kinds, or No. 3, 1s. 4d. to 1s. 7d. per lb., medium to fine, or No. 2, 1s. 8d. to 1s. 11d. per lb., fine, or No. 1, 2s. to 2s. 8d. per lb. Hyson fair to good, 1s. 2d. to 1s. 3d. per lb., medium to fine 1s. 4d. to 1s. 7d. per lb. Imperial, even leaf, 1s. 7d. to 1s. 9d. per lb., finest 1s. 10d. to 2s. per lb. Gunpowder good common to fair, or No. 4, 1s. 2d. to 1s. 5d. per lb., good useful kinds, free from dust, 1s. 6d. to 1s. 8d. per lb., medium, or No. 2, 1s. 9d. to 2s. per lb., fine to finest, or No. 3, 2s. 1d. to 2s. 4d. per lb., and one or two extra fine parcels, equal to Moyune, up to 3s. per lb. In uncoloured, no transactions have transpired, as the market is almost bare of stock. The stock in the United Kingdom on the 30th ult. was estimated at 91,500,000 lbs. against 103,000,000 lbs. last year, and the quantity afloat up to last mails advices is as follows:—

				lbs
Oct. 5	Agamemnon*	Japan		1,003,045
Nov. 3	Samuel	Canton		528,300
„ 23	Camilla	Shanghai		633,594
Jan. 5	Jno. Lidgett	Foochow		1,050,700
„ 10	Esperanza	Do.		527,600
„ 11	Charlotte	Do.		842,900
„ 17	Achilles (str.)	Shanghai		360,762
„ 19	Beemah	Do.		1,072,625
„ 24	Dilpussund	Canton		819,000
„ 24	Bankside	Do.		510,000
„ 27	Bucton Castle	Foochow		1,260,300
„ 28	Jas. Shepherd	Shanghai		1,089,773
„ 30	Tavistock	Foochow		707,600
Feb. 1	Stornaway	Canton		312,594
„ 9	Red Riding Hood	Foochow		1,003,151
—	Sea Bird	Canton		443,100
			lbs.	12,165,044

* Put into Singapore for repairs.

SILK.—There has been a slack business since the last mail but quotations have been maintained. The question of European politics, it is expected, will again interfere with the French and Italian crops and demand. A small parcel of Pongee Silks and Handkerchiefs of excellent quality, newly arrived, has found immediate sale at full prices, but the light and common goods remaining over from last public sale do not go off; the demand is limited to best goods only. Damasks, &c., are still out of stock and wanted, and if not soon seen again, their place will be wholly supplied by European fabrics.

STATE OF THE WAREHOUSES.

	Sold Stock. April 1, 1867.	Sold Stock. April 1, 1866.	Unsold Stock. April 1, 1867.	Unsold Stock. April 1, 1866.	Delivered. Jan. 1 to April 7, 1867.	Delivered. Jan. 1 to April 7, 1866.
Bengal	2,532	2,222	2,234	2,177	2,777	3,017
China	7,564	5,339	6,216	7,863	7,105	8,598
Japan	2,887	1,440	2,103	1,616	2,139	2,585
Canton	1,626	1,355	1,404	3,129	1,596	1,332
Chinese Thrown	12	4	—	—	12	29

CHINA.	Usual Imports. s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	31	0	to	33	0
„ No. 3 & 4	26	6	to	31	0
„ Hangchow	25	6	to	26	6
Yuenfa and Hainin, No. 1 & 2	17	0	to	28	0
„ „ „ No. 3 & 4					
Taysaam, No. 1 & 2	26	0	to	28	6
„ No. 3 & 4					
Long Reel					
Skeins					
Canton	21	0	to	24	6
JAPAN:—Mibash & Sinchew, No. 1 & 2	28	6	to	34	6
No. 3 & 4					
Ida, Bricks, No. 1 & 2	30	0	to	34	6
No. 3 & 4					
Sodai, No. 1 & 2	31	0	to	32	0
No. 3 & Inf.					

COTTON.—The market for East India Cotton is still unchanged, and prices have again declined ¼d. per lb. for the small quantity taken, amounting to only 9,320 bales on the spot and 10,700 to arrive. China, Rangoon, and Dhollerah, have been entirely absent from the sales; quotations for the former description are as follows:—Middling fair 9½d., fair to good fair 10⅛d. to 10⅜d., good to fine 11d. per lb. The stock of China and Japan on the 4th inst. was 706 bales, and the total import from 1st Jan. to 4th April, 922 bales.

COFFEE.—Owing to the heavy arrivals of Ceylon since our last, the market for colonial descriptions has exhibited some dulness; and although only a moderate quantity of the recent arrivals of Plantation Ceylon has been brought forward, prices of this description have given way 6d. to 1s. per cwt., in anticipation of further large supplies. The offers at auction included 1,865 casks, 175 barrels, 488 bags Plantation, which realised as follows:—Triage, 31s. 6d. to 63s.; good ordinary, 68s.; small fine ordinary to fine fine ordinary, 71s. 6d. to 76s.; low middling small to middling bold, 77s. to 81s. 6d.; good middling, 82s. to 84s.; fine middling, 85s. to 86s.; peaberry, 85s. to 91s. per cwt. The market for Native has exhibited some improvement since our last, and this description now sells readily at steady prices. By private contract about 1,000 bags good ordinary were taken at 63s. to 64s., and at auction the following parcels have found buyers:—1,602 bags common to real good ordinary at 62s. 6d. to 65s.; 33 casks at 64s. to 64s. 6d. for good ordinary; and 62s. 6d. to 63s. 6d. for small; and at a later sale 1,838 bags good ordinary brownish at 66s.; mixed, 62s. 6d. to 63s.; very small, 60s.; triage, 46s.; brown garblings, 29s. to 30s. The remaining portion of East India at auction comprised 915 bags sea-damaged and re-packed Java at 63s. 6d. to 65s. 6d., one lot 52s.; 89 bags Penang, sound at 53s. 6d., damaged at 43s. 6d. to 45s.; and 756 bags Singapore, of which 150 bags first-class damaged sold at 70s., and the remainder was withdrawn at 72s. per cwt. Stock of Ceylon on 30th March, 4,970 tons; of Java, &c., 1,390 tons.

COIR YARN.—A good demand has been experienced and large parcels have been taken at advanced rates. At auction 68 tons (20 bales) Ceylon realised, one lot very fine, £60; fine, £39 15s. to £47 10s.; good, £36 10s.; good medium, £32 10s. to £33 10s.; good common, £27 15s. to £28 15s. common, £26 to £26 10s. An offer of 84 bales Singapore Fibre found buyers at £55 5s. to £63 10s. for fine bristle, and £23 to £23 10s. for common rough.

DRUGS.—Anniseeds: At auction 58 cases China Star were bought in, sound at £6 5s. to £6 10s., mouldy at £6 per cwt. Camphor: Very quiet; no business at auction, and very few private transactions at £6 per cwt. for China, and £6 2s. 6d. for Japan. Stock, 1,863 packages. Cubebs: Out of 185 bags good fair Batavian offered the only sale was of 10 bags at 50s. per cwt. Stock, 1,200 bags. Cardamoms: Slightly declined in value, and 94 bags medium Ceylon realised 2s. 9d. to 2s. 10d.; mouldy, 2s. 8d. to 2s. 9d. per lb. Galls: No China has been brought forward at the auctions, but there are buyers at 67s. 6d. Of Japan 165 boxes were offered; 30 sold at 62s. for fair, and the remainder was bought in at 60s. to 65s. per cwt. Musk: One caddy inferior Tonquin was bought in at 15s., and 4 tins fair grain sold at 48s. to 50s. per oz. Privately there is a fair inquiry and several small parcels have been taken at the above rates. Rhubarb: Good qualities of China are scarce and in demand. Inferior descriptions meet with little inquiry and sell only at a reduction in value, 30 boxes medium at auction having realised for good 4s. 3d. to 4s. 11d. and 100 boxes were bought in at 2s. 3d. to 8s. 6d. per lb. Stock 738 chests.

GUMS.—Benjamin: In consequence of the abundance of Sumatra descriptions at the sales the previous advance has been lost, and rates are 20s. to 30s. lower than those current at our last report. At auction 125 cases Sumatra realised fair seconds, £9 17s. 6d. to £10; rather dark, £8 15s. to £8 17s. 6d.; good medium to fair brown thirds, £5 5s. to £5 15s. per cwt. Copal: Fair business doing privately at steady rates, and at auction 140 cases medium Manila hard and soft mixed sold at 32s. 6d. to 33s. per cwt. Damar: Very scarce and firm; 10 cases Batavian offered at auction and withdrawn. Stock 941 packages.

HORNS.—The sales since our last report have comprised 8,734 (2 tons) Ceylon Deer at 64s. 6d. to 65s. 6d., and the half of 1,110 (30 cwts.) Penang Buffalo at 46s. per cwt.

HIDES AND SKINS.—The sales of East India Hides during the past month have been 232,626 hides. The export demand has continued good, and though the home trade have bought sparingly, and the best qualities have occasionally sold at ¼d. per lb. decline, the middling and low descriptions, which form the bulk of the sales, have realised fully last month's rates to ⅛d. per lb. advance. No Batavia have been sold, but Singapore Buffalo Hides have met a fair inquiry at fully late prices. 1,328 Hides have been cleared—Best 5⅝d. to 6½d. per lb.; Seconds, 4⅝d. to 5½d. per lb.

INDIA-RUBBER.—A decline of 2d. per lb. is reported, and at auction 348 baskets Singapore sold at 1s. 8½d. for good fair, and 1s. 6d. for common dark balls; 80 baskets Borneo sold at 1s. 6d.; and 11 baskets Penang were bought in at 1s. 8d. per lb.

JAPAN WAX.—All offers at the sales continue to be bought in. The withdrawals since the 26th ult. amount to 767 boxes good medium saucers at 90s., and 100 boxes ordinary mixed at 65s. per cwt.

MANILA HEMP.—A great scarcity in this market has occasioned a further advance in prices, and limited business has been done in fair and good roping at £51 10s. to £52 per ton.

PEPPER.—Black: There is a good disposition to buy manifested, and the public sales have been extensive, amounting to 1,651 bags fair Singapore at 3 3-16d., and 7,500 bags Penang at 2⅞d. per lb. Privately 1,500 bags have been placed on the following terms:—Penang 2⅝d. cash, Acheen 2⅝d. prompt six weeks, Singapore 3⅛d. fullprompt, 3 3-16d. cash. White: The previous value is fully maintained, and in addition to a fair private business, 447 bags Singapore realised 5⅜d., two lots 5⅝d. per lb.

RICE.—The active demand reported in our last continued for a few days, and a good business was done at a further improvement in value. With little offering there has been less doing, but the market remains firm at the close. The transactions on the spot include 20,000 bags, the bulk Rangoon at 12s. 1½d. to 12s. 3d. For arrival, several cargoes soft grain for the United Kingdom, viz., 3,300 tons Rangoon at 11s. 1½d. to 11s. 3d., 700 tons Nakrenzie at 10s. 9d., and 1,500 tons Bassein at 11s. At the close of the market a floating cargo of 500 tons Bassein realised 10s. 7½d., continental terms. Stock on the 30th ult., Arracan, Rangoon, &c., 17,830 tons; Java, 372 tons.

SUGAR.—The landings being larger now than for some time past, with abundant arrivals on the coast, cause buyers to exercise even greater caution, and in the moderate business done a further decline on some descriptions of 6d. per cwt. must be quoted. Importers evince a desire to realise afloat, and although numerous cargoes offer, and lower prices are accepted, the transactions effected are only to a moderate extent. Landed parcels, though sparingly offered, have attracted little attention, and only small sales have been made at prices again in favour of the buyer. Penang: The sales at auction have been 4,100 bags, middling brown (duty 8s. 2d.) at 28s. 6d.; good brown to low yellow and grey (duty 9s. 4d.) at 29s. 6d. to 32s. 6d.; medium yellow (duty 10s. 6d.) at 33s. per cwt. Manila: Private sales to good extent have been effected, comprising about 12,500 bags good clayed (duty 8s. 2d. and 9s. 4d.) at 28s. to 29s., and at auction 5,500 bags clayed sold at same price, and 6,100 bags unclayed realised 25s. to 25s. 6d. per cwt. Stocks on 30th ultimo, Penang, 570 tons; Manila, 29,270 tons.

SPICES.—Cloves: The only sale reported is of 8 cases good medium Penang, import 1863, at 11d. to 11¼d. per lb. Mace: One case Penang realised 1s. 9d. per lb. Nutmegs: The following have been the sales: 6 cases Penang, 111 to the lb., at 1s. 2d.; 1 case superior Penang at 2s. 2d.; and 13 casks Java, 100 to the lb., at 1s. 3d. per lb.

TAPIOCA.—At auction 145 bags Penang sold at 5d., and 108 bags good Singapore at 4½d. to 4¾d. per lb.

TERRA JAPONICA.—Cutch: The market continues steady with limited business. At auction 355 bags low mixed Pegue of indirect import realised 25s., and of 389 boxes good but sea-damaged Pegue a few lots third-class sold at 43s. 6d., the remainder being bought in at 41s. to 44s.

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per cwt. Gambier: Quiet, of 2,665 packages at auction about half sold at 25s. 6d. per cwt. for blocky cubes, and 18s. 6d. middling block. Privately very little business, but Gambier in good condition is inquired for.

TIN.—In the concluding week of the past month 600 slabs Banca on the spot realised the previous rate of £93 per ton. Since the market has become depressed and prices consequently lower. The sales are extremely trifling.

MISCELLANEOUS.—Aloe Fibre: Of 61 bales Manila about half sold at £25 5s. to £29 5s. per ton, the remainder being bought in at £31. Blacklead: Declined 1s. per cwt, and 239 barrels Ceylon realised at auction as follows: Dull soft lump, 23s. 6d.; second and third-class damaged, 21s. to 22s. 6d.; small chips, 12s.; dust, 8s. 6d. to 8s. 9d. per cwt. Beans: Of 25 cases Tonquin offered at auction 13 sold at 1s. to 1s. 2d. Mother-o'-Pearl Shells: At auction, 46 cases good bold Manila, from Singapore, per City of Delhi, partly sold at £11 5s. Preserves: The sales comprised 190 cases China Ginger at 1s. 1d. to 1s. 1½d., and 90 cases Chow-chow at 11d. Roots: Of Colombo, 11 bags fair, part bright, realised 39s. Sapanwood: Dull; and 8 tons Ceylon sold at £9 10s. per ton Tortoise-shell: Of 17 cases (3,766 lbs.) Singapore, one lot sold at 14s. 6d., and the remainder was bought in at 10s. to 12s.; of Penang, 1 case (18 lbs.) realised 11s. 6d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6; nail rod, £7 10s. to £8; hoops, £8 15s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 15s. to £8 10s.; rails, £6 to £6 5s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £86 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£92 for block; £93 for common bars. Tin plates, best charcoal I.C., 31s. to 32s.

LEAD, &c.—English pig, W.B., £22; shot, patent, £23; sheet, £20 15s.; spelter, £21 15s.; zinc, English sheet, £26 10s. to £27; quicksilver £6 17s.

The following is from the Circular of Messrs. French and Smith:—"The metal market the past month has continued dull, nearly all transactions entered into being for immediate delivery either for shipment or consumption. If an enterprising spirit ever again takes possession of the commercial world, we shall no doubt see a great reaction; but at present there seems to be little faith in the value of any article of commerce but gold. Iron: There is nothing of importance to notice. Prices have varied but slightly. For rails there is moderate inquiry for abroad, but for home railways there is little demand. There are more orders for Staffordshire, for India and China, but no change in prices. Copper: The letters from Chili last month brought advices of charters for large quantities of copper, which produced increased dulness in this article in Europe, and prices receded in consequence. The accounts received to-day are less unfavourable, as the charters are for 800 tons only, and at higher rates of freight. To-day's prices are:—English tough, 78s. to 80s.; Kapunda, £88; Burra and Wallaroo, £84; ores of high produce, 14s. 6d.; Chili bars, £71 10s. Tin: The demand for Tin the past month was considerable, and the delivery out of stock here of Straits and Banca was much beyond the average, reducing the quantity in warehouse to as low a point as it has touched for some years. The Dutch Trading Company's half yearly sale of Banca and Billiton took place at Amsterdam on the 28th ult., when the whole of the Banca was sold at 54 guilders, equal to £95 per ton laid down here. This price being much higher than our own price for Straits, would indicate that the Amsterdam houses who were the principal buyers have a good opinion of the future of this article. The quantity of Banca Tin now floating for the Dutch Trading Company is 33,000 slabs. On the 19th ult. the smelters declared an advance of £2 per ton on English Tin, and have since declined orders at less than their full prices. Tin Plates are in good demand, but prices are a little easier. At the meeting of the trade at Gloucester it was arranged to maintain last quarter's quotations. The shipments for March were 92,000 boxes, against 140,000 boxes same month last year. By the Board of Trade returns the exports January and February were 10,283 tons, in 1867, against 10,993 tons in 1866. Lead: Until within a fortnight there was a complete stagnation in the demand for Lead, but there is now rather more inquiry, and we consider the price 5s. per ton better. Spelter has improved during the month about 5s. per ton, and is now £21 15s., firm. The stock in London, 1st inst., was 3,421 tons, against 5,516 tons 1st April, 1866. Quicksilver without change."

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£42,095
Foo-chow-Foo	—	3,000
Amoy	—	—
Hong Kong	—	8,139
Singapore	—	6,916
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	9,320
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	4,476	—
To Hong Kong	4,000	—
To Shanghai	—	13,912
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 1
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 20	Powhattan	Patten	Canton	New York.
— 20	Julia Ann	Baker	Singapore	Boston.
— 21	Chile	Row	Do.	Do.
April 5	Sirius	Wenke	Java	Off Falmouth.
Mar. 13	Joven Tomas	Campos	Macao	Havana.
April 6	Charlotte		Manila	Liverpool.
Mar. 15	Aureliana	Basterra	Macao	Havana.
April 9	Passing Cloud		Manila & Hong Kong	Deal.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 4	Ercilla	Vicente	Manila	London.
— 3	Bella	Turner	Singapore	Liverpool.
— 2	Belle of the South	Westcott	Hong Kong	Sunderland.
— 3	Malvern	Cole	Do.	Do.
—	Geertruida Maria	De Ligny	Java	Dordt.
Mar. 8	Antilope	Lundt	Singapore	Rio Janeiro.
April 2	Coquette (s. s.)	Lobnitz	Japan	Glasgow.
— 6	Cleta	Middleton	Hong Kong	Sunderland.
— 7	Marie Marguerite	Bednemann	Galle	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Swanley, Fontenaye. For Yokohama and Nagasaki: Neville. For Shanghai: Polmaise, Douglas Castle, Weymouth. For Hong Kong and Canton: Ramsay, Banian, Osprey, Red Deer. For Singapore: Sree Singapura, Janet Ferguson. For Batavia and Sourabaya: California. For Colombo: Arabella, Saladin.

At LIVERPOOL.—For Hong Kong: Coringa. For Shanghai: Thomas Blyth, Coila (s). For Singapore: A. H. Wille, Eastern Chief. For Manila: Doriga, Bella Maria, Adolphe. For Batavia and Sourabaya: Susanna Elizabeth. For Mauritius, Singapore, and Hong Thales (s.).

At GLASGOW.—For Batavia and Sourabaya: Jamaica. For Batavia, Samarang, and Sourabaya: County of Elgin. For Singapore: Lochleven Castle. For Penang: La Plata. For Singapore, Hong Kong, and Japan: Courier (s).

At PORT GLASGOW.—For Singapore and Sarawak: Royalist (s.s.).

SPOKEN.

PANTHER, Manila to New York, Dec. 23, 8 S., 103 E.
NAPLES, Pasaroeang to Boston, Feb. 7, 24 S., 2 W.
MARIA CHRISTINE (Dan. barq.), Batavia to Rotterdam, off Algoa Bay.
JOAN, Sourabaya to Cowes, Feb. 4, off the Cape of Good Hope.
DUTCH BARQUE, Padang to Amsterd., Mar. 8, 15 N., 39 W.
CAROLINE (brig), Macao to Hamburg, Mar. 2, 1 N., 22 W.
CŒUR DE LEON (barq.), Batavia to Amsterdam, Feb. 12, 34 S., 25 E.
TAMERLANE (ship), Shanghai to London, Feb. 28, 11 S., 11 W.
RENOWN (barq.), Foochow to London, March 3.

* Appeared to be a temporarily rigged screw steamer.

FREIGHTS AND CHARTERS.

But few vessels from amongst the numerous recent arrivals having been taken up to load on the berth for the Eastern ports, freights continue to be well maintained at previous quotations. Coal freights remain without alteration.

Current rates of freight for vessels on the berth:—To Yokohama 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

CASUALTIES.

The Exonian, which arrived at Liverpool, April 3, from Manila, had thrown part of her cargo overboard.

The William Naisby (barq.), from Sunderland to Colombo, got on shore, April 3, at Dungeness, but was assisted off by the coastguard without damage.

The Jessie Jamieson, from Java, reported March 31, ashore at Goeree, mouth of the Maas, has been towed off, and has arrived at Helvoet after landing half the cargo.

MISCELLANEOUS.

At TABLE BAY.—Feb. 9, Rover (s.), sailed for Japan.

AT CALLAO.—Feb. 17, Asia, Calderon, sailed for Macao; 21, Amalia Bollo, sailed for Macao; Teresa, Bollo, sailed for Macao.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

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Amoy, March, 1865.

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The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

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ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

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DEPOSITS received for fixed periods on the following terms, viz.:—

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BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
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Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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Recognised by the International Convention of 30th April, 1863.

	Francs.	
Subscribed Capital	80,000,000 ...	£3,200,000
Capital paid up	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867	10,000,000 ...	£400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion).

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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Address, H. F., the Office of this Paper.

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WILL BE HELD AT

WILLIS'S ROOMS,

On TUESDAY, 21st MAY,

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TICKETS, ONE GUINEA AND A HALF.

DINNER ON THE TABLE AT HALF-PAST SEVEN.

Gentlemen intending to dine are requested to leave their names with Messrs. Willis, 26, King-street, St. James', S.W.

FREDERIC BRINE,
Honorary Secretary.

6th March.

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DE LA LITTERATURE ARAMEENNE; par Munk, de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

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THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

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The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

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Due at Yokohama	22nd July.
Due at Shanghai	27th July.
Due at Hong Kong ...	29th July.

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Hong Kong ...	Corea	A1 14 yr.	W.I.D.	May 8
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Kanagawa and Nagasaki ...	Neville ...	A1 10 yr.	W.I.D.	With des.
Singapore	Jant. Fergusn	A1 14 yr.	W.I.D.	April 25.

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Hong Kong & Whampoa ..	Ramsey ...	A1 12 yr.	E.I.D.	With des.
Ditto	Red Deer..	A1 10 yr.	E.I.D.	With des.
Kanagawa and Yokohama	Fontenaye.	A1 12 yr.	E.I.D.	With des.
Nagasaki ...	Adeline ...	A1 12 yr	E.I.D.	May 1.

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Ditto	Ospray ...	A1 10 yrs.	10th May.
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THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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Yokohoma	HANSARD AND BLACK.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 243.] LONDON, MONDAY, APRIL 29, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN — Yokohama	Dec. 26	Feb. 21	Mar. 1
Nagasaki			Feb. 22
Hakodadi			
CHINA—Peking			
Tien-tsin			Mar. 2
Chefoo			
New-chwang			
Hankow			„ 2
Kiu-kiang			„ 4
Chin-kiang			
Shanghai	Jan. 17	Mar. 6	„ 9
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			„ 12
Swatow			
Hong Kong	„ 26	„ 10	„ 15
Canton			
Macao			
PHILIPPINES—			
Manila	„ 10	„ 1	„ 7
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			„ 7
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			„ 16
MALACCA STRAITS—			
Singapore	Feb. 10	„ 16	„ 23
Penang	„	„ 14	„ 25

The Pera, with the above mails, broke her main shaft, causing a delay in the arrival at Marseilles. The French mails, with dates to the 27th March, will be delivered on the 4th May.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Syria, arrived April 26.—From Singapore: Lieutenant Dundas, R.N., Lieutenant Brag. From Hong Kong: Mr. Marshall, From Shanghai: Mr. Watson.

To Gibraltar.—From Hong Kong: Don Jose Coro.

To Southampton, per P. and O. Steamer Syria, expected to arrive May 4.—From Ceylon: Miss Husband, Mr. Willoughby. From Shanghai: Mr. O'Bah. From Hong Kong: Mr. Southey and servant, Captain J. C. Peters, and four second-class passengers. From Singapore: Mr. Barnes, Mrs. Helmes, four children, and servant, Mrs. Campbell, Miss Stone.

By last Bombay mail, to Marseilles, per P. and O. steamer Massilia, arrived April 19.—From Galle: Mr. and Mrs. Boustead. From Hong Kong: Mr. Urquhart.

PASSENGERS OUTWARD.

Per P. and O. steamer Tanjore, from Southampton, April 20.—To Penang: Mr. and Mrs. W. L. Hill To Singapore: Mr. D Smith, and one second-class passenger. To Ceylon: Lieutenant Taylor, Lieutenant Rathbone, R.E. To Hong Kong: Mr. J. B. Ewart, Mrs. E. Peate, Mr Brereton, Commander Hallowes, R.N. To Calcutta: Mr. A. V. Jones. Staff Assistant-Surgeon Jennings, Lieutenant C. Bell. Mr. W. Bedingfield Mr. A. Bean, Miss Bean, Mr. J. P. Neville, Dr. and Mrs. Rivers. Mr. H. Allan, Mr. and Mrs. Van Hafen, two children, and servant, and six second-class passengers. To Madras: Captain J. B. Swete, Captain and Mrs. Semple, child, and servant, Prince Frederick of Schleswig-Holstein. Miss Kealey, Assistant-Surgeon E. McCrystal, and two second-class passengers. To Bombay: Dr. W. H. Scott, Mr R. E. Cumberland, Mr. J. Martin, Colonel and Mrs. Boothby, Mrs A. Watson, Mr. Gibson, Mr. A. H. Fraser, Mrs. Marval, Mr. Stranack, Mr. Robbie, and one second-class passenger.

From Marseilles, April 28.—To Shanghai: Mr. John Clark To Hong Kong: Mr. and Mrs. Fittock. To Ceylon: Mr and Mrs. Lewis, Captain and Mrs. Parsons. To Singapore: Mr. Bremner, Miss Schmidt To Calcutta: Lieutenant A. Armytage, Assistant-Surgeon and Mrs. Metcalfe. Mr. T. Rowe, Mr. F. A. Hutchins Mrs. Linstedt. Ensign R. Dyas, Lieutenant-Colonel Dinning Captain P. B Jones Mr. Thompson To Madras: Captain and Mrs. A. J Ogilvie, Lieutenant-Colonel and Mrs. Molesworth, Mrs. Carter, Cornet Scott. To Bombay: Lieutenant G. Peterkin, Mr. Jervoise.

From Suez.—To Calcutta: Mr. E. G. Fraser.

Per P. and O. steamer, from Southampton, May 4.—To Shanghai: Dr. C. Nissen. To Singapore: Mrs. Edgar. To Ceylon: Mr. C. E. and Mrs. Karslake, Mr. and Mrs. Vanderspar and four children, Captain Jervoise, R.E.

From Marseilles, May 12.—To Shanghai: Mr. C. Hudson. To Penang: Lieutenant-Colonel, Mrs., and Miss Anson. To Ceylon: Mr. W. Morris.

From Suez.—To Ceylon: Mr. A. O. Cowan.

P P. and O. steamer, from Marseilles, May 28.—To Singapore: Mr. T. E. Henny.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are now down to the 1st March. The outward mail of 26th December arrived out on the 21st February. The *Colorado* had returned from Hong Kong and left for San Francisco on the 27th February with the following passengers:—Messrs. Parker, Seward (Consul-General), Forbes, Webster, Kaiser, Middleton, Post, Gill, Rothmund, Favre Brandt, Smith, Scott, Fullarton, Warren, Dana, Whittel, Hetherington, Chevrillion, Kemptner, Da Silva, Burns, Espantoza, Bourjau, Hitzeroth, Price, Vernede, Rice, Col. Fisher, Metler, Laberon, Gutschow, Tabler, Viana, Littledale, Col. Currie, Captain Rochfort, H.M. 20th, Parkes, Capt. Eldridge, Messrs. Otis and family, Macdonald and family, Hargons and family, Miss Wood, Mrs. Chapman, Miss Gray, Mr. Stillman and family, Dr. and Mrs. Jenkins, Mrs. Rice, Miss Rice, Miss Ogilvy, Captain Johnson and family, Mr. and Mrs. Kiernan, a number of Japanese officers and suite, nine second class passengers and 14 steerage.

The *Japan Times* has the following items:—

The opening of the country will be inaugurated by the opening of Osaka. This very important move is, we have every reason to believe, positively certain to take place, in spite of any opposition, at the time appointed—January 1, 1868. Many foreign merchants are of opinion that until the polity of Japan has had more time to recover from the shock it has already sustained from the admission of foreigners to trade, even at Yokohama; until habit and intercourse have made our presence in the country less obnoxious to the princes and people in the interior, who regard the footprint of the foreigner as a desecration to their sacred soil—and, especially until, by means of the ports now open, the resources of the country are better developed than at present and its products more freely offered for sale—the opening of a new port will be merely an opening for more expenditure, without any chance of return. They maintain that the import trade of Yokohama will suffer by the loss of whatever goods are sold direct in Osaka, such having been previously supplied from this market, and they believe, too, that no increase in the total amount of the trade will take place, arguing that whatever Osaka wanted could always be got from Yokohama as heretofore, and that any increase in the Osaka demand could be just as well supplied from hence as at a branch market established on the spot itself. It is allowed on all hands that capital lies chiefly in Osaka, that there live the great merchants of Japan, who supply the means to their agents in the open ports to trade with foreigners, in both imports and exports, and therefore the opponents to the measure of opening the new port argue that its only effect will be either to divide the trade or to transfer it—each a consequence equally pernicious. We do not share these opinions, which appear to us to be opposed to the general laws of trade. We believe that though doubtless the imports into Yokohama will for a time fall off to much the same amount as is at the moment represented by the re-export to Osaka, still, at that great commercial city we shall find new customers far more rapidly when on the spot than at present, when separated from them by more barriers than those of distance—official squeezes here and taxes *in transitu*.

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The import trade of Yokohama has always had an importance really fictitious to just the extent of these re-exports. When these are withdrawn, and we are by no means of opinion that they form the bulk of our imports, the result will be to show us the real extent of the Yedo trade proper—a trade which is certainly susceptible of great expansion. And, when we consider that Yedo is the capital of the *Kuanto*, probably the richest, or if not so, certainly among the richest provinces of the empire, it will be seen that, though shorn of the branch import trade of Osaka, which does not legitimately belong to it, the trade of this port will very soon recover from its temporary check and increase as fast as surrounding circumstances will allow. The trade with Osaka and its environs will be quite a new trade, and, to judge from the reports we have received, not only of the population and importance of Osaka itself, but also of many neighbouring places, there seems every reason to believe that we should be even more successful in introducing European goods there than we have been here. As for the argument in favour of delay, that we should wait for extended intercourse with the natives to be granted us here before we go farther afield, we consider it simply futile. With the experience of the Dutch in Decima and our own in Yokohama since 1858 of the unremitting and vexatious attempts of the Shiogoon's Government to keep other Daimios and their peoples from intercourse with us, we are not willing to wait the pleasure of our present ally for the development of a trade which nothing, we are convinced, will develop so well as the presence of foreigners and the exhibition of their goods by themselves in as many ports as we can find customers willing to do business with us. The question is a broad, imperial one, and must be argued irrespective of the wishes of even a majority, did such exist, of the foreign merchants of Yokohama. As such the British Minister at all events, we are assured, regards it, and it will be well for our readers out of Japan to make up their minds to the opening of Osaka in 1868 as a foregone conclusion.

It is necessary for us to dwell at some length on this point, and to exhibit the differences of opinion on the subject which exist, because otherwise we should have found it difficult to allege a reason for the apparent apathy of merchants here at present, and the apparent falsification of our confident prediction after the great fire of November, 1866, that trade would immediately recover itself. The signs of that vigorous resuscitation which we then anticipated were very marked, but it must be remembered that shortly afterwards the Ministers announced their intention of going down to the new port, with the admitted view of making preparations for opening it on the date agreed upon; and though many minor causes have operated in the same direction—such as the occurrence of numerous and most disastrous fires in Yedo and the consequent impoverishment of many merchants there, the interposition of the New Year holidays, and the depression of trade generally in other parts of the world—still we believe the hesitation shown by many firms here to invest their capital in rebuilding their premises and resuming their operations on the old scale, to be the natural anxiety to see first whether Osaka will really be opened, and secondly, what will be the consequences of the measure. It is very desirable that some distinct assurance should be given to us on the first point as early as possible, which surely might be done. Despatches from the English Minister were sent down on the 7th inst. in H.M.S. *Argus*, as we mentioned in our last, and for all we know these and their replies may have been the record of the most important political event of the fortnight. The purport of the mission of Messrs. Mitford and Satow, Sir Harry Parkes's representatives, has not transpired, but it is supposed to have had reference to the visit of the Ministers above alluded to. The *Argus* left them at Osaka, where they remained for about a fortnight, returning in the *Basilisk* on the morning of the 24th. They report that the treatment they received from all classes was polite and cordial in the extreme.

The latter days of January and the early part of February have witnessed another step in the right direction by Admiral King, who, in H.B.M.S. *Princess Royal*, has been paying visits of some duration to some Princes in the Inland Sea. In another column will be found an interesting account of his visits to the Prince of Chikuzen, a Daimio whose territory lies between Nagasaki and Simonoseki. It would be well if the representatives of other nationalities besides the British would imitate the example set them by Sir Harry Parkes and Admiral King. But the policy of one of them, and not the least important, M. Roches, Minister of France, is entirely opposed to opening the country. He has succeeded in making Yedo almost a close borough of his own, and hopes soon to establish a monopoly for French trade in Yokohama; and to open Osaka, or to encourage the other Daimios in their legitimate wish to share in the benefits of foreign trade which the Shiogoon now keeps to himself, would be suicidal on his part.

The weather has been unusually severe, a good deal of snow having fallen and lain in our streets for some days. An idea of the variations of the climate of this country may be had from the fact that on the 21st of February, 1866, the thermometer stood at 64 degrees in the shade, while on the 21st inst. it was down to 31. We regret to have to announce another suicide. William G. Land, one of the stewards of the Yokohama United Club, deliberately shot himself through the head, on the 22nd inst., in one of the water-closets. A long and searching inquest was made the following afternoon, when it was shown by the evidence of the unhappy man's fellow-servants, that the idea of suicide had long been familiar to him. Always a man of low physical power and very sensitive nervous organisation, the ordinary little difficulties and annoyances of his situation appear to have at times completely unnerved and upset him. There is little doubt, too, that the suicide of Mr. Vidal had that strange effect upon his mind, impelling him to follow the example which physiologists have frequently had occasion to remark on the occurrence of crimes which have possessed any particularly distinctive feature. The verdict arrived at by the jury recorded him as having been in an unsound state of mind when the act was committed.

Just as the *Colorado* was getting under weigh on the morning of the 27th inst., the beautiful tea clipper *Ariel*, second in last year's ocean race, dropped anchor in our harbour. She had on board thirty-three Japanese, poor creatures who, after being wrecked in a native craft and reaching Hong Kong after great privations, were again wrecked in the unfortunate *Corea* off Foochow on their way up here. They seemed particularly glad, as well they might be, to get back to their native land after such vicissitudes of fortune.

Dr. Macgowan has succeeded in inducing the Shiogoon's Government to construct a short telegraph as an experiment between Yokohama and Yedo. He returns to China in the *Nepaul* on business connected with the company he represents in that part of the world, and when he comes back to Yokohama, the material for the first telegraph in Japan will probably be ready for him and its construction will be at once proceeded with. Another step in advance we have to record—the establishment of a Japanese newspaper, but the first copy of this is only placed in our hands as we write, and we must defer our review of it until next mail.

The following exports are reported :—

Per P.M.S.S. Co.'s. str. *Colorado*, for San Francisco, and New York, despatched 27th February by Walsh, Hall, and Co. :—

FOR SAN FRANCISCO.—Tea (3,135 packages), 90,800 lbs.; Cuttle Fish, 141 packages; Merchandise, 160 packages; Seaweed, 25 packages; Effects, 34 packages; Screens, 2 packages; Silkworm Eggs, 6 packages.

FOR NEW YORK.—Tea (10 packages), 300 lbs.; Raw Silk, 53 bales; Waste Silk, 7 bales; Merchandise, 14 packages, Plants, 4 packages.

Per *Carioca*, for London, despatched by Petrocochino and Co. :—

Tea, 202,980 lbs.; Gall Nuts. 571 lbs.; Waste Silk, 45 bales; Cocoons, 12 bales; Floss Silk, 10 bales; Merchandise, 3 packages; Re-exports, 6 packages; Samples, 1 package; Hats, 1 package; Cigars, 1 package.

The following is a report on the markets :—

IMPORTS.—Business having been fully resumed, we report a better inquiry for most staple articles of import, although the continued increase in the value of Mexican dollars doubtless prevents purchases from being made beyond the extent of immediate wants. Prices have not yet advanced, holders being willing to meet the market at previous rates, owing to the considerable supplies of most descriptions of goods, and the depressed state of trade in the south of China. In Cotton Yarn, Grey Shirtings, and Turkey Red Cloth, a fair business has been done at our quotations. The native dealers show some disposition to speculate at lower rates, but holders remain firm. Woollens continue depressed, and Camlets have been sold at a reduction upon previous rates to some small extent. There is little doubt that these goods are going out of fashion and being superseded by a cheaper class—Cotton and Woollen mixtures. The stock of Raw Cotton has been reduced by considerable deliveries of former purchases, and the price of good staple has again advanced. Sugar is in active demand, large contracts to arrive having been entered into at increased rates.

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EXPORTS.—Silk: At the departure of last mail, many of the silk men had not resumed business after the recess of the New Year's holidays, and though one or two buyers were in the market, particularly for the purchase of Oshus, not much business was done. The news received by the *Nepaul*, however, being favourable and exchange keeping low, a marked activity was immediately manifested, which has continued up to the time of writing. Stocks being limited, the natives soon began to show signs of firmness, the result of which has been a gradual hardening of prices, and quotations to-day are from $30 to $50 higher than at last mail for the sorts which have been mostly in demand. A very few parcels of really fine silk have been offered, and for these high prices have been obtained: as much as $925 having been paid for a small lot of best Mybash. This exceptional purchase, however, it will be seen, we do not consider sufficient to establish the quotation at that figure. The demand has been chiefly for Oshus: one fine parcel of this is held for $850, but has not found a buyer. Total settlements we estimate at 550 piculs. Stocks are about 825 piculs, but little more than a third of this is on the market, the rest being in foreign hands as security against loans. The P.M.S.S. Co.'s steamer *Colorado* took 53 bales to New York. Tea: Just before the holidays this market was weak; but on the resumption of business the few transactions which took places were at prices about 2 dols. higher on an average than those asked before the turn of the year and at present, about 1,600 piculs having been settled during the fortnight, teamen having become gradually firmer until their demands exceed our limits and business has been stopped again in consequence. A few parcels of fine have been bought, but the bulk of the business has been done in medium and good medium sorts. Stocks are about 5,000 piculs. We have to advise the departure of the *Carioca* for London with 202,980 lbs. and of the *Colerado* with 90,800 lbs. for San Francisco, and 300 lbs. to New York.

HAKODADI.

No news of importance, save a destructive fire which commenced near Porgasameas, just by the water's side, and burned right up the hill; luckily there was no wind at the time, and the conflagration was subdued just below the residence of Messrs. Wilkie and Gaertner. On the 24th a Russian officer belonging to the *Morge* shot himself. Weather not very cold; a considerable fall of snow, and good roads for sleighs.

The undersigned have established themselves at Hakodate as general and commission merchants, under the firm of James Marr and Co.—THOS. W. BLAKISTON, JAMES MARR.

CHINA.

TIENTSIN.

A letter from Tientsin by the Russian post, dated 25th January, states, in regard to the trade of 1866, that the foreign goods imported here in 1866, after deducting re-exports, amounted to taels 12,009,222; and Chinese goods, at tls. 4,574,235—tls. 16,583,457; or at exchange of 6s. 4d. per tael, £5,251,428. Exports from Tientsin, tls. 2,687,962, or £851,188. Treasure exported, tls. 6,175,788, or £1,965,666 4s.

SHANGHAI.

The mail of January 10, arrived out on the 28th February, and the French mail of the 17th on the 6th March, with telegrams to the 8th February. The dates are now down to the 9th March.

A meeting of the renters of land in the English and American settlements at Shanghai was held on the 25th February, C. A. Winchester, Esq., H.B.M. Consul, in the chair.

The Chairman, after a few preliminary remarks, went on to say:—"With reference to the appointment of a committee for a general reassessment of house and land property, the Municipal Council had circulated a memorandum which, he trusted, had received the due attention of the land renters. There was no question that for land renters on the north of the Yang-king-pang to attempt to levy taxes on goods landed at Pootung or in the French settlement, was beyond their powers, as those goods derived no benefit from our Municipal institutions and could not therefore be liable. The Hong-que settlement was in a very different position. Residents on that side had voluntarily joined with this, and taken on themselves the regulations in force on this side. There was this slight difference between the two settlements, that the goods were here passed over public wharves and there over private wharves. But it was undeniable that residents on that side shared the advantages arising from Municipal expenditure on roads and police. Therefore, he thought, and he had the full support of his colleagues in saying so, that wharfage dues could be levied in the American settlement if, in cases where the private wharves were kept in order by the owners, an allowance were made. He merely threw out these remarks as suggestions on the subject before the meeting, and would now leave it in their hands.

Mr. F. B. Johnson said the chairman's remarks had sufficiently explained the motive for calling this meeting so shortly before the regular annual meeting of the land renters. The fact simply was that, in face of the general dissatisfaction with the existing assessment, the Council were not in a position to prepare a budget for the ensuing year. In fact it had already been necessary to resort to law in several cases for the collection of taxes. This proceeding was a very objectionable one at any time, but especially so in the case of the Council, whose powers rested on a spirit of mutual forbearance among the community. The last assessment of land was made in 1862, and modified in 1865. The Council thought under ordinary circumstances an assessment would not require alteration more than once in three years. But in face of the great changes which had taken place recently in the value of land, they thought it now just to appoint a committee for the purpose of reassessing the value of land and houses. A careful memorandum had been prepared by the secretary and placed in the hands of the land renters, containing all details that were necessary for the guidance of the committee. He would only add that the Council proposed that the committee for the assessment of land should consist of twelve land renters, and that for the assessment of buildings of not less six householders.

The following resolutions were passed at the meeting:—1st. "That the memorandum with regard to a general reassessment of land owned and rented by foreigners, and of houses occupied by foreigners and Chinese, within the limits of the English and American sett'ements, be approved by the land renters, and be handed to the Shanghai General Assessment Committee of 1867, as the code of instructions by which to guide their proceedings." 2nd. "That the following gentlemen be requested, and are hereby nominated, to serve on the Shanghai General Assessment Committee of 1867, for the investigation and supervision of valuations to be placed on house and land properties in accordance with the power granted the land renters by article 10 of the Shanghai Land Regulations of 1854":—

For Land: B. Dallas, J. W. Broadbent, H. Hancock, R. B. Baker, E. M. Smith, G. J. W. Cowie, F. H. Bell, S. D. Sassoon, J. A. Maitland, C. D. Nye, A. H. Maertens, W. J. Bryans, Alex. Johnston.

For Houses: A. Robinson, W. H. Mitchell, A. Levy, W. Kidner, T. A. Cowderoy, R. W. Little, F. E. Wright, Dr. Thin, H. Evans.

3rd. "That the Municipal Council be empowered to collect the outstanding wharfage dues on goods landed or shipped within the limits of the two settlements north of the Yang-king-pang, making such deduction to the owners of private wharves as may be deemed equitable." 4th. "That the thanks of this meeting be given to the chairman (Mr. Winchester), H.B.M. Consul, and to Mr. Mangum, the U.S. Vice-Consul General for their assistance."

The following resolutions were passed at the meeting of the Shanghai Gas Company on the 28th Feb.:—Proposed by Mr. R. Mody, and seconded by Mr. Fearon:—That Mr. Cameron be requested to act as chairman of this meeting. Proposed by Mr. Baker, seconded by Mr. R. A. Fearon:—That as the accounts are incomplete and defective in many respects they be not passed at this meeting, but that a correct statement be prepared and submitted to an adjourned meeting. Proposed by Mr. Fearon, seconded by Mr. Hancock:—That as it is imperatively necessary that means be at once adopted to liquidate the liabilities of the company, the directors be and are hereby empowered to issue an amount of shares bearing a preferential interest of 12 per cent. per annum, not exceeding tls. 50,000. Proposed by Mr. Lawrence, seconded by Mr. G. H. Fitzroy:—That the following gentlemen be appointed directors for the present year, viz.:—Mr. W. Cameron, Mr. W. Probst, Mr. R. A. Fearon, Mr. J. T. Brand, Mr. C. W. Overweg, Mr. R. B. Baker. Proposed by Mr. A. Brand, seconded by Mr. Probst:—That this meeting be adjourned to the 28th of March to receive amended accounts and directors' report of progress in issue of preference shares.

The principal items of the report are as follows:—

"The consumption of gas in foreign houses has steadily increased, and new consumers' names are continually being added to the company's list. There are some persons anxious to use gas, but who, naturally enough, object to go to the expense of placing permanent or immovable fittings in houses which do not belong to them, and of which they are merely tenants. Up to the present time, out of the houses already fitted up we are not aware of one single instance where a tenant has paid for the permanent fittings, yet there are a few landlords who object to outlays of this kind, and the consequence is that their tenants do not at present use gas. It would be well for persons when settling leases of houses to stipulate that the landlord

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should place permanent gas fittings into the premises at his own expense.

"An increase also has taken place in the number of native consumers, but not to the extent desired. No great increase either can be expected amongst them till the company is in a position to lower the price, and so make it apparent to the Chinamen that it is more economical to burn gas than oil. In using oil the foreigner pays not only for the quantity actually burnt, but for what is appropriated by his native servants as their perquisite, and to him, therefore, gas is undoubtedly cheaper to use than oil, that is, if he be satisfied with burning only a quantity of gas sufficient to produce the same degree of light as he obtained previously from his oil lamps, leaving out of the comparison altogether the cleanliness and convenience of using gas.

"It will be remembered that regular supplies of coal were some time since ordered on from Australia. One cargo only has arrived; it was brought here by the *Marie Laure*, French barque, and the company not having sufficient funds to spare at the time to pay for the whole quantity (about 500 tons), the greater portion was sold on the market at a small profit. The company has since been dependent for its supply on the coals offered for sale at this place. This is not very satisfactory, as coal possessing similar gas producing qualities cannot always be obtained here, hence a difference sometimes in the illuminating power of the gas manufactured. The illuminating power of the gas has been much improved during the past year, and the small quantity of shale received from Australia has been found of great use in this respect. Considerable labour is daily bestowed in keeping the mains free from water,—their being under water for several hours every day rendering them peculiarly liable in some places to get choked up, and the supply of gas to the settlement interfered with. All the lamps required by the Municipal Council have been supplied and fixed in position, and the contract is being carried out fairly by both parties; but owing to the low price paid by the Council there will be only a small profit made in this direction. The additional mains required to supply the lamps under the Municipal contract have all been laid down and completed, and not any further outlay in this respect will be occasioned at present.

"Shareholders have thought it desirable that the company should be re-formed on the limited principle. It is understood that a change of this kind could be effected with little trouble or expense if all the shareholders would consent thereto. The principal creditor of the company is the Chartered Mercantile Bank, and its manager is anxious that the loan obtained from him should be paid off. Messrs. P. A. Myburgh and E. Lawrance have advised that in their opinion no further call can be legally made. Attempts to procure the necessary amount on mortgage and by the issue of debentures have not been successful. The amount might be obtained by preference shares, but it is feared any scheme proposed of raising money in this way would not be any more acceptable than the debentures. The other creditors of the company appear inclined to allow further time for payment of their claims. There is still a large field open for the development of the objects of the company, and if the undertaking continue to progress as it is now doing, there are good grounds for believing within a reasonable time it would be able to extricate itself from its present financial difficulties; however, the early liquidation of the existing liabilities of the company requires the serious consideration of the shareholders."

A very large quantity of damaged American Drills have recently been sold at auction by Messrs. Wainright and Co. at prices varying from taels 3.50 to taels 4 per piece, at which they were taken pretty freely by the native and other buyers. The circumstances under which these goods, 370 bales, *ex Endeavour*, became damaged are somewhat peculiar, and we hear involve literally a *knotty* question; as it seems that the damage was caused by chafing, resulting from the ropes which bound one bale galling that stowed next to it. The agents of the ship consider that this is damage from accidents of the sea, as only peculiar weather would cause the ship to roll so as to bring it about; on the other hand, it is held that the chafing should properly be considered as ship damage. The point we understand has been submitted to arbitration.

The following somewhat important notification has been published at Shanghai through the Consuls:—"The Taot'ai has received a representation from the native silk merchants, Tun-fai and others, in which they state that, in view of the great losses suffered of late years in foreign trade, some change of system should be made, by which the like may be avoided in future. They have therefore come to the determination to deal only for cash in all silk transactions. They pray, therefore, that foreign Consuls may be moved to notify merchants that, from and after first month of sixth year of Tung-Chih, all payments for silk will be demanded in ready cash only, and in full, that thus complications may be avoided and confidence restored. In forwarding the above, the Taot'ai begs that H.B.M.'s Consul will be so good as to issue the necessary notification for the information and guidance of merchants. Shanghai, 22nd February, 1867."

As an instance of the coercion which the Chinese guilds are enabled to exercise over any individual who will not act in accordance with their regulations, we may mention the following incident of which we have been informed. It appears that some weeks ago the silk guilds held a meeting, and unanimously agreed upon refraining from dealings with two foreign firms and a foreign broker, who were singled out by name, and that on the 23rd a Chinaman named Ta-Ching-Tsz Kee, one of those who had signed the agreement, sent musters to one of the houses in question, which musters happened to be inspected by the foreign broker against whom the agreement was directed. This coming to the knowledge of the silk guilds, the partners of the Chinese firm were taken up and brought before them, Ta-Ching-Tsz Kee being grossly insulted and threatened being taken before the Taoutai for breach of the agreement, but he was finally let off upon his consenting to undergo a fine of 70 piculs of white rice to be distributed among the poor refugees of the districts of Hoochow.

A meeting of the Shanghai Race Club took place on the 26th February, in which more than usual interest was manifested. Various resolutions have been decided upon as desirable to bring forward, among which to propose the following gentlemen as a committee, namely, Sir Edmund Hornby, Messrs. J. McDouall, R. Little, W. Probst, P. A. Myburgh, D. King jnr., and R. A. Houston. It was also arranged to propose that in future the accounts of the Race Club be printed and circulated amongst the members ten days previous to each meeting; and also that in the event of the accounts presented at the meeting not being audited, they should not be passed, but that Messrs. Manson and Lindsay be appointed to audit them; that a paid secretary be appointed, and that the funds of the club be kept at one of the banks subject to the signatures of the secretary and one of the committee. It was to be suggested that professional riders be not allowed to ride at the races, or on the race course for thirty days previous to the first day of any race meeting, and it was in contemplation to propose that no horse or pony entered for any race can change ownership within two weeks previous to the meeting at which he is so entered. On the proposal to have the accounts audited, a lengthened discussion ensued upon the question of the regularity of this proceeding; but it was ultimately arranged that the audit should be made, and the chairman adjourned the meeting until the 12th March.

The bazaar in aid of the church building fund took place at the Shanghai Club. The interest which the former bazaar possessed, viz., that of absolute novelty, could not be claimed by this one, but we are happy to say that it was a decided success. The drawing-room of the club was tastefully decorated, and the stalls heavily laden with fancy work, bijouterie, &c.; indeed, in the grotesque language of the advertisement, with everything required by "man, possible and impossible." Many additional attractions were furnished, including a "Chamber of Horrors" and a "Museum." These two apartments were filled with various objects of local interest. These were of course, however, attractions that were added for superfluity. The ladies and their stalls were special objects of interest. We were much struck with the taste displayed in setting out these stalls. Mrs. Wright, Mrs. Coghill, Mrs. Bayne, and Mrs. Butcher, presided over tables very plentifully laden and very tastefully arranged; while Mrs. Johnston, Mrs. Muirhead, Mrs. Marshall, and Miss Mead, soon cleared the various pretty ornaments and various fancy articles under which their tables laughed, for we cannot use the old metaphor and say the tables were unmannerly enough to "groan" under such a light and charming load as the gay assortment of goods which surmounted them. The long-announced "Bund" was freely sold, and realised more than $350. The weird wizard of Wochang, an experienced Chinese juggler, delighted the little ones of the party, and the refreshment table presided over by Mrs. Earl was frequented towards the close of the afternoon by numerous customers. The lotteries under the charge of the Hon. Trer-

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surer, Mr. J. Gilfillan, were managed with great spirit; and the whole affair passed off to the satisfaction of the visitors. In the evening an auction was held, at which the articles that remained were sold at highly remunerative prices.

FOOCHOW.

The *Advertiser* has the following on the proposed new Chinese docks :—

The subject of the naval force on this station is far too important to be left in the very unsatisfactory state which prevails at present, and which was referred to in our last number. There are very important interests involved in the due protection of foreign residents and their property at this port; and in Formosa the growing interests of a trade which may hereafter turn out of great extent, and the very precarious state of the relations between the few Europeans and the natives, call for some supervision. In both places English interests predominate, and Englishmen are also more concerned in the suppression of piracy on the coast than any other Europeans. It is then only right and advantageous that the British Government should take such steps as to ensure the protection of these interests, and as far as possible, the suppression of piracy on the coast. It is true that the latter duty should properly devolve upon the Chinese authorities, and will probably hereafter, whether the Foochow dock scheme succeed or not, be undertaken by them. But the non-fulfilment of such obligations by a nation at present so entirely out of the pale of European ideas, forms no justification for the neglect of those who recognise them, and have the power to carry them out. It is very true that but little necessity has arisen from the exercise of protective force either at Foochow or at Formosan ports, but an unhappy exception to the prevailing quiet may at any moment arise, and find us unprepared. One of the occasional mild attacks on foreigners here may at any time assume a serious aspect, and the state of insecurity at Tamsui is notorious. Far better than sending a useless vessel to this station would be a return to the old rule of our gunboats. We think, however, that the peculiarities of the case call for the permanent maintenance of two gunboats on the station, the one to look after the large shipping interest at Pagoda anchorage, and to pay occasional visits to Formosa, and give a good account of any stray pirates, and the other to remain at Foochow. This is somewhat essential, if the desirability of maintaining any force here at all is admitted, as we have known a gunboat detained at Formosa by bad weather for six weeks. There is nothing to direct attention to this matter in the present peaceful condition of affairs, save the utter folly of the present naval arrangements of the station, and we have drawn attention to it from the principle that it is better in times of quiet to take those precautions against contingencies which are useless, however ably they be carried, when the contingencies have arrived.

HONG KONG.

The mail of the 26th January arrived out on the 10th March. The dates are now down to the 15th.

With reference to the proposed "China Committee" of the East India Association, the *Mail* says :—"That it would be desirable to found a society or association for the furtherance of our interests in the remote East, we most fully concur, and have before this pointed out in our columns the many advantages which such an institution would present. But we can hardly endorse the proposition that the committee elected to represent our interests in England should be but the subordinate branch of an association devoted to Indian affairs. The difference of the status enjoyed by British subjects in the two countries is so essentially different, that the Indian members of the society would actually fail in many cases to comprehend, without much study—we might almost say actual residence in this country—the numerous vexed questions which constantly occur under our system of diplomatic and consular representation. But surely China—that is, the open ports and Hong Kong—with its princely merchants and its many officials, its vast trade and numerous shipping, is worthy of a representative association 'all to itself' in the great metropolis. Seven of the ports of China in 1865 exported and imported goods to the value of over forty-nine millions of pounds sterling, and these figures, though approximate, are under the mark. Is not a trade such as this (leaving the remaining six ports out of the question) worth the organisation of some special association for the furtherance of its interests with our own and the native Government? In a short time the revision of the Treaty of Tientsin will be under consideration, and an opportunity afforded of settling the many vexed questions which now arise as to the difficult interpretation put upon its present clauses by official and non-official residents. Instead, therefore, of urging, as does our contemporary, the establishment of a Chinese sub-committee to the Indian Association, we would urge the immediate formation of an independent society devoted exclusively to the interests of residents in China and Japan. Such a society might even be formed in China or Hong Kong, having in connection with it an influential home committee pledged to, as far as possible, forward the views of the members in China and Japan. Here in Hong Kong, where live the principals of the many influential, houses whose names are synonymous with wealth and liberality, it would be easy to establish such a society on a solid basis We commend the consideration of this subject to the British merchant princes of the two countries, and in so doing would remind them that there is no time to be lost."

We regret to learn that the Rev. Father Ambrosi, of the Roman Catholic Mission, expired on the 10th of March. The reverend gentleman was born at Verona, in Italy, and was first educated in that city, where he studied physiology and theology. He then entered the College of the Propaganda at Rome. He arrived in Hong Kong in 1855, being appointed vice-procurator of the mission of the Propaganda. In October, 1866, he was appointed prefect apostolic of the Roman Catholic Mission, and general procurator of the mission of the Propaganda in China. The deceased gentleman had not been in good health for some years, but in his zeal to perform his duties bore up as long as he could. For the previous twenty days he was confined to his bed, and expired at 5.30 P.M., at the age of forty-eight years. His funeral, numerously attended, took place at 5 P.M. next day.

The transport *Golden Fleece* arrived from England at Hong Kong, March 3. She brings 728 officers, men, &c., of the 73rd Regiment—a name familiar to all who have read the story of Waterloo. During the voyage of which the time at sea occupied only 87¼ days (the remainder being passed in port) she experienced on the whole fine weather. She crossed the line when 19 days out and the Meridian of the Cape 41 days after leaving England. In the Indian ocean she did not experience the usual N.W. monsoon. Off the coast of Borneo, as far as 10 degrees North, a strong N.E. monsoon was encountered, and after that time she had only light airs and calm weather. The voyage seems, from all we can learn, to have passed most pleasantly, nothing occurring to disturb the general harmony which prevailed on board; 5 deaths unfortunately took place, but whether from accident or disease we are unable to state; while six births increased the number of human beings on the roll at her arrival to one more than she had on board when she left England.

By a statement published in the *Gazette* we perceive that the fund in aid of gentlewomen engaged in the work of Protestant Christian Missions or Education in Hong Kong, had a balance to its credit on March 1, of $1,165, and as that amount bore interest at 7 per cent. from March 1866, sufficient money has been thus provided for meeting current expenditure—the interest being $8,155, and the expenditure precisely the same amount.

H.M. gunboat *Opposum* left with a mandarin on board, in company with the *Haughty*, for Deep Bay on the information of four Chinese having been captured by pirates ten days before and held to ransom for $50 each at the village of Suntin in the Sun-on district. The *Oppossum* arrived there on the 1st March and proceeded about twelve miles beyond the anchorage for gunboats, and after considerable trouble succeeded in rescuing the captives with whom she returned on the 2nd. All well. The Chinese were handed to the Kowloon Mandarins.

Another steamer has been launched from the yard of Messrs. Riach and Co.; she sits very gracefully in the water, and from the fineness of her lines and the power of her engines, she will be able to steam at least ten knots an hour. Her dimensions are as follow :—Length, 130 feet; breadth, over all, 18 feet, 6 inches, depth of hold, 9 feet. Her engines, which are the workmanship of Messrs. Penn and Sons of London, are of 60-horsepower nominal, but may be safely worked to over 100-horsepower.

On the arrival of troops per *Golden Fleece*, the *China Mail* says :—

The 73rd Regiment has arrived at Hong Kong during an exceptionally fine winter. Since the *Golden Fleece* anchored here officers and men have seen nothing in the climate, nothing in the sanatory condition of the city, in its houses, or its society to justify the dismal apprehensions that afflicted them on their voyage. The weather has been as bracing as the "hard grey" in which Professor Kingsley finds the secret of physical strength, and occasionally as gloomy as the murkiest November morning that ever stipulated the poetic fancies of Tom Hood. And thus it may happen that our friends of the 73rd may fall into the errors that frequently follow on violent reaction, may fancy they have a fair sample before them of the Victorian climate, and therefore pay less attention to dietetic considerations than they would if their experience of the place had embraced some of its summer months. There are probably some military stations on the face of the globe that are much less endurable than this island of Hong Kong, if people will only approximately obey the conditions which nature prescribes for life here. The place inherits a bad reputation gained in past times, and which was somewhat due to the ignorance and mismanagement on the part of individuals responsible for its civil and military government, but no doubt owing in some measure to the defective sanatory condition from which it has been gradually but not perfectly rescued.

It is a common fault with people who travel but little, and whose experience of the world is limited to what they learn on board the steamers in the passage from Southampton to Hong Kong, to carry with them a

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home standard by which to judge everything strange that comes under their notice. It finds constant expression in what is traditionally said to be the Englishman's peculiar habit of "grumbling;" and thus the really good roadways of Victoria, its underground drainage, its gas and water, its romantic scenery, and its other good qualities, easily discoverable by any one who has the healthy mind in the sound body, are unnoticed or despised because we happen to have rather more sun than snow, typhoons for hurricanes, coolie chairs for cabs and omnibuses—because in fact, we cannot introduce into social and domestic life in this outlying post of the British empire, all that we may have been accustomed to in the metropolitan or larger provincial cities of our native land. Hence numerous "letters from residents," who, unable to discriminate properly, or too egotistical to attribute fault to themselves, having charged upon the climate the consequences either of their own indiscretion, or of inefficient general government. That class of grumblers is not yet extinct. With all the improvements that has been made in Hong Kong during the last half-dozen years, there are still some who can see nothing in the conversion of a once barren, steep rock, into the site of a fine city, better supplied with sanatory resources than is any other British possession in the East. How much reason there exists for the evil name that Hong Kong bears at home, the soldiers of the 73rd Regiment, perhaps, have already guessed, and we sincerely trust that their sojourn here will not be marked by any circumstances to weaken the pleasurable surprise they have experienced at finding that they are come, not to such an Inferno as Dante imagined, but to a pleasant island, where life is not necessarily burdened by the calamities which have been so graphically depicted by home writers, who either speak of what occurred years ago, or who draw their inspiration from sources that are utterly undeserving of credit.

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of the 11th February reached this by the steamer *Emeu* on the morning of the 16th March. The French steamer with the Marseilles mail of the 19th February still keeps out.

The last fortnight has witnessed the departure of one Governor and the arrival of another. General Cavenagh, who has administered the Government since August, 1859, left Singapore on the 15th March in the Government steamer *Pluto* for Penang, where he will embark in the present mail steamer for Europe. The transfer of the Settlements from the India to the Colonial-office, and which will be formally inaugurated on the 1st April, is of course the cause of General Cavenagh's departure. During his Governorship he succeeded in obtaining the confidence of the authorities in Calcutta and the good wishes of the residents here, who have not been backward in testifying the same. A numerously attended banquet was given to him in the Town-hall on the 12th March, and a public subscription has been raised to obtain his portrait from England to be hung up in the Town-hall.

General Cavenagh, as we have observed, left on the 15th, and he had not been twenty-four hours gone when the mail steamer arrived having on board his Excellency Colonel Ord, the first Colonial Governor of the Settlements. No demonstration attended his landing beyond the firing of a salute, and he was thereby saved a good deal of discomfort, for it is no joke going through open air ceremonials under the blistering sun we have here. His Excellency, who was accompanied by his lady, private secretary, and some other officers of the new Government, proceeded at once to Government House where he has taken up his residence. It is impossible to offer at present any opinion as to what will be the nature of Colonel Ord's administration; but a favourable impression regarding him has already got abroad, due most probably to the vigorous manner in which it is known he has set to work upon the preparations necessary for the inauguration of the new order of things.

The weather had continued excessively hot throughout the fortnight, and should the drought continue much longer there will be a great scarcity of water in town.

The Second Civil Sessions was opened by his Honour the Recorder. Mr. R. C. Woods moved, first, for a petition to the Privy Council for the pardon of the prisoners condemned in the *Erin* case on the ground of a mis-trial; secondly, that the prisoners be recommended to mercy by the Court, and thirdly, for a new trial of the case for the reasons mentioned below:—First, that one of the jurors had during the time they were locked up to consider their verdict, at the same time being under the charge of C. Wilson, who had been especially appointed a bailiff in this case, separated himself from his fellow jurors, in other words, managed to make his escape from the room in which they were confined; and that further the said juror did hold conversation, having reference to the case, with some persons other than the jurors. And secondly, that one of the jurors was not a British subject. Mr. F. E. Pereira, also addressed the Court, and the case was argued at considerable length on these points. His Honour eventually overruled the petition on the grounds that there were not sufficient reasons shown to interfere with the judgment already decreed.

H.M.'s steamer *Satellite*, Captain Edye, from England, via the Cape of Good Hope, with dates from the latter port to the 1st February, has arrived.

PENANG.

The *Gazette* has the following:—

We understand that the Government has sanctioned the grant of the waste land situated at the back of the Mess-house, to trustees, for the public, in order that a racecourse may be made there. The trustees will probably be, the Lieut. Governor, Officer commanding troops, the Secretary of the Race Committee, and one or two other private individuals. We are glad of this, as it will, we hope, make our races a permanent institution in the settlement. From what we have already gleaned of the opinions of the Chinese inhabitants, we are confident they will take a lively interest in keeping up these races, and if well seconded we have no doubt but that ere long, we shall see a permanent racecourse in Penang, and a friendly and honest contest for the victory. We understand that there is already a fund of about $1,000 for the permanent racecourse, a little fact which augurs well for the undertaking. With a little extra support we must consider the fact of our having a permanent racecourse as a thing settled. We learn that a dispute has arisen in Kallang, a district of Salangore, about some tin duties; as yet we have no very reliable information as to the matter, except that his Honour the Governor met with what we should consider most discourteous treatment from the Sultan and Chiefs of Salangore in his endeavours to arrange the affairs in dispute. This is, we hope, a step gained towards bringing the entire peninsula under our control.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

CAINE—On the 20th April, at the Ferns, Crickleigh Hill, near Gloucester, the wife of G. W. Caine, Esq., H.B.M.'s Consul, Swatow, China, of a daughter.

VACHER—On the 22nd April, at Alleyn House, Palace-road, Lower Norwood, the wife of W. H. Vacher, Esq., of a son.

VINCENT—On the 21st April, at Seaford, Sussex, the wife of Thomas Vincent, Esq., of a son.

WATSON—On the 24th April, at 15, Essex-terrace, Lee, Kent, the wife of J. P. Watson, Esq., of a daughter.

MARRIAGES.

HARCOURT—PLUMRIDGE.—On the 23rd Feb., at St. John's Cathedral, Hong Kong, by the Rev. J. Wilson, John S. Chandos Harcourt, Capt. 2nd, 20th Foot, eldest son of George S. Harcourt, Esq., of Ankerwycke House, Bucks, to Harriet Emma Elizabeth, third daughter of the late Admiral Sir J. H. Plumridge, K.C.B.

DEATHS.

BOWMAN—On the 19th April, at Walton-on-Thames, James Bowman, Esq., aged 41 (late of China).

FRASER—On the 18th April, at Marseilles, aged 39, John Fraser, Esq., of the Supreme Consular Court, Shanghai, youngest son of the late S. Fraser, Esq., Commissioner of the Delhi Division, India.

WORMS—On the 23rd April, at the residence of his brother, 27, Park-crescent, Portland-place, Maurice B. Worms, Esq., late of Ceylon, aged 62.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Feb. 28, 1867	919887	51983590	46895075		12400163	112118715	43216
Corresponding period last season.....	1812250	48998363	46784080	747284	13666936	112008912	59219

SHIPMENTS SINCE.

Ship.	From.			
Feb. 24 ... Carioca	... Yokohama	...	202,980*	
Mar. 1 ... Behar (mail steamer)	... Shanghai, &c.	...	—	634
— 1 ... Burmah	... Shanghai	...	1,414,387	
— 15 ... Benares (mail steamer)	... Shanghai, &c.	...	—	1,604

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Feb. 28, 1867	...	...	...	...	...	31143657	519
Corresponding period last season.....	...	...	...	...	...	28955584	575

SHIPMENTS SINCE.

Ship.	From		
Feb. 26 ... General Havelock	... Foochow	...	574,500*
— 26 ... Endeavour	... Shanghai	...	1,055,136*
Mar. 2 ... Aurora Australis	... Do.	...	618,524

* Included in above total.

TO THE CONTINENT

							Bales
From June 1 to Feb. 28, 1867	...	...	...	...	...	1648750	67
Corresponding period last season.....	...	...	...	...	...	436360	433

SHIPMENTS SINCE.

Ship.	From	
Mar. 5 ... Picciola	... Canton	... 26,647

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TO SAN FRANCISCO.

	Tea pkgs	Boxes
From June 1 to Feb. 28, 1867 ...	48746	106
Corresponding period last season ...	30448	457

SHIPMENTS SINCE.

	Ship.	From		
Feb. 27	Colorado (steamer)	Yokohama	3,000	39*
Mar. —	None.			

* Included in above total.

TO AUSTRALIA.

From June 1, 1866, to Feb. 28, 1867 ... ... 9,715,498 lbs.
Corresponding period last year 10,436,897

SHIPMENTS SINCE.

	Ship.	From	
Mar. 7	Venezuela	Foochow	349,700

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844 ...	51,022,600	...
„ 1845 to 1846 ...	57,334,200	18,604
„ 1850 to 1851 ...	63,972,000	22,143
„ 1853 to 1854 ...	77,327,800	61,280
„ 1855 to 1856 ...	92,240,300	50,481
„ 1857 to 1858 ...	76,990,255	68,315
„ 1858 to 1859 ...	65,789,792	83,134
„ 1859 to 1860 ...	85,560,452	64,169
„ 1860 to 1861 ...	90,066,160	70,644
„ 1861 to 1862 ...	109,854,040	79,199
„ 1862 to 1863 ...	121,273,580	72,887
„ 1863 to 1864 ...	117,463,586	46,603
„ 1864 to 1865 ...	121,236,870	32,313
1865 to 1866 ...	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Feb. 28, 1867 ...	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Feb. 28, 1867 ...	10141	25	...	1080	106	480

SHIPMENTS SINCE.

	Ship.					
Mar. 5	Emilie	400	50	...	480	500	...
— 5	Picciola	...	...	400	...	4,500	...

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Feb. 28, 1867 ...	197062	50732	6249	17729	2635	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Feb. 28, 1867 ...	650	...	56811	6824	4032	412651

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Feb. 28, 1867 ...	170	...	3008	2718		...

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	6	months' sight.	4s.. 4½d.	4s. 5d. to 4s. 5½d.
„	4	ditto	4s 4d.	4s. 5½d. to 4s. 6d.
At Shanghai	6	ditto	5s. 11½d.	6s. 0d. to 6s. 0¼d.
„	4	ditto	5s. 11d.	5s. 11½d. to 6s. 0d.
At Canton				
At Hong Kong	6	ditto	4s. 4½d.	4s. 4¾d. to 4s. 5d.
At Macao	4	ditto	4s. 3⅞d.	4s. 4d. to 4s. 4½d.
At Singapore	4	ditto	4s. 4d.	4s. 5d.
At Manila	6	ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 73 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares (ex div.) new, 4 per cent.; old, 11 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 25 to 30 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 35 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

The following is from Sharp and Co.'s Circular:—

GOLD.—The scarcity of gold both here and at Shanghai has caused an advance of 1 per cent. in the value. The receipts of the fortnight amount to $120,000 worth; and the exports to $330,000, inclusive of the shipments per *Behar* on the 1st March, and excluding the present mail's remittance of leaf, which is smaller than for many months past.

SILVER.—The arrivals have been large, amounting to $1,360,000; and the totals shipped are in aggregate $910,000. In addition to this, a considerable quantity has been purchased in preparation for the direct Calcutta opportunities.

DOLLAR CURRENCY. — Inwards $300,000, outwards $520,000, the greater portion of which has again gone forward to India. A few unimportant transactions have taken place in clean coin.

EXCHANGE.—There has been but a limited demand, and of the bills sold the larger part has gone into the hands of private buyers, who are thus, under the new regime, reaping the profits of a little private banking business on their own account.

DISCOUNT AND MORTGAGES.—Discounts have been done upon upon undoubted paper at 7 per cent. and Mortgage at 10. Twelve per cent. is still obtainable on Chinese securities.

SHARES.—These have improved a shade by a few purchases for investment; but the trade may be said to be very slow.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—CANTON.—During the fortnight a little more activity is noticeable in the market, some inquiry has existed for country greens, and a moderate business has been done in scented kinds. There is no demand whatever for country Congous, and apparently this class of tea is quite neglected. Country Congous: The stock is 32 chops or 20,582 packages as last advised, and teamen are still asking some 6 taels above the ideas of foreigners. Country Greens: Although some attention has been given during the fortnight to these kinds, no actual transactions have as yet transpired; arrivals have taken place to the extent of 960 packages, and present stock is therefore increased to 5,400 packages. Canton made Teas: Settlements of both scented kinds have been effected on a moderate scale throughout the fortnight at irregular prices. Some 6,000 boxes Scented Orange Pekoe, common to good, and fine, have been taken at from 17 to 29 taels, and 2,000 boxes common to medium Capers have found buyers at from 15 to 25 taels; a few Gunpowders and Young Hysons have been settled for the American market; other kinds have been quite neglected. A muster of the new season's district Congou has been put on the market, but regarding the approaching season it would be premature to offer any remarks at present. Sales are reported as follows:—Country Congous, none; Country Greens, none; Canton Gunpowder, 1,000 boxes and 200 half-chests, at taels 15 to 24; Canton Young Hyson, 200 half-chests, at taels 23; Canton Scented Orange Pekoe, 600 boxes, at taels 17 to 19; Scented Caper, 2,000 boxes, at taels 15 to 25. Stock 32 chops or 23,552 packages Country Congous, 5,400 packages Country Greens.

SHANGHAI.—Black Tea: A fair business for the time of year has been in progress, and at full rates, the majority of settlements showing one tael and a-half advance over last mail's quotations, making a rise of nearly three taels from the lowest point in January last. Teamen, though most anxious to return for the new season's operations, succeed in holding out for the extreme market value, and it is difficult to purchase at even the subjoined quotations. Green Tea: The demand for America has been more general, and a large business has ensued at gradually rising prices, some of the latest settlements showing an advance of nearly two taels. At these rates English buyers are compelled to hold aloof, notwithstanding that the export to Great Britain compares favourably with last year's, while that to America shows more than a proportionate increase. The only vessel on the berth is engaged full, but there is some prospect of another being put on. The stock is maintained at 25,000 packages of all kinds, arrivals at Kiukiang being at once transferred to this port, whereas at this time last year Kiukiang held a separate stock of 9,000 half-chests. The settlements comprise:—11,300 half-chests Moyune, common to finest at tls. 35 to 44.5; 3,500 half-chests Fychow, common to fair at tls. 28 to 33.5; 700 half-chests Pingsuey, common at tls. 34.

FOOCHOW.—The only settlements since last report are 238 chests and 320 half-chests at taels 13.7.5 to 15.7.5, say 233 chests and 320 half-chests common to good common at taels 13.7.5 to 15.7.5.

HANKOW.—There had been no settlements of Black tea, but the arrival of some 600 chests had increased the stock to 3,600 chests.

KIUKIANG.—There had been again no settlements either of Black or Green teas, and the stocks comprised as before 500 chests Black and 300 half-chests Green teas.

YOKOHAMA. — The Tea market remains quiet, and without any material change to notice since the departure of the last mail. During the earlier part of the fortnight several buyers entered the market at the low prices, and a fair amount of business was done; this caused the teamen to become slightly firmer in their ideas, thereby checking business, as in the face of such discouraging accounts from America buyers are not inclined to give any advance on their former purchases; and although offering the same prices as before, they are not very eager, and would rather wait to see whether a little holding off will not induce holders to submit to their terms. Settlements are estimated at 1,560 piculs, of which some quantity will be shipped to England. Quotations and Stocks stand as follows:—Good common, $15 to 20, Stock, 500 piculs; Medium, $21 to 25, Stock, 2,000 piculs; Good Medium, $26 to 30, Stock, 1,700 piculs; Fine, $31 to 34, Stock 800 piculs; Finest, $35 to 90, Stock, 400 piculs.

RAW SILK.—The quantity of Raw Silk going home by the present mail is 1,604 bales and 100 cases, 1,220 bales and 100 cases for Southampton and 384 bales for Marseilles.

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CANTON.—Settlements for the fortnight are very limited indeed, yet prices for the finer classes have been fully maintained but in the commoner sorts, rates are getting far easier. The new crop is expected in about two months.

SHANGHAI.—The general anxiety to purchase mentioned in the last report has continued, and any class of China silk has found eager buyers in some cases at a considerable advance on last mail's quotations. Included in the settlements below there are about 150 bales of Chinas which were shipped by the last mail steamer after the statistics were made up. Arrivals from the country are but scanty and the quality and size anything but desirable, which is additional proof that the supplies for the season ar nearly exhausted. Settlements for the past fortnight, 550 bales; total settlements since 1st January, 2,450. The quotations are:—Tsatlees, market No. 3, 540 to 545 taels per picul; do. No. 4, 525 to 535 taels per picul; do. No. 5, and Common, 440 to 500 taels per picul.

YOKOHAMA.—Although the last holidays of the Japanese new year and the bad weather interfered with the arrival of fresh supplies, and prevented the return of the native dealers from the interior, settlements amount to nearly 450 piculs, among which are noticed some large parcels. The stock is estimated at 450 piculs, including the unredeemed deposits, which being still large leave very little available Silk in the market, Since the despatch of the Colorado on the 26th February 150 piculs have been settled, and prices are very firm. One of the best parcels of Mybash which came to hand lately fetched $925.

DRUGS.—CANTON.—Cassia Lignea nominally quoted at $19.50, the season's supplies being perfectly exhausted. Cassia Buds of good clean quality procurable at $38, stock 100 piculs Cassia Oil: 5 piculs continue to be offered at $185. China Root: $3.50 to$3.75. China Galls: $13.50, 200 piculs are reported as sold, stocks being thereby reduced to 70 piculs. Vermilion: $39 per box of 50 catties for choice quality. Rhubarb without any fresh supplies, Galangalls: $1.70, stock 300 piculs. Star Anniseed and Star Anniseed Oil, none.

COALS.—HONG KONG.—The only arrivals during the fortnight have been the Spirit of the Sea with 750 tons for consumers, and the Europe with 653 tons patent fuel for the Messageries Imperiales. Market price: English $13.50, Welsh $14, and Australian $8.75 to $9.

SHANGHAI.—The Coal market has remained very inactive. There have been no arrivals of Cardiff, North Wales, and English coals, and quotations for these kinds are therefore quite nominal. American Anthracites have been sold at taels 12 to 11.5 per ton for cargo and part cargo from godown, and the small stock remaining godown is held for better rates. Australian coals are worth taels 8.7.5 per ton, at which price the arrivals had been sold to arrive. Japan coals sell slowly at taels 6 per ton. The arrivals since the 21st have been 2.216 tons Japan, 120 tons Anthracite, and 735 tons Australian; in all 3.071 tons. The quotations are:—English, taels 11 to 12 per ton; Cardiff, 12 to 13; Welsh, 11 to 12; American Anthracite, 11.5; Sydney, 8.7.5; Japan, 6; Formosa, 5.

CHINA AND JAPAN IMPORTS.

HONG KONG REPORT.

The only arrival from London during the fortnight has been the Black Prince, and as we go to press the Belted Will is reported outside. The steamer Agamemnon, about which some apprehension had begun to be felt, was heard from at Singapore by the arrival of the last mail steamer. Having met with an accident to her machinery at Mauritius, which was repaired, she was leaving Singapore when she came into collision with the Mona, and was so seriously damaged that she was obliged to return to Singapore for repairs. Grey Shirtings: A considerable quantity of 8.4 were forced upon the market by a weak holder in the early part of the fortnight, and for which only $3.47½ was obtained, but holders have shown little disposition to part with their goods upon such unfavourable terms. The transactions embrace 19,950 pieces, say 15,500 pieces 8.4 at $3.47½ to $3.55, and 4,450 pieces 7lb. at $3.05 to $3.12½. White Shirtings: Sales have been of a very limited nature, there being scarcely any demand. They include 4,300 pieces, 54 to 68 reed at $2.95 to $3.80, and higher reeds at $4.30 to to $5.60. Tea-Cloths have been in moderate demand and prices are a shade better, some 7 lbs. having found buyers as high as $3.10. Transactions embrace 7,390 pieces, 7 lbs. at $2.75 to $3.10, 8 lbs. at $3.55 to $4.10. Fancy Cottons of all descriptions have been quite neglected and in only small demand. Turkey Reds have met with most attention, but prices are without material change. Sales embrace 2,050 pieces Turkey Reds at $4., 800 pieces White Spots at $4.10, 430 pieces White Brocades at $4.15, and 4,200 doz. Handkerchiefs at 95c. to $1.25. Woollens: A very moderate business has been in progress, the sales reported being meagre and in most instances at last quotations. Transactions embrace 366 pieces Spanish Stripes at 80c., 820 pieces S.S. Camlets at $19.50, 400 pieces Lastings at $17 to $18.50. American Goods: Drills have met with some notice during the fortnight, and 850 pieces were placed at $5.5 to $6.5. Cotton Yarn: The market has been very active. This has been induced to some extent by the small quantity on hand, and the probable delay in the arrival of the large quantity coming forward by the Agamemnon. The demand has chiefly been confined to 16.24, but latterly the higher counts would seem to be coming more in favour, and as high as $210 has been paid for 38.42; sales include 950 bales in all, say 388 bales 16.24 at $170 to $180, 245 bales 28.32 at $180 to $185, and 319 bales 38.42 at $195 to $210. Metals: Iron shows a slight advance, especially for nail rod, sales embrace 4,200 piculs at $3.30 to $3.40, 420 piculs hoop iron at $3.75, 100 pigs lead at $6.30, and 600 boxes tin plates at $7 to $7.35 per box, the latter are inquired for at high prices.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Feb. 25, Sir Harry Parkes.

At HONG KONG.—From London, March 13, Black Prince; 3, Golden Fleece (st.) via Batavia; from Swansea, 12, Europe; from Hamburg, 13, Martha; from London, previous to March 27, Belted Will (reported by telegram.)

At MANILA.—From Liverpool, March 3, Maria y Vincenta.

At SINGAPORE.—From London, Spirit of the Deep (Reported by telegram); from Rotterdam, March 13, Maria Elizabeth.

At PENANG.—From Shields, March 11, Frohlih, for Bordeaux; 6, Yvoune; from Boston, 3, Rocket.

DEPARTURES.

From YOKOHAMA.—For London, Feb. 24, Carioca.

From SHANGHAI.—For London, March 1, Burmah; for New York, Feb. 26, Endeavour; March 2, Aurora Australis.

From FOOCHOW.—For New York, Feb. 26, General Havelock.

From HONG KONG and CANTON.—For Hamburg, March 13, Picciola.

From MANILA.—For London, Feb. 20, Canaan; March 3, Coromandel, for Falmouth; Feb. 28, Glendover, for Barcelona; 23, Nuevo Lautaro, for Boston; March 4, Mindora, for New York; 7, Earl of Dalhousie.

From SINGAPORE.—For London, March 16, Der Sud, for Liverpool and Glasgow; 20, Roslin Castle, for London via Rangoon; 22, Octavia, for New York; 17, John Norman.

From PENANG.—For London, March 16, Mathilde, for Boston via Pedang; 11, Rocket.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood.

At SHANGHAI.—For London, John Bellamey, Dilkhoosh; for New York, Borealis, Magellan.

At FOOCHOW.—For London, Shakespeare.

At HONG KONG and CANTON.—For London, Acacia; for New York, Windward.

At MANILA.—For Liverpool, Silesia; for Cork, for orders, Cinco Hermanos; for Havana, Espana, Eulalia, Jose y Maria; for New York, Helena, Hotspur, W. G. Russell; for Boston, Cyclone.

At SINGAPORE.—For London, Ellen Radford, John Cobbold, John Stanton, junr., Summer Cloud, Willy; for Boston, Dresden.

At PENANG.—For London, James Paton.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton of 50 cubic feet. To New York, £2 10s. to £3 per ton of 40 cubic feet.

At SHANGHAI.—For London the rate remains at £2 to £2 5s. per ton. To New York, £2 7s. 6d. per ton of 40 cubic feet. Suitable tonnage for the northern ports is much wanted.

At FOOCHOW.—To London, £2 5s. per ton.

At HONG KONG and CANTON.—There is but little activity in the freight market, though tonnage in the harbour is not large for London; the Acacia takes the berth at Whampoa at £2 10s. per ton. According to the circular of George Holmes there are 12 vessels disengaged (exclusive of Siamese), representing 5,499 tons.

At MANILA.—The Silvia loads for Liverpool at £2 10s. for unclayed Sugar, and £3 5s. for Hemp. The Helena has been laid on for New York, with 200 tons Current Sugar at £1 15s., and 1,000 bales Hemp at £3 15s. The Jose y Maria gets 600 tons Rice at £3 10s. for Havana, and the Cinco Hermanos a full cargo of current Sugar at £2 2s. 6d. for Cork, and a port in the United Kingdom. The Jesus is loading in Cebu for Liverpool at £2 for Sugar and £2 5s. for Hemp.

At SINGAPORE.—Tonnage remains scarce, and freights continue firm. Rates to London are unaltered, at £2 for dead weight, and £2 5s. for light cargo. The Mataura, a large vessel, has attempted to take the Liverpool berth at £1 15s. to £2 5s., but without success.

At PENANG.—The James Paton, is loading for London, at £3 for tin, and £2 15s. to £3 light freight, and £3 5s. for measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date		Ship		From		For.
Feb. 17	...	Prefet Paul Feard	...	Singapore	...	Bordeaux
— 21	...	Taffarette	...	Canton	...	Havre
— 23	...	Victoria	...	Macao	...	Havana
— 24	...	Niemen	...	Do.	...	Do.
— 25	..	Red Riding Hood	...	Foochow	...	London
— 26	...	Sophie	...	Shanghai	...	Do.
— —	...	Robin Hood	...	Foochow	...	—
— —	...	Ocean	...	Manila	...	Melbourne
— —	...	Johan Marie	...	Yokohama	...	New York
— 27	...	Josefita & Almiva	...	Macao	...	Havana
— —	...	Eastern Queen	...	Nagasaki	...	London
— —	...	Agamemnon	...	Singapore	...	Do.
— 28	...	Sea Bird	...	Macao	...	Do.
— —	...	A. Cloret	...	Manila	...	Cadiz
Mar. 3	...	Canaan	...	Do.	...	London
— 4	...	Sea Serpent	...	Hong Kong	...	New York
— 6	...	St. Kanga-no-Kami		Philadelphia	...	Nagasaki
— —	...	Tynedale	...	Foochow	...	New York
— 9	...	Bengal	...	Singapore	...	Rotterdam
— 11	...	Foam	...	Glasgow	...	Singapore
— —	...	Stord	...	Norway	...	Hong Kong
— 12	...	Guurtje & Maria	...	Cardiff	...	Singapore

CASUALTIES.

SINGAPORE.

The British ship Edendale, Captain Ritchie, from Sourabaya to Holland with a full cargo of Java produce, was totally lost off Madura on or about the 1st March.

SHIPS' REPORTS.—The British steamer Golden Fleece (arrived at Hong Kong), reports having passed December 1st, in lat. 34.00 N. and long. 18.15 W., the British ship Harkaru from London towards Madras, 2nd, in. lat. 31.30 N. and long. 18.35 W., the British ship Mary Shephard, from London towards Madras, January 2nd in lat. 4.30 S. and long. 6.30 E. the British ship Flying Spur, from London towards Sydney.—

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The Black Prince reports (arrived at Hong Kong) having spoken the following vessels.—November 24th, 1866, in lat. 44 N., long. 17 W., ship Brother's Pride from Cardiff to Payta. Dec. 1, in lat. 28 N., long. 23 W., ship Flying Spur, London to Sydney. Dec. 6, lat. 13.34 N., long. 26.35 W., ship Surrey, London to Calcutta. Dec. 10, lat. 2 N., long. 21.30 W., barque Ziba, Liverpool to Sydney. Dec. 12, lat. 0.17 N., long. 27.28 W., ship Vanguard, Shields to Shanghai. Feb. 6, 1867, off S.E. end of Sandalwood Island, ship Maitland, London to Shanghai. Feb. 9, in the Ombay Passage, ships White Adder, and Chinaman, from London for Shanghai. Feb. 15, in Pitt's Passage, bargue Eva, Singapore to Ningpo. Feb. 16. in Dampier's Straits, barque Norham, Bangkok to Hong Kong. Feb. 25, lat. 2 N., long, 136 E. American ship Pocahontas, Singapore to Hong Kong.

LATEST TELEGRAMS.

The following telegrams have been received since our last :—

SAN FRANCISCO, April 4.

The steamer *Colorado* sailed this day for Hong Kong carrying a full cargo, 23 cabin and 250 steerage passengers. She also took out $150,000 in specie for China. The brig *Jennie* sailed for Hong Hong one hour before the steamer, intending to race with her. The *Jennie* took $390,000 in specie.

HONG KONG, April 1.

Grey Shirtings, 6½ catty, $3.50.
Water Twist, 16-24, $1.80.
Tea unchanged. Total export, 114,000,000 lb.
Exchange on London: Bank's bills, 4s. 4½d.

SHANGHAI, March 26.

Tea: Congou, nothing doing.
Silk improving. Export to date, 40,000 bales. Exchange on London: Bank bills, 5s. 10d.

THE LABUAN COAL COMPANY.

The following appeared in *The Times* of this morning. Mr. Price, the managing director, is now on his way out to complete arrangements for the full development of the works:—

"The following extracts of a report from the acting Governor of Labuan to the Colonial-office, with regard to the operations of the China Steamship and Labuan Coal Company, would seem to indicate that notwithstanding the many years hitherto experienced of waste and failure, nothing but continued mismanagement can stand in the way of ultimate success. If coal equal to English, and which, according to statements lately put forth, can be raised at Labuan at 6s. per ton, is to be offered in vain in the midst of all the existing steam traffic of the China seas, where. in the face of heavy freights the inferior Australian supplies have for years found a market, it would be desirable that a searching investigation should be instituted for an explanation of the anomaly, particularly as the creation and maintenance of the colony was recommended almost solely on the plea of its mineral resources.

"Extracts from report, dated the 2nd of February, 1857, of the Acting Governor of Labuan to the Colonial Office:—

"'I visited the mines on the 31st ult., and not having been there previously for several months, I was much impressed by the state in which I found them, and the great improvement in the condition of all the works. The 40 fathom pit is in excellent order, and coals are constantly raised from it. The new pit, which has an internal diameter of 11 feet 6 inches, has been sunk to the depth of 38 fathoms, without meeting with any unforeseen difficulties, and is well secured. A stationary engine has been erected, a new tramway made, and the jungle cleared into the next valley to the westward beyond the present pits. In this valley four veins of coal are exposed on the surface, and will be cut through at right angles by the tramway, so that they can be worked from it by self-draining levels. The land to the westward, in the direction taken by these veins, rises to an elevation of about 200 feet, and the manager believes that the veins of coal rise with it, so that a large quantity of the mineral is expected to be procured above the sea leael. Coal found under these circumstances can be worked by the ordinary coolies in the company's employment, who fear to go into the pits. Though the tramway at present extends only between 400 and 500 yards beyond the old line of rails to the face of the first vein, I am told that it could be carried through the remaining 120 to the fourth vein in three months, at an outlay of less than $2,000. From these veins and the other places now open I was informed by the manager that he could produce with the labour at present at his command 2000 tons of coal per month, if he had the funds necessary to restore confidence. I was assured that the total amount of expenditure in Labuan for the last six months of 1866 was $27,796, including the salaries of the manager and all the Europeans except that of the surgeon, and some small expenses for stores from Singapore. Of this amount more than one half was represented to me as having been laid out on new works, such as the tramway above referred to, the new pit, the erection of a steam sawmill, and other items which ought to be put down to the debit of capital, and not to the working expenditure of the mines. The quantity of coal raised during the same period, after deducting 1,233 tons of waste (from which oil is expected to be manufactured), was 5,267 tons, of the value at $5 per ton of $28,13. 5 It would therefore appear that the mines are now self-supporting, or very nearly so, and the manager declares that if the value of the coal sold were sent to him he would not require to draw on the company at all. Though the directors of the company were aware of the stoppage of their agents in Singapore, no intimation of remittances accompanied these instructions, and, from what has been stated above, it would seem that the expenditure for some time past has been within the assigned limits. The two steamers which the company have been lately running from Singapore to Amoy in China, in correspondence with the French mail, and calling at Labuan and Manila, are said to be paying well. A large portion of the coals raised from the mines has been consumed by them. The mines are now supplied with abundance of all kinds of plant necessary for working them, including the apparatus for distilling oil from the waste coal. The Europeans are almost all of them well conducted and efficient men, and the coolies are acclimatized."

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. N. Adam, manager.

Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, Union Bank of London, agents, Princes-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

COMMERCIAL POSTSCRIPT.

A useful and well compiled table has just been issued by Mr. F. M. Page. It contains a record of the prices of bullion, &c., in London, with corresponding rates in Shanghai and Hong Kong by the return mails, during the year 1866. The total of the bullion shipped to China and the Straits of Malacca during the past year was £1,104,478.

The report of the Land Mortgage Bank of India recommends a dividend of 1½ per cent., making, with the 2½ per cent. paid in April. 1866, 4 per cent. for the year. This will absorb £5,833, and leave £7,008 to be carried forward. Although the company have suffered less severely than many others from the disasters of the period, the ruinous reaction in the value of property at Bombay may possibly entail a loss of £59,400, and in view of that contingency £6,000 of the present balance is to be carried to a special reserve.

Circulars were issued to their customers by the banking firm of Messrs. Bosanquet and Co., of Lombard-street, announcing their intended amalgamation with Messrs. Stevenson, Salt, and Co., of Lombard-street, on the 1st of June.

The Lords of the Admiralty have informed the Chamber of Commerce that they have selected Plymouth as the port at which it will be expedient to land the mails from the West Indies. The arrangement for despatching the mails from Southampton will not be disturbed.

The second annual report of the Bankers' Guarantee and Trust Fund states that 585 new policies have been issued, representing subscriptions to the amount of £5,587, while the claims, two in number, have amounted to £666. The sum invested is £8,722, and the reserve fund amounts to £6,851.

Owing to the prospect of war on the Continent some business has taken place at Lloyd's in war risks, chiefly upon French and Prussian vessels, but there were also a few transactions as regards neutral ships. The rates charged to cover the risk of capture and seizure ranged from 5s. to 20s. per cent., according to the date of sailing and the length of voyage.

ARRIVALS NOT IN THE TABLES.—April 23, at Cuxhaven, from Singapore, Voltigeur; 22, at Texel, from Samarang, Cœur de Lion; 14, at Havana, from Macao, Manila; at New York, from Manila, America; at Boston, from Sourabaya, Kurrachee; 12, off Boston, from Manila, Belvidere; 27, at London, from Foochow, John Lidgett; 26, at Deal, from Batavia, Schelde; 28, at London, from Colombo, Helenslee; from Foochow, Esperanzo; 27, off St. Alban's Head, from China, Florence Nightingale.

DEPARTURES.—April 22, from Cardiff, for Hong Kong, Corypheus; from Hong Kong, and Japan, Courier (s.s.); 23, from Shields, for Shanghai, Ousuri; 22, for Galle, J. C. Schotel; 25, from Cairn Ryan, for Batavia,

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Jamaica, after repairing; 27, from London, for Hong Kong and Canton, Banian; 23, from Shields, for Colombo, Ormelia.

LAID-ON.—At Liverpool, for Galle and Batavia, Peter Joral, for Shanghai, Dagman; at London, for Yokohama and Nagasaki, Early Dawn.

SPOKEN.—Maria (Dutch barque), Sourabaya to Rotterdam, March 7, 35 S., 19 E., with a jury maintopmast; Antoinita, Batavia to Amsterdam, 85 days out, Feb. 25, 14 S., 8 W. Annie Storey (ship), Clyde to Batavia, March 31, 5 N., 24 W.; Jehangeer (ship), Foochow to London, 89 days out, April 8, 22 N., 39 W.; Midnight, New York to Hong Kong, April 7, 20 miles off Hatteras; Cortgene (barque), Rotterdam to Batavia, March 4, 25 S., 26 W.; Helen Nicholson, London to Shanghai, March 29, 3 N., 23 W.

CASUALTIES.—Advices from Amsterdam, dated April 25, state that about 300 bales and a large quantity of loose coffee, also 25 to 30 small boat loads of tin have been saved ex the Baron van Pallandt van Rozendaal, Kramers, from Banjoewangie, which was stranded on the east coast of Texel, April 22, and hopes were entertained of saving the remainder of the cargo. The ship was under water to her deck.

ARRIVED AT NEW YORK.—April 13, Banda, Morris, Yokohama; Portland, Peters, Hong Kong; Lorton, Fell, Yokohama; Christian Rankin, Hygens, Nagasaki; 15, Albert Victor, Thompson, Whampoa; Galatea, Gerritz, Whampoa; Gemini, Pallot, Singapore; Blair Athol, Lowes, Padang; 16, Albatross, Krager, Foochow.

SAILED FROM NEW YORK.—April 9, Queen of the Seas, Reed, for Hong Kong; 16, Ashburton, M'Diarmid, Hong Kong.

OUR RELATIONS WITH JAPAN FROM THE EXETER-HALL POINT OF VIEW.—A recent article in *Blackwood* has the following amusing paragraph:—The direct results to Japan of contact with Western civilisation up to this point, in addition to those of a more indirect nature upon their national character which we have enumerated, have been rice-riots, in consequence of the distress among the poorer classes caused by financial disturbance; the partial ruin of a large portion of the population of Yedo, consequent upon the withdrawal of the Daimios; the bombardment of two cities; *the utter demoralisation, commercial and social, in many ways not necessary to particularise, of the native populations of Nagasaki and Yokohama;* the creation of a civil war which has lasted nearly two years, and caused infinite misery throughout the country; the disappearance by death of three Shiogoons, either prematurely or by violence; the assassination of a regent, and the self-immolation of several of the most eminent and highly esteemed princes in the country. And seeing that our own political and social system can only be regarded as a gigantic failure, as compared with the Japanese, if, in the words of the American constitution, "the pursuit of happiness" be the test of success, it would be as well for our national vanity if we estimated our civilisation at its true value, and admitted that it is ten thousand times more powerful for evil than it is for good, and that perhaps the most fatal defect in it is, that it seeks to varnish over its inherent rottenness with a religious gloss which it calls Christianity, but which as practised by those who profess it bears no resemblance to that religion, so that Japanese who are instructed for the first time in the actual moral code laid down by Christ are penetrated with amazement. "Why," they exclaim, "His teaching is actually superior to that of Confucius. We had no conception Christianity was such a religion as this, but believed it to be a superstition only fit for the common people and shopkeepers, like Buddhism. Why do the people who come here not live like Christians? Is it because they are ignorant merchants who only understand superstition?" "No," we are compelled to reply; "they are all the same at home." "Then," they say astonished, "why do not your learned men follow purely the teaching of Christ as our learned men follow purely the teaching of Confucius?" It is doubtless owing to the purely ethical character of his own religion that the educated Japanese has no religious bigotry as applied to dogma. He hates bad practice, but he listens with respect and toleration to any new theological opinions, and imbibes with delight the elevated principles of pure Christianity. All good Japanese are in the constant habit of prayer, and only the lower class practise ceremonial. Men are great there according to their lives, not their intellect. Thus the most eminent scholar is discredited because he gave one doubtful opinion on a point of morality. It is melancholy to reflect that the quarrels of the rival missionaries and the "lives" of those who are Christians only in name, will render it impossible for a people who only judge of a religious system by its results, to accept Christianity.

SAN FRANCISCO AND CHINA.—The British ship *Reindeer*, 964 tons, from China, was promptly chartered upon arrival, to load wheat for Liverpool at £3 10s. The *Alice Ball*, 898 tons, has been taken to load wheat for Liverpool at £3 5s. The ship *Winged Arrow* has been chartered for Liverpool, to load wheat upon terms withheld. The British ship *Cordillera* had a return charter secured prior to her arrival from Liverpool, but the contract time having expired, she has been re-chartered to carry wheat for England, upon terms reserved. The ship *Rival*, 983 tons, has a home charter for guano at Baker's Island, thence to Cork for orders, at £4 if to the Continent, and £3 17s. 6d. if to the United Kingdom. The barque *Buena Vista*, 864 tons, succeeds the *Emma Augusta* for Hong Kong, she having been chartered for the round sum of $10,000, and is now taking in wheat and flour for China at the rate of $10 per ton; this is $2 per ton more than was charged by the steamship *Colorado*, and is said to be the highest yet paid for Hong Kong. This is the result of the late market news received from China per *Reindeer*. The American barque *Vidette*, recently from New South Wales, is reported chartered for Hong Kong upon terms reserved. It is said that freight contracts for Hong Kong, per the *Colorado* (s), on her April trip, have been already made at the unparalleled rate of $12 per ton. On her first trip but $8 was charged. It is said that she will carry considerable flour and wheat.

CHINESE COOLIE LABOUR FOR BRAZIL.—A correspondent who has had lengthened experience of Brazil, and has recently visited China, Manila, Batavia, Java, Singapore, and Rangoon, has addressed an interesting communication to us recommending the introduction of coolie labour in the place of slave labour in the sugar-producing provinces of the empire. He points out the incontestable fact that, owing to the annual decrease in the number of slaves, the sugar crop in Bahia is decidedly on the decline, proprietors finding it more profitable to devote themselves to the lighter and easier task of growing tobacco, cotton, and coffee. Now, nothing could give us greater pleasure than to note progress in the cultivation of the three staple articles of produce we have just mentioned, but we agree with our correspondent in thinking that this need not necessarily involve a falling off in the yield of sugar, were it not that suitable labour is every day becoming scarcer and dearer. However, under existing circumstances, since the entire emancipation of the servile population is only a question of time, this result is inevitable, and it becomes a matter of serious import to inquire whether service of a voluntary character cannot be secured as a substitute for that hitherto obtained by the compelled exertions of the blacks. Work on a sugar plantation is quite unfitted for Europeans; and if the produce of this commodity is to remain one of the specialities of Brazilian industry, Chinese or other coolies must be introduced, as has been the case, and with great advantage, in Mauritius, Havannah, and other places. The subject is one worthy at least of the early consideration of the Imperial Government, or of those of the provinces more particularly affected. Many objections have been urged against coolie immigration, and it has even been described as virtually an Asiatic slave trade; but we presume it would be possible to protect the interests of the coolies by the enforcement and operation of just and humane laws, in harmony with the spirit and effect of the liberal and enlightened constitution of the country. Our correspondent assures us that whilst in China he had ample opportunity of becoming acquainted with all particulars connected with the coolie trade, and having conversed with the Brazilian Consul in Singapore on this topic, the latter concurred with him in believing that Asiatic labour would be successful and profitable in the Brazils. The suggestion, we repeat, deserves some attention from those more immediately interested, and we leave it with them, if they see fit, to take practical action in this direction.

THE BISHOP OF VICTORIA ON RITUALISM.—In the course of the farewell sermon preached to his congregation at Trinity Church, Islington, Dr. Alford, the new Bishop of Victoria, Hong Kong, spoke in these terms:—I call to mind yet another important parochial meeting which the circumstances of our day both justified and made a bounden duty. I refer to our Protestant meeting of last spring, when, as a congregation you met and adopted memorials, both to our bishop and to the legislature, against the use of vestments and Popish practices which have been introduced into too many of our churches. I rejoice that we made our protest—respectfully, I believe, but firmly. And I am sure you are prepared on any future occasion, when an expression of opinion may be deemed desirable, to testify your adhesion to, and value of, and love for the principles of the blessed Reformation; and to make your protests charitably, but unmistakeably against the abominations of Popery, however and wherever manifested. Alas! that we should live to see the day when, not only in the Roman Catholic chapels, but in the churches of our Protestant land some of the worst heresies of Rome—such as the elevation and worship of the Host—should be practised, as I myself have witnessed it; and that the arm of authority should seem weak to correct the offender, and effectually remove so great an offence in the sight both of God and man! The liberalism of the day is appealed to tolerate such practices in the Reformed Church of England and Ireland. What! tolerate in our Protestant Church the very practices which, at such cost of agony and blood, necessitated the Reformation? Besides, what, either in or out of the Church of England, has Popery to do with toleration? Let the fires of Smithfield testify (and let their testimony never be forgotten) what Rome means by toleration. It is but the wolf in sheep's clothing simulating the bleating of the lamb; and, if we be deceived by so wretched a counterfeit, and with the history of the past before our eyes, indeed a satanic delusion must have bewitched us, which may God in his mercy soon dispel. Has it, indeed, come to this, that our Church has lost her doctrinal creed, that Holy Scripture has lost its authority? Have we now no standard of right and wrong—no test of truth and error? Have the law and their testimony lost their power; and is it no longer the case that if men speak not according to their teaching, it is because there is no light in them? But look at the matter in another point of view. Is it to be supposed that Englishmen will long suffer in their National Church, which ought to be the "pillar and ground of the truth," two systems of Ritual worship and doctrinal teaching antagonistic the one to the other? If the one be right, the other must be wrong; and it is to libel the good sense of our countrymen to suppose that the spectacle of a Church divided upon the very essentials of our common Christianity can long retain her hold upon the affections and respect of the people. Shall we, then, renounce the Reformation? Shall we, as some unfaithful pseudo-Churchmen have affirmed, pronounce the Reformation a "grand mistake?" Shall we give up our Bibles for the Breviary? Shall we go back to "the Romish doctrine concerning purgatory, pardons, worshipping and adoration as well of images as of reliques, and also invocation of saints?" Shall public prayer in the Church and the Sacraments be ministered in a tongue not understood by the people? Instead of the two sacraments ordained of Christ our Lord, shall we speak of some two or three more, or of Rome's seven? Instead of "duly" using the Sacrament of the Lord's Supper, shall it be carried about to be gazed upon? Shall the substance of the bread and wine be said to be "changed," and then reverenced, lifted up, and worshipped? My dear brethren—and I speak now to the faithful laity of our Church—there is need that we utter no uncertain sound upon these points; it is needful "that we exhort you to contend earnestly for the faith once delivered to the saints." The future of our beloved Church—and I address those who use her services loyally, and believe her Thirty-nine Articles heartily—is in your hands. If fatal error spread among us within these next ten years—or five, or three—as during the preceding period, the very existence of our National Church is more than jeopardised. O think of your sons and daughters now worshipping by your sides—will you not hand down to them the open Bible and the Protestant worship your forefathers entrusted to your safe keeping? Will you suffer a captious scepticism on one hand, and barefaced Popery on the other, so to undermine the foundations of our Zion, that when destroyed the enemy shall taunt you, and your own conscience shall too late reproach you, "What hath the righteous done?" Done to save her? for their supineness hath been her ruin. O that the Lord Himself would interfere in our behalf, and rouse us from the fatal lethargy that has entranced us. Let Churchmen study well the history and the fate of the apocalyptic churches.

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Christ's truth shall never perish. Christ's Church is built upon the rock and never can be moved. But "stars" can be quenched, and "candlesticks can be removed :—"He that hath an ear, let him hear what the Spirit saith to the Churches."

GUNBOATS FOR CHINA.—Composite-built hulls for gunboats is the latest adopted phase in naval architecture. Our own admiralty have seriously taken the subject in hand by laying down the keels of some half-dozen boats of small tonnage and engine power in the public dockyards, and in calling for tenders from private builders for ten boats of larger tonnage and engine power for service in the suppression of piracy on the coasts and rivers of China. But the steps thus taken by our naval authorities have been, even at this early period, apparently forestalled by foreign Powers, inasmuch as while we have only just laid down the keels of a few of these vessels, and are considering the tenders for others, a composite twin-screw gun vessel of very moderate tonnage, of great speed, light draught of water, and formidable offensive powers, was on Thursday launched for a foreign Government from the banks of the Thames, and was put through the ordeal of a trial of her machinery in a run of several hours down the Thames and over the course of the measured mile in Long Reach. This vessel, the *Eugenie*, as she has been named, was designed and constructed in both hull and engines by Messrs. J. and W. Dudgeon, of the Sun Iron and Engineering Works and Cubitt Town Shipbuilding Yard, Millwall, a firm to whose unaided exertions and enterprise the country owes the introduction of the twin-screw principle of propulsion into the Royal Navy. The *Eugenie* has a tonnage of 315, builders' measurement, with an extreme breadth of 22 feet and a moulded depth of 10 feet. Her draught of water, with crew stores, armament, and everything on board, will be 7 ft. 6 in. On Thursday she was launched at high water, with steam up, yards crossed, and all sails bent, guns on board, and, in fact, complete for sea in all respects, with the exception of ordinary sea stores and ammunition. Her guns on board consisted of one 70-pounder rifle muzzle-loader, one 40-pounder breech-loaders and two 20-pounder breech-loaders. As the *Eugenie* is a vessel of exceptional form of construction, possessing many features of special interest, it may be as well to say a few words on her hull and machinery. She has a frame of angle, the latter extending from the bilge to the upper stringer, and forming squares of about eight feet apart. The upper deck has also tie plates of similar strength. The iron frame is completed with the usual centre and floor plates and iron of 3½ in. by 3 in., with diagonal tie straps 6 in. by 6-8ths, wrought iron deck beams, and has five water-tight bulk-heads. The stem and sternpost are built up of wood, and the entire hull is sheathed with two thicknesses of teak of 2¾ in. and 2 in. thickness. Her machinery consists of two pairs of direct-acting inclined cylinder engines of 30-horse power, nominal, each. The cylinders stand at an inclination of 35 deg., almost touching each other at the top, and the space between them below is occupied by the condenser and hot well, which also forms part of the framing of the engines. The cylinders have a diameter of 25½ in., and a length of stroke of 14 in. The screw shafting is carried out under each quarter in two brass tubes, each of these brass tubes being enclosed in other tubes which are built out as parts of the iron frame of the ship. Both are finally enclosed in an outer wooden tube on the plan patented by the Messrs. Dudgeon. The shafting carries two three-bladed screws, each having a diameter of 5 ft. 10 in., and a pitch of 9 ft. 6 in. The hull of the vessel has been constructed with every care, and all the work is of a very superior character. The machinery lies in a very small space, and is a beautiful specimen of engineering work. Downton's pumps and fire engines, by Messrs. Blundell, the successors of Mr. J. Downton, are fitted on board, and were tested with very satisfactory results during the run down the river. The *Eugenie* was launched at high water, steam being up in her boilers at the time. On the stocks she looked very handsome, with a large flat midship section and fine bow and stern lines, but afloat she looked still better. In half an hour after she had been launched she was steaming down the river for her trial, passing Blackwall at 2.30 P.M., the engines making 130 revolutions and working almost noiselessly. There was no sign of heated bearings nor trouble of any kind whatever with the machinery throughout the day, the engines going through their work, from the start to the finish, with the most perfect smoothness and freedom. In Long Reach the *Eugenie* was given two runs over the Admiralty measured mile to ascertain her exact speed, the time being most carefully taken, and against rather than for the ship. These gave the following very satisfactory results :—First run, with the tide.—Time, 4 min. 30 sec.; ship's speed, 13.330 knots; engine's revolutions, 146; steam pressure, 25 lb.; vacuum, 25 inches. Second run, against the tide.—Time, 7 min. 10 sec.; ship's speed, 8·372 knots; engine's revolutions, 145; steam pressure, 25 lb.; vacuum, 25 inches; mean speed of the ship, 10·851 knots. This rate of speed, by a vessel of 315 tons, having a propelling power of only 60-horse, has never yet been equalled by any gun vessel of similar tonnage and power afloat. After the runs over the measured mile had been concluded the *Eugenie* steamed up the river again for moorings off Millwall.

THE BLUECOAT-BOYS AND THE JAPANESE.—On the 22nd inst., in continuance of a long-established custom, the scholars of Christ's Hospital, 740 in number, walked in procession to the Mansion-house, and were presented each with a new coin of the realm by the Lord Mayor, the Grecians receiving one guinea, the probationary Grecians half-a-guinea, monitors 5s., and scholars 1s. each. Each scholar was also regaled with wine and buns. As usual there was a large company assembled at the Egyptian Hall and in the vestibule to witness the ceremony. Perhaps the most interested, as well as interesting, spectators were the Japanese who are at present in London. The Lord Mayor had invited them to lunch, and some amusement was caused by their un-English preference of rice, jellies, and salads, which they mixed together, to the more substantial food supplied. When the Bluecoat-boys commenced passing along the Italian corridor in procession the Japanese expressed astonishment at seeing so many boys all similarly attired; at the same time it was amusing to watch the countenances of the Bluecoat-boys, on the one hand attracted by the Lord Mayor and the Lady Mayoress, on the other by the strange-looking foreigners. At the termination of the procession Mr. Price, the gentleman who brought the Japanese to England, addressed the Lord Mayor on their behalf, and thanked him for his kind hospitality, and for affording the Japanese the opportunity of seeing so interesting a ceremony; at the same time he begged to invite his Lordship and the Lady Mayoress to a special performance at the Floral Hall, on Friday next. Five hundred boys from the Bluecoat-school were also invited. The Japanese left apparently much pleased with their visit to the Mansion-house.

BANK OF HINDUSTAN V. SMITH.—This was an action upon a guarantee which was given in the course of the amalgamation of the Bank of Hindustan and the Imperial Bank of China, and the document was in these terms :—"We hereby severally acknowledge ourselves responsible to the Bank of Hindustan for £2,676, advanced as compensation to the non-elected directors of the Bank of China, India, and Japan (Limited)." This was signed by the defendant and a number of other gentlemen. The parties were under the impression that each gentleman signing was to be liable for his proportionate share only, instead of each one being liable for the whole amount, and when two of the gentlemen paid their proportion their names were struck out. At the trial before the Lord Chief Justice the verdict was for the defendant, upon a plea that the document had been improperly altered by striking out their names whilst it was in the plaintiff's custody. Mr. J. Browne now moved for a rule to enter a verdict for the plaintiff, and contended that, under the circumstances, the defence was not a valid one. Rule granted.

COCHIN CHINA.—Some time ago the shipowners and merchants of Bordeaux petitioned the French Government to allow all sorts of goods, except sugar, coffee, and cocoa, to be imported into France from Cochin China without paying duty, as is done for the products of other French colonies. It was represented that such a measure would be most useful to commerce and shipping, and would promote the prosperity of the colony. The Minister of Finance has just refused the prayer of the petition, for the reason that, if it were accorded, goods would be carried from British India and Dutch India to Saigon, and would be despatched thence as products of Cochin China, whereby the revenue would suffer. This decision is regarded at Bordeaux as unwise and illiberal, and hopes are entertained that the Minister of Finance, M. Rouher, will reconsider it.

The Annual China Breakfast given by the Wesleyans was celebrated on the 27th inst., about 700 persons being present. Mr. Preston, from China, addressed the meeting, and gave a pleasing account of his progress at Canton, &c. Mr. Roberts, the American missionary, who dates back some thirty years of China experience, including a residence at Nanking with the rebels, also addressed the meeting. Letters were received from Mr. Piercy, Mr. Hill, and Dr. Porter Smith.

APPOINTMENTS, &c.—The Queen has been graciously pleased to make and ordain a special statute of the Most Honourable Order of the Bath, for appointing General William Thomas Knollys, Comptroller and Treasurer of the Household of his Royal Highness the Prince of Wales, to be an Extra Member of the Civil Division of the Second Class, or Knights Commanders, of the said most honourable order. The Queen has been graciously pleased to appoint George Strachey, Esq., late Secretary to Her Majesty's Legation at Buenos Ayres, to be Secretary to Her Majesty's Legation at Copenhagen. The Queen has been pleased to approve of M. Victor Place as Consul-General at Calcutta for his Majesty the Emperor of the French. The Queen has also been pleased to approve of Mr. John L. Armitage as Consul at Colombo for his Majesty the King of the Belgians. The Queen has also been pleased to approve of Don Alfredo Pascual Colomer as Vice-Consul at Quebec for her Majesty the Queen of Spain. The Queen has been pleased to approve of Mr. Ferdinand Schott as Consul at Gibraltar for his Majesty the King of Bavaria. The Queen has also been pleased to approve of Don Manuel Contreras y Crooke as Vice-Consul at Halifax, Nova Scotia, for her Majesty the Queen of Spain. The Queen has been pleased to direct letters patent to be passed under the Great Seal, granting unto Admiral Sir Fairfax Moresby, G.C.B., the office or place of Rear-Admiral of the United Kingdom of Great Britain and Ireland and of the Admiralty thereof, in the room of Admiral Sir Phipps Hornby, deceased. The Queen has been pleased to appoint James Richard Holligan, Esq., to be Government Secretary and Secretary to the Court of Policy and Combined Court, and Edward Noel Walker, Esq., to be Assistant Government Secretary for the colony of British Guiana. Her Majesty has also been pleased to appoint Augustus Frederick Gore, Esq., to be Colonial Secretary and Clerk of the Council for the island of Barbadoes. The Queen has been pleased to appoint Lorenzo Xuereb, Esq., LL.D., to be one of Her Majesty's Judges for the island of Malta.

THE SPANISH DIFFICULTY.—*The Times* has the following on this article :—Now that a first instalment of redress has been obtained, we may feel sanguine as to the final adjustment of our differences with the Spanish Government. Nothing but the continued imprisonment of Macpherson stands in the way of our accepting a reference to arbitration if it should be proposed by General Calonge. It would not surprise us to learn in the course of a few days that, by an act of pure grace and favour on the part of the Queen, Macpherson has been set at liberty, and the dispute would then resolve itself into a claim of pecuniary indemnity. In estimating the wrongs which our countrymen have sustained we must not forget one consideration, which, though not flattering to Spanish pride, may fairly be pleadad in mitigation of damagea. Of all Spanish institutions, those which concern the administration of justice are, perhaps, the most defective. A recent traveller, whose tastimony is in other respects very favourable to the alleged revival of Spain, comments emphatically on the gross abuses of Spanish law. "Prisoncrs are often ordained a most unreasonable time before they are tried, while caprice, bribes, and the protection of the powerful have still far too much influence upon the lot of the criminal." While our right to insist upon common justice for British subjects is beyond question, we are not bound to interpret practices of which native Spaniards are often the victims as deliberate insults to this country.

THE Chinese silkworm is perfectly acclimatised in Austria, and is now in its fourth generation there, as in France. Last year, M. de Bretton got 4,000 cocoons of this species, which yielded nearly 300,000 eggs. This year he is organising, with the assistance of the Austrian Government, three large silk-producing establishments in Moravia and in Slavonia. The silk hitherto obtained has proved to be of excellent quality, and is exhibited at the Paris Exhibition.

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NOTICES TO CORRESPONDENTS

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The London & China Telegraph.

LONDON, MONDAY, APRIL 29, 1867.

THE MAIL COMMUNICATION TO THE FAR EAST.

WE have received from Messrs. MATHESON and Co. a copy of the reply from the Treasury to the memorial signed by the bankers and merchants engaged in the trade with China, Japan, the Straits Settlements, Ceylon, &c., which will be found below. The reply is decidedly unsatisfactory, and the stereotyped argument about "guardians of the public purse" is produced as conclusive proof why the English mail service should continue to be beaten by the French line. We consider this a most improper conclusion for Government to arrive at so long as the postal service shows a large profit. Admitting that the China postal contract requires an outlay for its support, we are decidedly of opinion that it should be maintained at least as efficiently as the French service, and if the Government do not see this and are disposed to allow "strictly economical principles" to override one of our greatest sources of commercial success, we hope their reign will be speedily brought to an end. The CHANCELLOR of the EXCHEQUER, at least, should know how much the commercial prosperity of this country is owing to our well-appointed lines of postal steamers, and his word should go forth that no cheese-paring policy can be permitted in this quarter. We do not, however, consider the matter as settled, on the contrary, we believe that before the time of finally closing the new contract in September, further evidence will be forthcoming to prove that the best means of working the postal service to Ceylon, and all parts beyond, is by a service from Suez to Hong Kong, as pointed out in the memorial. The concluding portion of the Treasury letter that "it is satisfactory to remember that, owing to the "establishment of telegraphic communication over a large part "of the road to China and Japan, great speed in packet com- "munication has become less important," is a perfect specimen of official pleasantry. The following is the letter alluded to:—

Treasury Chambers, April 20, 1867.

GENTLEMEN,—I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, in reply to the memorial dated 8th ultimo, signed by you and other merchants trading with China, Japan, &c., in which you pray for improved mail communication with China, that in two respects your wishes have been anticipated, inasmuch as the forms of tender lately issued for the service, to which your memorial refers, admit of the service being contracted for in separate parts, and omit to call at Malta in the route between Marseilles and Alexandria.

With regard to the comparison which is drawn between the French and the English packet services to China, &c., my Lords have to remark that the delays to which you object will be in future somewhat reduced, probably by the withdrawal of the branch packet between Point de Galle and Calcutta, but that the ramified system to which you rightly attribute much of the delay is at present essential to any plan for conveying the mails at a moderate cost. Even before the alteration by which almost all the Indian mails are sent to Bombay took place, the cost of the China service was far from self-supporting, and now it is yet further from that point; and as it has been decided to release the Indian Government from much of the share of the loss which they have hitherto borne, the burden on the Imperial Exchequer may probably be increased.

Under these circumstances my Lords do not consider they would be justified as guardians of the public purse in doing more than has already been determined on, but it is satisfactory to remember that owing to the establishment of telegraphic communication over a large part of the road to China and Japan, great speed in packet communication has become less important.—I am, Gentlemen, your obedient servant,

(Signed) CHARLES W. STRANGE, Pro-Secretary.

To Messrs. Matheson and Co., and other Memorialists.

THE CEYLON EXPORT DUTY ON COFFEE.

THE impolicy of an export on the produce of any country which has been urged by all leading political economists, and been generally accepted as a principle in European legislation, has by no means been fully acted on in India and certain of our colonies. Such imposts constitute nothing less than premiums on the produce of competing countries. The high rates commanded by Ceylon coffee—rates affected to a very slight extent by the general depression that has prevailed in the money and produce markets, with the large and continuous demand for the varieties of the article by home and continental dealers, renders an export tax on its coffee less prejudicial to the interests of the colony than could be asserted of any other production of any country not possessing an absolute monopoly. It is not therefore from a competitive point of view that the impost can be best resisted, but by reference to the special grounds out of which it has arisen. The agitation of the Planters' Association of Ceylon for the abolition of the export duty on the staple produce of the island, though not supported, we regret to say, by our colonial contemporaries, merits the amplest support, if only for the reason that the occasion out of which the tax arose, the apprehended inability of the Colonial Treasury to fulfil without inconvenient pressure on its resources the obligation to guarantee the interest of the debt incurred in the construction of the Ceylon Railway, has not arisen. We find that the returns from the railway for 1867 will be double the amount that had been calculated, and although the cost of construction and supply of rolling stock has considerably exceeded the estimated amount, the excess of revenue over expenditure, the sums raised on debentures and the profits on the railway—profits estimated for the present year at £65,000—fully relieve the planters from the condition of their offer to be taxed, which was to meet so much of the required guarantee as the Government was unable to provide. As the accumulations of the export duty reach no less than £455,000, the planters have already contributed far more than they were bound to do; and it is only fair that on the railway being opened to Kandy they should be entirely relieved from the export duty on their staple produce. Were the impost swept away to-morrow, there would be yet sufficient means on hand to provide the sinking debt. It is only with the view of further extending railway accommodation that the Government which required that its own guarantee should be guaranteed can urge the retention of the tax, but seeing that the impost was voluntarily assumed, that its object has been completely answered, that expectations of traffic, and of the increase of the colonial revenue from accustomed sources has been far exceeded, and that the whole cost of the railway were the export tax on coffee abolished could be defrayed in fifteen years, constitute unanswerable arguments for compliance with the requirements of the Planters' Association. It is not as though they alone received the benefit of the railway. All interests in the islands have been promoted, and its industrial fortunes placed on a more stable basis than ever. The accumulating surplus balances of the Treasury, recuperated by an import trade amounting in value to three and a half millions of pounds sterling per annum, not to speak of the extraordinary resources afforded by the Crown lands, afford sufficient means for contemplated extensions. A point that should weigh with the Colonial Government in granting the memorial that has been forwarded, is the singularly unjust incidence of the tax for a large number of coffee growers who escape the effect of the impost altogether, merely selling the berry to the exporters. The local influences operating against coffee cultivation in Ceylon have been sufficiently depressing without the additional effect of a sum levied for a purpose for which it is not required, and pressing on the fortunes of those whose with prosperity the well being of the whole colony is identified. We allow that it was essential that the railway should have been constructed, and this boon would have compensated for far greater sacrifices, but this is no reason in view of actual results that an unnecessary burden should be continued. It is not as though the Ceylon planters and estate agents were making fortunes of fabulous amounts. There exists the necessity for the greatest economy in the cultivation of estates to render them remunerative; and the aid which the abolition of the existing impost on coffee would afford may be considered as essential in giving an impetus to further enterprise. Some indescribable charm appears to hang over the surplus balances, in respect to which Ceylon holds so exceptional a position; but if practical considerations are allowed to rule the interests of the planters it will not be sacrificed to any abstract considerations connected with large

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available means. Past experience, indeed, has shown that these accumulations merely whet the appetite of the Colonial Office for their appropriation to colonial purposes. Our own belief is that nothing can arrest the rapid development of Ceylon resources but unwise restrictions on her industry and neglect to carry out those works of internal improvement essential to give full value to those means of advancement which nature and providence have placed in her hands. Had the Executive of Ceylon at the time the guarantee was solicited and offered exercised more prescience as to the future of the colony and possessed that more enlarged though modified control over the surplus balances which has since been accorded, that supplemental guarantee would never have been demanded. Seeing that nearly half a million of pounds sterling has been realised from this source, not a vestige of excuse remains for the perpetuation of the impost.

THE GROWTH OF TEA IN ASSAM.

A deputation of gentlemen interested in the Assam tea districts waited on the Governor-General of India to get some relaxation of the rules for coolies. The seven causes assigned for the ruin in Assam are these :—

"1. The abuse of limited liability principle, which established gardens in great numbers and on a much larger scale than could possibly be properly supplied with adequate labour. This led to the partial or total neglect of gardens that had previously been fully established and in good working order, but which deteriorated quickly into jungle from want of care. The rapidity and certainty with which this occurs in a tropical country where the rainfall is great can only be fully realised by being seen.

"2. The greatly enhanced expense in procuring labourers from Bengal.

"3. The inferior quality and consequent mortality of the labourers supplied.

"4. The loss in many cases of having to supply rice at a rupee a maund, when it was at famine prices in the district.

"5. The depreciation of the quality of the tea shipped from Assam, and the consequent fall in the price in England. This is attributed, by those best acquainted with the subject, to the inexperience of the local managers, which the too rapid extension of tea concerns in Assam unavoidably induced.

"6. Deficient capital among the promotors and owners of many of the tea concerns.

"7. The money panic in England in 1866 created a difficulty in procuring money, and produced a crisis in the affairs of some companies that otherwise might have been tided over."

DECLINE OF AMERICAN SHIPPING.

On the subject of American Shipping, a celebrated shipbuilder states that, in comparing the present bad state of the trade with that previous to the war, first-class ships could be built and equipped ready for sea for from $65 to $70 per ton, whereas the cost for the same would now be $110 per ton, the difference arising from the increased prices of material and enhanced taxation. The following statistics show the state of the shipbuilding and carrying trade since 1854 :—

The year 1854-55 was the best year of active shipbuilding in the United States—say the fourteen months following the beginning of 1854. From 1856, it declined somewhat during 1857, 1858, and 1859. Then it went up again, until 1861 it touched almost as high a point as it had in 1854-55. During 1862, it declined again, but not so much as it had during 1857, 1858, and 1859. In 1863 it recovered its former level once more, but soon afterwards sunk down much lower than it sunk in 1857 and 1859, and now in 1866 it was almost at an end. And as a consequence, it appears that the trade of America is beginning to be carried on in non-American vessels. Thus, there cleared in the following years—

	American.	Non-American.
1860	6,165,924	2,624,005
1864	3,090,948	3,741,131
1866	3,383,176	4,438,384

—which shows that the native tonnage has fallen off by a half, while the foreign has augmented by almost two-thirds. The immense decline was, first, owing to the war, and shows, by way of warning to our shipowners, what an effect the mere fact of a war, even with a country which never had six cruisers afloat, produces on the employment of shipping. Much American shipping was sold to foreigners, and the rest died out, and was not replaced.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The thirteenth ordinary meeting of this company was held on the 17th inst., at the London Tavern ; Mr. T. A. MITCHELL, M.P., in the chair.

The CHAIRMAN, in moving the adoption of the report, which will be found together with the balance-sheet in our advertising columns, congratulated the meeting on what, taking all things into consideration, was a better result than last year at this time. The net profits of their operations, as compared with those of 1865, were 26 per cent. in excess, and that notwithstanding the severity of the crisis which all had felt in this country, as affecting almost every branch of trade and the credit of many firms engaged in such trade. This crisis reached its highest point in this country during the past year. It began unfortunately in the East nearly three years ago, and the origin of it was the spirit of insane speculation at Bombay, which was encouraged and stimulated by some financial establishments. To give them some idea of the severity of that crisis in thee East he might state that during 1866 no less than twenty-one banks connected with India and the East had either suspended payment or were in the course of liquidation, and the paid-up capital of these banks amounted to no less than £13,000,000. Looking upon the severity of the crisis, he thought that the directors had a right to congratulate them on being able to assure them that their capital was positively intact. They had had no doubt heavy losses by bad debts, and he might remark on this point that their report did not give the net profit after deducting the allowance for bad debts, but showed on the face of it the amount of the estimated bad debts, a plan, he believed, adopted by no other Eastern bank. In the past three years their loss by bad debts had been £203,000, all of which were included in the present estimate, which was made as recently as three weeks ago, when the bad-debts account was last revised. The result of the suspension of 21 banks connected with the East had been to reduce competition so that the remaining banks could make a better thing of it. He considered that the financial crisis in the East was really at an end ; all the new transactions were proper legitimate business, and the manager of the bank was of opinion that their prospects were never more favourable than now. In conjunction with their neighbours, the leading banks connected with the East, they had taken the opportunity to reduce the usance on bills of exchange in the East from six months after sight to four months, and that reduction of credit had been generally adopted in India, but not to the same extent in China. As to the low quotations of their shares, the directors had no power to help it, but they found by the register that the number of shares which had changed hands was very small in proportion to the whole number. He moved that the report be adopted.

Mr. MACNAUGHTON seconded the motion.

In reply to Mr. C. B. SKINNER, the CHAIRMAN assured him that the directors believed they had come to an accurate estimate of the bad debts, otherwise no dividend would have been proposed by them.

The report was then adopted, and a dividend for the half-year ending the 31st December last, at the rate of 5 per cent. per annum, free of income-tax, payable on and after the 24th instant, was declared.

Mr. T. A. MITCHELL, M.P., and Mr. JONES, the retiring directors, were then re-elected. The auditors, Messrs. Alderman DAKIN and JONATHAN THORP, were also re-elected, and a vote of thanks to the chairman and directors closed the proceedings.

ORIENTAL BANK CORPORATION.

The half-yearly meeting of the shareholders was held at the offices of the bank, Threadneedle-street, on the 18th inst. ; Mr. H. G. GORDON in the chair.

The report, which was given in our last issue, was accompanied by a statement of accounts, from which it appeared that the paid-up capital of the bank is £1,500,000, the liabilities being £16,616,500, the reserve surplus fund £444,000, and the insurance fund £50,000.

The CHAIRMAN, in moving the adoption of the report, said he believed it must prove satisfactory to the shareholders. It was true that their returns had not been so great as upon some former occasions ; but that was not to be wondered at after the great monetary crisis through which the commercial world had just passed. In considering that subject it should also be remembered that they had during the past year found it advisable to diminish their business, with a view to place themselves in a position to meet any exigency that might arise. They had, however, even under these circumstances, realised a large profit, and they were enabled to declare a good dividend, and to carry forward the handsome sum of about £14,000. Their prospects for the future were, he thought, most encouraging. Trade and confidence were reviving, and they were threatened with much less competition than they had for many years had to encounter. He believed that under all the circumstances of the case the present statement was the most satisfactory one which the board of directors had ever had to submit to the shareholders. He would briefly refer to the principal items in the accounts, comparing them with those of the year 1865, for the purpose of showing the nature of the position which they occupied. There was a slight diminution upon the present occasion in the amount of their promissory notes in circulation ; but that was a matter of little importance. Their bills of exchange in circulation had amounted in 1865 to a little over £5,000,000, and stood at present in round numbers at £6,843,000 ; showing an increase to the extent of £1,561,000. The cash deposits not bearing interest had been in 1865 £1,777,000, and were at present £2,473,000 ; while their cash deposits bearing interest showed a deficiency of £218,000. Their assets, in bullion, in balances due from other banks, and in Government securities, amounted in round numbers to £6,600,000, against £4,000,000 at which they had stood during the preceding year. These figures afforded the most satisfactory evidence that the stability of the establishment had been in no way impaired by the late commercial and monetary crisis, and showed also the care and caution with which their operations had been conducted. They had twelve months ago been deprived by death or by other circumstances of the services of three of their directors, and that was naturally a subject of much regret to the remaining members of the board. But he believed that those gentlemen had been replaced by successors as earnest in the discharge of their duties as any men who had ever filled the same office. Before he concluded his observations he wished to express the high sense which he entertained of the services of their manager and sub-manager. Those gentlemen had acquitted themselves of the trust reposed in them with admirable industry and judgment. One of the most successful portions of their business was that which they were conducting in London, and it was also one of a very extensive character, and yet they had not lost through it a single sixpence throughout the whole of the year. That fact alone furnished, in his opinion, the most decisive proof of the ability and discretion with which the duties of those gentlemen had been performed.

Mr. THOMPSON asked what was the sum which had been set aside for probable contingencies.

The CHAIRMAN said that in the statement of accounts ample allowance had been made for every loss.

Dr. ADAM THOM, after having stated that no distinct answer had been given to the question of Mr. Thompson, proceeded to comment on what he characterised as the imperfect and unsatisfactory manner in which the accounts were presented to the shareholders. He should be glad to see

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the different items given more in detail, and to find that a more independent system of auditing was established.

The CHAIRMAN, in replying to the observations of Dr. Thom, said that the accounts had been prepared in strict compliance with the terms of the company's charter, and that charter could not be altered without some expense and trouble. But the officers of the bank would at all times be prepared to give the most detailed information to any shareholder who might apply to them for that purpose. With regard to the appointment of the auditors, that was the act of the proprietors themselves, and those gentlemen were not in any way the nominees of the directors.

The motion for the adoption of the report was then unanimously agreed to.

The three directors who had to retire by rotation were re-elected without any opposition; Mr. M'QUEEN and Mr. W. H. HUGHES were appointed auditors of the company for the present year. Votes of thanks were passed to the managers, as well as to the chairman and the directors, and the proceedings then terminated.

THE AGRA BANK.

A meeting of the shareholders in the Agra and Masterman's Bank (Limited) took place on the 16th inst., at the London Tavern, Mr. THOMSON in the chair.

The CHAIRMAN congratulated the shareholders on the present meeting. Last year had been an eventful one in the history of the bank. They had passed, so to speak, through the valley of the shadow of death. The struggle for life had been arduous and difficult, but it had been successful, and the greater the victory the more valuable and enduring would, he trusted, be the result. He might with confidence assure them that while the bank continued under its present management it would be conducted on the strictest principles of sound and prudent banking. The business of the bank was carried on principally in India, but it had its head office in London; they had a deposit branch in Edinburgh, and they had branches in Calcutta, Bombay, Madras, Kurrachee, and Lahore, and there were branches in China—at Hong Kong and Shanghai, and a branch at Paris still open in connection with the old business. But these latter the directors had not determined upon continuing, because, so far as they had ascertained, the profits resulting from them were not adequate to the cost of maintaining them. At the other establishments business would be carried on, not as heretofore, but in accordance with recognised and prudent banking principles. Advances would not be made upon indigo factories, tea gardens, growing crops, and various joint-stock enterprises, but would be confined to securities of the most unquestionable character, such as short loans and discounts on short bills, so that they might have their capital at all times available. Their chief source of profit, however, was the exchange business, which was based on legitimate trading, was attended with but very little risk, and involved but a small amount of capital as compared with the extent of the operations and the profit resulting.

The CHAIRMAN then went on to say that Mr. Cannan had made a claim for his past services, irrespective of solicitors' charges and fees, and salaries paid to the clerks and officers of the bank by whom he was assisted, of £25,000. (Cries of "Shame.") Liquidators were a creation of modern times, and they had framed for themselves a scale of charges which, to say the least of it, was unique and peculiar. There was no wish on the part of the committee that Mr. Cannan should not be fairly, justly, and even liberally dealt with; but £25,000 was a large sum for laying out and interring the Agra Bank, which had, to the astonishment of some and the disappointment of others—the liquidator perhaps included—opened its eyes and come to life again. He then proceeded to refer to and controvert the statements in Mr. Cannan's letters, published in the newspapers, and in the affidavit filed by that gentleman in the Court of Chancery; but as he stated that those in the affidavit would be answered in detail by the committee in their reply, and as that reply, so far as it was given by the chairman, involved certain charges against Mr. Cannan, we abstain from further referring to it than to state that one of the charges was that Mr. Cannan had kept in hand £113,000 in Consols and hard cash to meet his claims for past and future services—the solicitors' claims for past and future services, claims of creditors' representatives, first, and dividends to creditors; and that the Court of Chancery had ordered him to return £35,000 of that sum, and had placed a distringas upon the remainder of the Consols, prohibiting his selling or parting with them without the consent of the Court. After remarking that the resuscitation of the bank had restored half a million of money to the hands of the shareholders, he concluded by moving that the report of the committee appointed on the 18th October, 1866, be approved and adopted, and that the general expenses, charges, and salaries, and establishment charges stated therein, be apportioned, three-fifths to the liquidation account, and two-fifths to the Agra Bank, and that all the expenses of the branches that remained closed be charged to the liquidation. He explained that the liquidation would probably occupy another twelve months, and heavy expenses would necessarily be incurred; it was necessary therefore that the charge should be apportioned as proposed, which was in proportion to the respective capitals, viz., £400,000 and £600,000.

This motion was carried unanimously, after some slight discussion, as was also a resolution expressing grateful appreciation of Mr. Thomson's services, and awarding him £2,500 for his successful exertions in resuscitating the bank.

Mr. MORLAND then stated that he wished to know if the shareholders were prepared to pay £5,000 upon a document which he believed to be invalid. In 1862 an annuity of £500 was voted to Major M'Gregor, the then retiring chairman, on the motion of Mr. M'Pherson, who succeeded him, and it now appeared that a bond was given bearing the initials of Mr. M'Pherson, stipulating that should there be any default in the payment of the annuity, Major M'Gregor was to receive £5,000 by way of penalty. On inquiry, however, it appeared that there was no entry of this bond in the books of the company, and all the other members of the late board except Mr. M'Pherson disclaimed all knowledge of it. Mr. Cannan, however, though warned against doing so by him (Mr. Morland), had paid a dividend of 5s. in the pound on this bond, and he was happy to believe that an action against Mr. Cannan would lie for recovering it back, counsel having been consulted, and given it as their opinion that the bond was altogether illegal and invalid. For five years Major M'Gregor received the annuity, but now that the bank was no more he had no right to come upon the unfortunate shareholders for the £5,000, and he moved that the directors be required to call on Major M'Gregor to refund the £5,000 paid upon an illegal document. General MAULE RAMSAY seconded the motion.

Mr. M'PHERSON explained the part he had taken in the transaction, adding that the deed was given with the concurrence of the other directors in the usual manner, but it was not surprising that they had forgotten it, for he himself had forgotten it when first spoken to about it. They were advised that to make the annuity legal it must be secured by a bond, and that bond was carried through by the solicitor, and with the advice of counsel.

The resolution was then put, and carried by an overwhelming majority.

The meeting was then resolved into one of the Agra Bank (Limited), and the report of the directors, which has been already published, was put and adopted without comment. A resolution carrying out the financial arrangement as to the expenses, previously explained by the chairman, was also proposed and carried.

Sir G. ST. PATRICK LAWRENCE moved that the remuneration of the directors be £1,000 for the chairman, and £300 to each of the other directors.

Some objection was made to this, on the ground that as the directors might increase their number to seven, it being now six, it would be better to fix a maximum sum for the whole, and ultimately a maximum of £2,800, which would provide for the division as proposed in the original resolution, was adopted.

A long discussion took place as to whether Mr. Tate or Mr. Galsworthy should be appointed auditor, and in the end the latter was elected, on a show of hands, by 44 against 34.

A vote of thanks to the chairman concluded the proceedings, which had extended over three hours, and at times was very excited.

THE CESSION OF RUSSIAN AMERICA TO THE UNITED STATES.

The New York papers of the 10th inst. publish the subjoined as a copy in full of the important treaty on the above subject (except so far as the amount of money to be paid by the United States and the exact time within which the last touch of ratification is to be given), which was adopted by the Senate at Washington on the 9th, by a vote of thirty-one yeas to two nays, Senators Fessenden and Ferry being the minority:—

"The United States of America and his Majesty the Emperor of All the Russias, being desirous of strengthening, if possible, the good understanding which exists between them, have for that purpose appointed as their plenipotentiaries the President of the United States, William H. Seward, Secretary of State, and his Majesty the Emperor of all the Russias, Mr. Edward de Stoeckl, his Envoy Extraordinary and Minister Plenipotentiary to the United States, and the said plenipotentiaries, having exchanged their full powers, which were found to be in due form, have agreed upon and signed the following articles:—

"Art. 1. His Majesty the Emperor of All the Russias agrees to cede to the United States, by this convention, immediately upon the exchange of the ratifications thereof, all the territory and dominion now possessed by his said Majesty on the continent of America and in the adjacent islands, the same being contained within the geographical limits herein set forth, to wit:—The eastern limit is the line of demarcation between the Russian and the British possessions in North America, as established by the convention between Russia and Great Britain of February 28 (16), 1825, and described in articles 3rd and 4th of said convention in the following terms:—Commencing from the southern-most point of the island called Prince of Wales Island, which point lies in the parallel of 54 deg. 40 min. north latitude, and between the 131st and the 133rd degree of west longitude, meridian of Greenwich, the said line shall ascend to the north along the channel called Portland Channel as far as the point of the continent where it strikes the 56th degree of north latitude. From this last-mentioned point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude of the same meridan, and finally from the said point of intersection the said meridian line of the 141st degree in its prolongation as far as the Frozen Ocean. With reference to the line of demarcation laid down in the preceding article, it is understood—first, that the island called Prince of Wales Island shall belong wholly to Russia, and now, by this cession, wholly to the United States; second, that whenever the summit of the mountains which extend in a direction parallel to the coast from the 56th degree of north latitude to the point of intersection of the 141st degree of west longitude shall prove to be at the distance of more than ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia, as abovementioned—that is to say, the limit to the possessions ceded by this convention—shall be formed by a line parallel to the winding of the coast, and which shall never exceed the distance of ten marine leagues therefrom. The western limit, within which the territories and dominion conveyed are contained, passes through a point in Behring's Straits on the parallel of 65 deg. 30 min. north latitude, at its intersection by the meridian, which passes midway between the islands of Krusenstern, or Ignaalook, and the island of Ratmanoff, or Noonarbook, and proceeds due north without limitation into the same Frozen Ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly south-west through Behring's Straits and Behring's Sea, so as to pass midway between the north-west point of the island of St. Lawrence and the south-east point of Cape Choukottki to the meridian of 172 west longitude. Thence, from the intersection of that meridian in a south-westerly direction, so as to pass midway between the island of Attou and the copper island of the Kormanddorski couplet or group in the North Pacific Ocean, to the meridian of 193 deg. west longitude, so as to include in the territory conveyed the whole of the Aleutian Islands east of that meridian.

"Art. 2. In the cession of the territory and dominion made by the preceding article are included the right of property in all public lots and squares, vacant lands, and all public buildings, barracks and other edifices, which are not private individual property. It is, however, understood

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and agreed that the churches which have been built in the ceded territory by the Russian Government shall remain the property of such members of the Greek Oriental Church resident in the territory as may choose to worship therein. Any Government archives, papers, and documents relative to the territory and dominion aforesaid which may be now existing there will be left in the possession of the agent of the United States; but an authenticated copy of such of them as may be required will be at all times given by the United States to the Russian Government, or to such Russian officers or subjects as they may apply for.

"Art. 3. The inhabitants of the ceded territory, according to their choice reserving their national allegiance, may return to Russia within three years; but if they should prefer to remain in the ceded territory, they, with the exception of uncivilized tribes, shall be admitted to the enjoyment of all the rights, advantages, and immunities of citizens of the United States, and shall be maintained and protected in the free enjoyment of their liberty, property, and religion. The uncivilized tribes will be subject to such laws and regulations as the United States may from time to time adopt in regard to aboriginal tribes of that country.

"Art. 4. His Majesty the Emperor of All the Russias shall appoint, with convenient despatch, an agent or agents for the purpose of formally delivering to a similar agent or agents, appointed on behalf of the United States, the territory, dominion, property, dependencies, and appurtenances which are ceded as above, and for doing any other act which may be necessary in regard thereto; but the cession, with the right of immediate possession, is nevertheless to be deemed complete and absolute on the exchange of ratifications, without waiting for such formal delivery.

"Art. 5. Immediately after the exchange of the ratifications of this convention, any fortifications or military posts which may be in the ceded territory shall be delivered to the agent of the United States, and any Russian troops which may be in the territory shall be withdrawn as soon as may be reasonably and conveniently practicable.

"Art. 6. In consideration of the cession aforesaid, the United States agree to pay, at the Treasury at Washington, within —— months after the exchange of the ratifications of this convention, to the diplomatic representative or other agent of his Majesty the Emperor of All the Russias, duly authorised to receive the same, ——— million dollars in gold. The cession of territory and dominion herein made is hereby declared to be free and unencumbered by any reservations, privileges, franchises, grants, or possessions, by any associated companies, whether corporate or incorporate, Russian or any other, or by any parties except merely private individual property-holders; and the cession hereby made conveys all the rights, franchises, and privileges now belonging to Russia in the said territory or dominion, and appurtances thereto.

"Art. 7. When this convention shall have been duly ratified by the President of the United States, by and with the advice and consent of the Senate, on the one part, and on the other by his Majesty the Emperor of All the Russias, the ratifications shall be exchanged at Washington within ——— from the date hereof, or sooner, if possible. In faith whereof the respective plenipotentiaries have signed this convention, and thereto affixed the seals of their arms.

"Done at Washington, the ——— day of ———, in the year of our Lord, One Thousand Eight Hundred and Sixty-seven."

OUR SQUADRON IN CHINA.

The *Times*, in noticing the sale of Her Majesty's wooden ships, as reported in our last, has the following article:—

While we are busy in getting rid of the last vestiges of the old state of things, we may as well consider how far we are consistent in our proceedings, and whether we are quite off with the old love before we are on with the new. The only possible justification of this wholesale sacrifice and destruction of our wooden fleet is the firm conviction that wooden vessels are worthless when opposed to iron, and that to rely on them for the duty of protecting our commerce, keeping open the highway to India and the colonies, or repressing any sudden outbreak of hostilities, is to lean on a broken reed which will assuredly pierce the credulous hand that trusts it. How comes it, then, that at the moment when we are selling our wooden fleet at firewood price we are still employing and actually putting new wooden ships into commission? Our China trade is as lucrative as any we possess, and, being carried on at so great a distance from home, is peculiarly liable to attack, and peculiarly, therefore, in want of efficient defence. We might, indeed, adopt a policy recommended by many high authorities, which would consist in giving up the idea of protecting our foreign trade by fleets and squadrons so large as to guarantee it, not only against casual insult, but against serious and efficient attacks. We might keep our ships at home, and only send them out when there is some specific object to be served. Such a policy would have much to recommend it. It would, in the first instance, be cheap, and it might, perhaps, be efficient. If, like Sir John Falstaff, we could make our name do the work of our sword, we should gain much, and nobody would have any cause to complain. But we do not adopt this line of policy. We profess our intention to protect our trade by adequate force on the spot, and, that being our intention, we are bound to give it full effect. Now, it is quite plain—at least, the Admiralty, who are thus rapidly demolishing our wooden fleet will hardly venture to deny it—that protection by wooden ships is no protection at all, except against enemies who will undertake to confine their operations to wood, and not on any account to meddle with cold iron. We are evidently under the persuasion that any possible antagonist with whom we may have to deal will be sure to show us this courteous consideration. We are just now fitting out the *Rodney*, an old wooden man-of-war, not one whit better than any one of those just sold at firewood price, for the China station, and, as far as we are aware, almost all the duty cast upon ships on stations far removed from England is discharged by wooden vessels. We have at once so little confidence in wooden vessels that we are selling them for less than the value of their materials, and so much that we trust them with the task of protecting our commerce and asserting our power and authority all over the world. The results of such a system are obvious. We pay about half a million a week for our national defences, and yet there is no nation so insignificant that it cannot, if it will, inflict a fatal injury on our trade. It does not require very formidable resources to become the proprietor of a single ironclad steamer, or, if this be beyond the power of a State, to commission a few ironclad privateers. This once done, for a certain number of months—that is, till the intelligence has reached England, and till ironclad ships can be sent to the scene of action—we are at the mercy of our opponents. We are paying for a security we do not get, and squandering our resources in providing a semblance of resistance and a facility of insult. We were not among those who thought it was the duty of the English Admiral on a recent occasion to interfere in order to prevent the bombardment of Valparaiso; but, duty or no duty, the result would have been all the same—the Admiral had not the means of giving effect to his opinion. The Spanish ironclad ships were entirely masters of the situation, and, had the city bombarded been English instead of Chilian, the English Admiral would have had no other choice than to submit. We will not speak of our own force, but we beg to call the attention of our readers to the present state of the French navy, leaving every reader to draw a parallel between their state and ours, according to the knowledge he may possess. The French have at this moment in commission seven ironclad frigates, three carrying 34 guns, one 28, and three 14 guns. These are first-rate vessels of between 800 and 900-horse power. France has, besides, in commission, two armour-plated vessels of 900-horse power, carrying 52 guns each. She is fitting out four iron-plated frigates of from 800 to 900-horse power. She has two similar vessels dismantled. She is building four iron-plated frigates, each of 950-horse power, carrying 12 guns, and with a complement of 750 men. She is building seven armour-plated corvettes of 450-horse power, carrying eight guns and 300 men each. France is, besides, building four armour-plated coastguard vessels of 530-horse power and two guns each, and she has afloat 16 floating batteries, with horse power varying from 150 to 120, and a number of guns between sixteen and nine. We do not believe that these vessels are as good as those which we possess, but the worst of them is quite good enough to deal with the best of our wooden ships.

There are circumstances which render this question peculiarly urgent at this moment. America, as well as France, has a large steam navy, and almost every nation in the world has a small one. Can anything, then, be conceived more absurd than this affectation of keeping up a semblance of naval power and predominance all over the world by means of ships confessedly quite incompetent to the business? We laugh at the Chinese for their paper ramparts and their painted guns, but in what respect better are our wooden frigates and men-of-war, despatched to enormous distances and at a great expense, in order, as it would seem, to afford an easy triumph to an enemy, and to break the spirit of a noble service by exposing it to the most painful and gratuitous humiliation? If we have no ships on the spot, no honour is lost; but what can be imagined more painful and more degrading than the position of a gallant officer who finds himself, perhaps, with a large ship, heavily armed, and a choice crew of eight hundred men under his command, compelled to fly before a feeble enemy who has no other advantage over him except that protection which we, with all our lavish expenditure, have failed to supply?

Naval and Military.

The Racoon, 22, for the Cape of Good Hope, the Rodney, 78, for China, and the Vestal, 4, for the West Coast of Africa, left Plymouth Sound on the 23rd inst.

The Dutch screw steam corvette Zoutman, 20, Capt. Kroef, from Batavia for Holland, arrived in the Sound on the 23rd inst.

A report has been circulated that the iron clad Ocean has been ordered from the Mediterranean station to China, but we cannot vouch for its correctness. The Ocean is about 4,000 tons, Captain Chandos Stanhope.

The screw steamer Achilles, which arrived at Gravesend, from China, on the 20th inst., landed her detachments at Government-quay on Monday, when the time-expired men were forwarded to join their respective depots at the various stations.

The armoured screw frigate Royal Albert, 18 guns, 4,069 tons, 800-horse power, Capt. Frederick A. Herbert, flagship of Vice-Admiral Sir George Rodney Mundy, K.C.B., left Spithead under steam for Halifax, to relieve the unarmoured screw line of battle ship Duncan, Captain Robert Dixon, flagship of Vice-Admiral Sir James Hope, K.C.B.

About 200 tons of chain cables and anchors were despatched in dockyard lighters from Woolwich, for embarkation on board the steamship Memphis, in the Victoria Docks, for conveyance to Alexandria for the service of the new steam transports recently built for carrying troops to and from India, viz., the Crocodile, built by Messrs. Wigram, at Blackwall; the Euphrates, built by Messrs. Laird, at Birkenhead; the Jumna, built by Messrs. Palmer, at Yarrow; the Malabar, built by Messrs. Napier, at Glasgow; and the Serapis, built by the Thames Iron Works Company, at Blackwall. The whole of the ships will be very shortly stored and ready for sea in case of being required.

The composite double-screw gunvessel Beacon, one of the squadron of iron and wood steamers of light draught building at Chatham dockyard, from the designs of Mr. E. J. Reed, Chief Constructor of the Navy, has been put in frame, and the first of her water-tight bulkheads completed. A portion of her main deck wrought-iron beams have been laid, while her bottom wood planking has been bolted to the iron frames. Since she was laid down the Beacon has been inspected by a number of the leading iron shipbuilders connected with London, Liverpool, and Bristol, who have been invited by the Admiralty to tender for the construction of the other vessels of this class. The Beacon is being built on perfectly flat sections, which will give her a comparatively light draught of water, enabling her to operate in harbours and creeks, while her double propeller will give her superior manœuvring powers, rendering her, in short, a most useful vessel for the particular service for which she is building.

From the *Navy List* we extract the following list of officers of H.M.S. Rodney and Zebra, commissioned for the China station:—

RODNEY.—Flag Lieutenant, H. F. Stephenson; Secretary, W. B. Risk; Clerks to Secretary, B. Urwick and J. Bowles; Captain, A. C. F. Heneage; Commander, E. White; additional (for instruction of Japanese), R. E. Tracey; Lieuts., W. Ed. C. Cookson, H. M'Hardy, A. H. Turnor, T. P. Gurdon, C. A. Woodrofe, W. E. Bamber; additional (for in-

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struction of Japanese), A. K. Wilson; Master W. H. Harris; additiona (for instruction of Japanese), R. J. C. Grant; Captain of Marines, W. G. Hale; First Lieutenant Marines, F. A. Ogle; Second Lieutenants Marines, F. Baldwin and A. B. Crosbie; Chaplain, Rev. W. A. Rutherford, M.A.; Staff Surgeon, Charles Forbes, M.D.; Surgeon, H. Fegan, M.D.; Paymaster, G. Grant; Chief Engineer, J. Coade; additional (for instruction of Japanese), J. Robson; Sub-Lieutenants, H. M. Tyler, J. W. Sanders, A. MacLeod, and R. B. Clements; Supernumerary, S. G. Smith; Assistant-Surgeon, B. Gregory; Second Masters, C. H. S. Douglas and C. G. J. Cater; Assistant Paymasters, J. T. Hugo and T. A. Irwin; additional (for disposal), C. J. Curgerwen.

ZEBRA.—Commander, E. J. Pollard; Lieuteuants, A. G. McKechnie and R. B. Pipon; Master, T. Robertson; Paymaster, H. P. Shanks; Chief Engineer, R. Madge; Surgeon, J. W. Leahy; Sub-Lieutenant J. T. Hardinge; Assistant-Surgeon, C. L. Ridout.

The following are the names of the vessels of war now under construction at the various Royal and private dockyards for the British navy, together with the place where building:—

Avon, 2, twin sc. gun boat, at Portsmouth.
Beacon, 2, twin sc. gun boat, at Chatham.
Blanche, 4 sc. sloop, at Chatham.
Boxer, 2, twin sc. gun boat, at Deptford.
Bruiser, 2, gun boat, at Portsmouth.
Bulwark, 81, sc. ship, at Chatham.
Captain, 6, arm.-plt. t. s., at Birkenhead.
Carron, paddle tug vessel, at Devonport.
Crocodile, 3, iron troop ship, at Blackwall.
Cromer, 2, gun boat, at Portsmouth.
Cracker, 2, twin sc. gun boat, at Portsmth.
Danae, 4, sc. sloop, at Portsmouth.
Gnat, 2, twin sc. gun boat, at Pembroke.
Hercules, 12, arm.-plt. ship, at Chatham.
Hasty, paddle tug, at Glasgow.
Inconstant, 16, arm.-plt. frig., at Pembroke.
Juno, 6, sc. corvette, at Deptford.
Lapwing, 3, twin sc. gun boat, at Devonpt.
Monarch, 6, arm.-plt. tur. sh., at Chatham.
Myrmidon, 4, sc. gun vessel, at Chatham.
Newport, 5, sc. surv. vessel, at Pembroke.
Pelter, sc. tank vessel, at East Greenwich.
Penelope, 10, arm.-plt. twin sc. corvette, at Pembroke.
Philomel, 3, twin sc. gun vsl., at Deptford.
Prompt, paddle tug, at Glasgow.
Reculse, 12, arm.-plt. ship, at Woolwich.
Ringdove, 3, twin sc. gun vsl., at Portsmth.
Robust, 81, sc. ship, at Devonport.
Sappho, 4, sc. sloop, at Sheerness.
Sirius, 7, sc. sloop, at Portsmouth.
Thalia, 6, sc. corvette, at Woolwich.
Thistle, 2, twin sc. gun boat, at Deptford.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, APRIL 24.

The First Chamber of the States-General had before Easter a long list of unimportant questions to dispose of before it arrived at the Bill granting the money to apply the measures for preventing the spreading of the rinderpest. A brief conversation, however, only followed; some objections were made, but after all the Bill met with universal acceptance, and was voted unanimously. The House then adjourned until to-morrow, when the definitive budgets will be taken up. The credit laws expire on the 1st of May, so that these budgets must be voted before that day; there cannot be an ample debate, as there is only time enough for the several divisions. From the replies of the Government to the section reports—which were as brief as the discussions promise to be,—I only derive that the Minister for the Colonies answered to the accusation of being a "turncoat," that he still adhered to the programme of Mr. Myer, and asks further for facts by which his irresolution should be proved. When the House is inclined to furnish them, these, however, will not be wanting. But I think that our Lords have too strong a desire to return to their seats. The same Minister stated that in consequence of the strong objections which were urged against his measure to abolish the alternative chartering of Dutch merchantmen to convey produce from the East Indies to our ports for account of the Government, that it was his intention to make some alterations in those stipulations, and principally with regard to those by which vessels of small charter should be excluded.

The Second Chamber will, it is rumoured, meet again on the 14th of May for the despatch of business. Amongst the new Bills that will be brought in will appear that to regulate definitively the sugar cultivation in India, and another to repeal the law by which the minimum of the revenue of the sugar duties is fixed.

"War or Peace" remains still the principal question of the day; a great number of contradictory rumours are in circulation, and the public here does not know what to believe, because it is impossible to ascertain what actually passes. If it is true what is stated by the German Press, that Count Bismarck refuses to make any concession, then the question whether peace shall be preserved is narrowed to the simple consideration, if France is prepared to assert the claim to Luxembourg at the risk of a war. In the meanwhile public opinion is highly agitated here, and the several reports have caused a very marked fall in our Exchange, as on almost all the Bourses of Europe. Public opinion has indeed very little trust in the future, and very few is the number of people that thinks that these fears are unfounded, or at least premature. But I repeat that all that we know with certitude at this moment is, that we know nothing.

Within a few days a general promotion will take place in the army. Twenty-four first-lieutenants are to be named, whilst seventy subaltern officers are to be appointed lieutenants. Several high officers were pensioned.

H.M. the King and the Royal family will leave the Hague to-morrow to pay the capital their annual visit.

About the damming up of the Easter Scheltz there is no further news. The reports of the foreign engineers are not yet published, but several rumours are in circulation about their contents. The late storms have done some damage to these works that are now repaired by 4,000 workmen, but they are much overrated by the Belgian papers who state that the works were nearly destroyed. The damages are already now restored.

The dirty weather that prevailed during the last few days caused also many losses to the navigation. Amongst the vessels that were lost on our coasts appears an East Indiaman, which, with a full and valuable cargo, stranded on the evening of the 21st. The crew of this vessel, the *Baron Pallandt van Roosendaal*, was saved. Need it be added that these heavy losses are powerful stimulations to the insurance offices for raising the insurance premiums, the necessity whereof is urged in the meetings of insurance brokers, and likewise in the papers, because these companies did not make any profit at all during the last year.

From Amsterdam I hear that a plan is submitted to the Council of that town to enlarge the town with 648 bunders, so that when this plan is approved of the total circumference of our capital will be 1,326 bunders.

A general Anti-Stamp Duty League was established some days ago with the aim to insist by all means on the abolishment of the duty levied now on the newspapers.

At the Trading Company's coffee auction half of the quantities offered was sold at the full valuation. The parcels bought in will not be sold under the bought in prices, and in parcels of not less than 5,000 b. Good ord. Java 38 c.

COMMERCIAL.

COFFEE.—In waiting for the result of the auction of the Trading Company, which will be held to-morrow, and on which 102,694 b. are to be offered, there was but little doing. The transactions only included 4,000 b. Java ex Vriendschap, at 38c.; 2,200 b. do. ex do.; 560 b. Java ex Jessie Jamieson; 1,500 b. Macassar ex Francina Wilhelmina. The prices of the last parcels are not known, but it is generally thought that the previous rates have not been realised. The Trading Company, however, announced that in the said auction nothing would be sold under the valuation, and that before the 1st of August not more than 160,000 will be offered for sale. For the result of the auction see "Latest."

SUGAR.—Holders accepting rather lower rates; there was much improvement in the demand. 6,000 mats were sold at 1¾f. under March value. Stock of raw sugar, 37,900,183 kr.

SPICES.—Dull; the business has been limited, the demand being confined chiefly to the supply of the immediate wants of consumers.

JAVA INDIGO.—There was a fair request for prima qualities, but the stock was very limited; all that was offered (40 ch.) was bought at extreme rates. For ordinary quality rather lower prices were accepted.

CUTCH sells slowly at 29f.

BANCA TIN.—The previous prices were not sustained; 300 slabs were sold at 52½f.; 1,100 slabs at 52¾f.; 1,000 slabs at 51½f.

HIDES.—350 ps. Sourabaya Rinder, ex Francina Wilhelmina, were sold at secret prices.

TEA.—The valuation of the parcels of Java that will be offered on the 2nd and 3rd in auction is as follows:—

TRADING COMPANY.

	Chests.	Chests.	Valuation.
Boei	684/4	—	c.40 to 65
Congo Boei	472	—	58 to 84
Congo	2545	13/12	53 to 98
Pecco Congo	354	—	88 to 95
Souchon	1474	13	66 to 110
Pecco Souchon	451	131	80 to 115
Pecco	884	—	100 to 150
Oranje Pecco	20	50	100 to 105
Thunkay	932	—	45 to 56
Schin	86	—	58 to 88
Hysant	277	—	55 to 122
Uxim	20	3	60 to 110
Joosjes	—	120	103 to 150

PRIVATE.

	Chests.	Chests.	Chests.	Valuation.
Boey	585/4	—	—	c.42 to 78
Congo	1471	—	—	55 to 98
Kempoey	15	608/8	—	60 to 120
Souchon Boey	103	—	—	60 to 68
Souchon	3818	—	50/12	50 to 112
Souchon Boey	40	—	—	58 to 60
Souchon Pouchon	29	—	—	75 to 78
Pouchon	34	—	—	68 to 70
Pecco Kempoey	—	204/8	39/12	125 to 140

	Chests.	Chests.	Chests.	Chests.	Valuation.
Pecco Souchon	162/4	98/8	142/12	132/16	c.78 to 160
Pecco	365	124	1235	281	110 to 300
Oranje Pecco	5	—	—	—	95 to 100
Tonkay	269	—	—	—	50 to 92
Schin	76	—	—	—	50 to 60
Hysant	277	—	—	—	62 to 112
Uxim	5	15/8	52/12	—	60 to 150
Joosjes	—	59	155	—	80 to 170

RICE.—To-day were sold by inscription at prices that did not transpire 1,600 and 1,108 b. Sourabaya, and 935 b. Java, per Baltimore and Majestic.

MONEY.—There is a very quiet demand for money at the Bank as well as in the open market. The same rates as previously prevailed.

STOCK MARKET.—The Exchange does not display any activity at all; the transactions are very small now that the quotations balance between the unfavourable and the more favourable reports. In general a feeling of great uneasiness prevails. Dutch Two and a Half per Cents. closed 51¾; Three per Cents., 61¾; Four per Cents., 82; Trading Company, 137¾; Dutch Rhenish Railway, 251; Spanish Two and a Half per Cents., 28¼; Portugal, 38⅛; Russian Five per Cents., 89; Prussia, 206; Austrian Five per Cents., 39 15-16ths; Belgian Two and a Half per Cents, 50¾.

'CHANGE.—London: 3 mo., f.11.76; 2 mo., f.11.78½; short, f.11.83. Paris, 3 mo., f.46.65; 2 mo., f.46.75; short, f.47. Hambro', 3 mo., f.34.92½; 2 mo., f.35; short, f.35.15.

SHIPPING INTELLIGENCE.

ARRIVALS.—April 13, at Brouwershaven, from Batavia, Cornelia Hendrika; from Passaroeang, Bombay; from Samarang, Sydney Eggers, Maria Adriana; from Probalingo, Catharina Jacoba Henriette; at Texel, from Sourabaya, Rothley; 14, at Brouwershaven, from Banjoewangie, Joan; from Batavia, Heilige Vincentius da Paolo; from Tjilatjap, Macassar; from Batavia, Zephyr; at Texel, from Batavia, Holland; 2, from Samarang, Gezusters; from Sourabaya, Preston; 15, from Batavia, Hollandstrouw, Anthony v. Hoboken; from Banjoewangie, Sparkenhoe; 16, at Zierikzee, from Passaroeang, Isaac da Costa; 19, at Texel, from Batavia, D. T. Visser; 20, from Batavia, Koophandel; 22, from Batavia, Henriette, Cœur de Lion.

DEPARTURES.—April 18, from Hellevoet, General de Stuers, for Singapore *via* Cardiff; Antje, for Batavia *via* Newcastle; from Texel, for Kanagawa, Despatch; 19, from Hellevoet, for Batavia *via* Newcastle, Paul Johan; from Texel, Dageroad, for China *via* Newcastle; 20, from Texel, Pauline Constance Eleonore, for Java *via* Newcastle.

PASSENGERS INWARD.—From Java, per Kosmopoliet, Messrs. Brondgeest and family, Ulferts and family, Ketting Olivier and family, G

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Hoeven, De Casembroot, Soeters, E. Byleveld, Savoye, Milaar; per Hollandstrouw: Messrs. J. Zonneveld, Trompheller, A. H. J. Berg and family, Van Wely, Mayer.

PASSENGERS OUTWARD.—For Java, per Noach: Messrs. L. Stibbe and family, A. Van Romunde, J. M. A. Reerink, J. J. F. E. ter Klooster, Hamers and family, Van Kempen and family, Gelfske, Mrs. Wiggers ter Ville, and Miss Kakeum, besides a transport of 125 soldiers.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, APRIL 23.

My prediction of Admiral von Wullerstorf's resignation as Austrian Minister for Commerce and Public Works has been fulfilled much earlier than I anticipated when I wrote my last letter, and it has taken an unforeseen turn, as it was expected he would at least have remained in office till the conclusion of the negotiations respecting the Treaty of Commerce between Austria and Italy, which are nearly completed. The announcement made a few days ago at Vienna, therefore, took the public by surprise, as it was to the effect that the gallant admiral had tendered his resignation as Minister, that the Emperor had accepted it, and as a mark of his particular favour, had invested him with the Grand Cross of the Order of Leopold, the highest distinction in Austria for civil services rendered to the State. It was further added that the Emperor had appointed him to the supreme command of the forthcoming expedition to the Far East, and at the same time nominated him to be Ambassador Extraordinary to the Courts of China, Japan, and Siam, with full powers to negotiate and conclude treaties of commerce, navigation, and amity with those States. As the gallant admiral commanded the former expedition known as the "Novara Expedition," he will no doubt feel himself more in his element on the quarter deck of a ship of war ploughing the ocean than when confined to his desk in the ministerial offices at Vienna. The vessels selected for the expedition are the 42-gun screw steam frigate the *Donau* (or *Danube*), in which the admiral will hoist his flag, and the 16-gun screw corvette *Friedrich*, which was employed in the North Sea two years ago during the war with Denmark, and took part in the action with the Danish squadron off Heligoland on the 9th May, 1864. They are now both fitting out at Pola, and the arrangements will be completed under the personal orders and inspection of the admiral himself. The date of their sailing is not yet fixed, but there is every reason to believe, from the admiral's well-known energy and his knack of overcoming difficulties, that it will not be later than June, though the Emperor only promised that it should be in the autumn. The appointment of the admiral's successor as Minister has not yet been made, and the office is provisionally held by Herr von Becke, the Minister of Finance.

The Treaty of Commerce between Denmark and Japan, signed on the 12th of January last by Mynheer Dirk de Greff van Polsbroek, the Dutch Consul-General in Japan, by virtue of full powers granted to him by the King of Denmark, has now been published at full length in the official *Departements Tidende* of Copenhagen. The treaty stipulates the free right on both sides to appoint diplomatic agents and consuls in the territory of the other party, opens the ports of Hakodadi, Kanagawa, and Nagasaki in Japan for Danish trade, and insures to Danish subjects the right of residence and the free exercise of their religious worship. Danes settled in Japan are to be subject to Japanese jurisdiction in all disputes concerning property and personal rights; in all other cases differences are to be settled by the consuls. Danes are permitted to import and sell all goods not prohibited by law into the above-mentioned ports, except contraband of war, and may purchase any native goods they please of the Japanese. Shipwrecked Danes are to receive every assistance and protection from the authorities in Japan. Naval stores for the use of Danish ships of war may be warehoused without the payment of duty. Danish subjects shall be treated in Japan on the footing of those of the most favoured nations. All negotiations and official communications between the Danish and Japanese authorities are to be carried on in the French language.

Under the heading of the "Siberian Question" Count Sollohud publishes an article in the *Moscow Gazette*, in which he exposes the two great antagonists of the poor and at the same time rich country of Siberia, viz., its distance from the centre of the empire, and its colonisation by criminals." "We know," says the Count, "that ten thousand criminals are annually banished to Siberia, who perish, both physically and morally, from disease and idleness; ten thousand pairs of working hands, expatriated from their homes to be mixed up with the dregs of society. We know further that a thousand prisoners annually effect their escape from penal servitude, creating continual fear and trembling in the minds of peaceable and quiet-minded inhabitants." He then suggests abandoning Siberia as a penal colony and having one and the same code of laws for the whole monarchy. With regard to the great distance, he proposes to shorten it by the construction of a railway from Tjumen to Nijni Novgorod, which would place Siberia in immediate communication with Moscow, and to let the work be executed by gangs of prisoners. The article has made a great sensation.

Amongst the most recent arrivals of passengers in this city are Mr. van Reesema from Hong Kong and Herr Bomeyer from Japan.

The Emperor of Mexico has appointed Herr Gustav Overbeck to be Consul-General at Hong Kong; Mr. O. being an Austrian subject has applied for and obtained the Imperial permission to accept the appointment.

COMMERCIAL.

The Easter holidays and the fear of a war between Germany and France, which appears to be looming in the distance, have had a depressing influence on all articles—except sulphur and saltpetre, which are in demand and dearer—prices having in most instances given way. Notwithstanding this, 17,000 bags of coffee were sold at very nearly last week's values; but sugar, both raw and refined, is quite neglected and lower. Rice and spices are dull; of the latter the only transaction reported was 1,000 bags of Singapore Pepper, at 3⅞ sch. bco., which is decidedly lower. There have been some considerable arrivals of candied ginger by the vessels from China, noted at foot, and 2,000 chests have already been sold. Spelter is extremely difficult to dispose of, though offered much lower. No sales have been made since last week, the nominal quotations are 13½ mks. bco. in loco, and 13¼ for delivery, but lower offers would probably not be refused.

DISCOUNT.—Money is fortunately plentiful and cheap, good bills being easily discounted at 2 per cent. On the Stock Exchange there was an awful panic on two different days this last week, and prices of all descriptions of securities came tumbling down 5 or 6 per cent. in the course of half-an-hour. Thus the Italian Rente has fallen from 53 down to 42, but rallied a little since, and is now at 44; Austrian Credit Bank from 72 down to 58, now at 59; Rhenish Railway shares from 117 down to 96, and most other railway shares at the same rate.

SHIPPING INTELLIGENCE.

ARRIVED.—April 18, Orion, from Whampoa; Patriot, from Singapore; 19, Schultze-Delitck, from Canton; 20, Caroline, from Hong Kong, Canton, and Macao.

SAILED.—April 18 (from Cuxhaven), Hugo and Otto, to Shanghai; Bernhard Carl, to Singapore; 20, Merida, to Nicolayefsk; Fetish, to Hong Kong; 21, Kivic, to Nicolayefsk.

EXPORTS TO THE FAR EAST.

The quantities and value of the Cotton Goods shipped from London, Liverpool, Southampton and the Clyde, to China, Japan, Singapore, Batavia, Manila and Ceylon, during the month ended 16th April, 1867, and during the four months ended 16th April of the years 1865, 1866, and 1867, are given as follows in Mr. Sam Mendel's monthly export tables:—

TO HONG KONG AND WHAMPOA.—For month ended 16th April, 1867: Plain Cottons, 3,444,849; Coloured Cottons, 177,893; Printed Cottons, 21,345 yards; Cotton Yarn, 475,788 lbs.; total value of Cotton Goods, £110,853. For the four months ended 16th April, 1865: Plain Cottons, 7,525,804; Coloured Cottons, 1,304,991; Printed Cottons, 117,826 yards; Cotton Yarn, 725,020 lbs.; total value of Cotton Goods, £298,600. For the four months, 1866: Plain Cottons, 16,234,552; Coloured Cottons, 1,708,201; Printed Cottons, 196,900 yards; Cotton Yarn, 1,678,558 lbs.; total value of Cotton Goods, £626,068. For the four months, 1867: Plain Cottons, 10,051,170; Coloured Cottons, 417,907; Printed Cottons, 206,078 yards; Cotton Yarn, 1,105,388 lbs.; total value of Cotton Goods, £301,472; decrease for 1867 against 1866, £324,596.

TO SHANGHAI.—For the month ended 16th April, 1867: Plain Cottons, 9,014,579; Coloured Cottons, 1,352,020; Printed Cottons, 474,642 yards; Cotton Yarn, 10,000 lbs.; total value of Cotton Goods, £226,589. For the four months ended 16th April, 1865: Plain Cottons, 18,251,723; Coloured Cottons, 1,612,430; Printed Cottons, 725,661 yards; Cotton Yarn, 63,580 lbs.; total value of Cotton Goods, £503,785. For the four months, 1866: Plain Cottons, 30,089,511; Coloured Cottons, 3,014,704; Printed Cottons, 1,235,268 yards; Cotton Yarn, 5,000 lbs. total value of Cotton Goods, £863,252. For the four months, 1867: Plain Cottons, 25,156,540; Coloured Cottons, 4,805,077; Printed Cottons, 2,002,084 yards; Cotton Yarn, 103,132 lbs.; total value of Cotton Goods, £688,416; decrease for 1867 against 1866, £166,736.

TO JAPAN.—For the month ended 16th April, 1867: Plain Cottons, 1,399,149; Coloured Cottons, 338,975; Printed Cottons, 29,680 yards; Cotton Yarn, 110,700 lbs.; total value of Cotton Goods, £46,023. For the four months ended 16th April, 1865: Plain Cottons, 2,406,282; Coloured Cottons, 561,049; Printed Cottons, 357,602 yards; Cotton Yarn, 56,100 lbs.; total value of Cotton Goods, £109,390. For the four months, 1866: Plain Cottons, 12,232,936; Coloured Cottons, 961,144; Printed Cottons, 1,150,296 yds.: Cotton Yarn, 738,500 lbs.; total value of Cotton Goods, £412,884. For the four months, 1867: Plain Cottons, 6,335,345; Coloured Cottons, 1,117,749; Printed Cottons, 305,630 yards; Cotton Yarn, 735,700 lbs.; total value of Cotton Goods, £218,350; decrease for 1867 against 1866, £194,534.

TO SINGAPORE AND PENANG.—For the month ended 16th April, 1867: Plain Cottons, 3,092,191; Coloured Cottons, 907,864; Printed Cottons, 193,122 yards; Cotton Yarn, 200,950 lbs.; total value of Cotton Goods, £104,155. For the four months ended 16th April, 1865: Plain Cottons, 12,160,563; Coloured Cottons, 1,406,199; Printed Cottons, 774,158 yards: Cotton Yarn, 488,501 lbs.; total value of Cotton Goods, £367,685. For the four months, 1866: Plain Cottons, 17,994,184; Coloured Cottons, 2,322,732; Printed Cottons, 1,024,487 yards; Cotton Yarn, 435,360 lbs.; total value of Cotton Goods, £573,347. For the four months, 1867: Plain Cottons, 20,900,241; Coloured Cottons, 4,049,108; Printed Cottons, 1,372,629 yards; Cotton Yarn, 783,130 lbs.; total value of Cotton Goods, £617,987; increase for 1867 against 1866, £44,640.

TO MANILA.—For the month ended 16th April, 1867: Plain Cottons, 552,938; Coloured Cottons, 1,233,568; Printed Cottons, 396,233 yards; Cotton Yarn, 4,227 lbs.; total value of Cotton Goods, £59,649 For the four months ended 16th April, 1865: Plain Cottons, 3,387,918, Coloured Cottons, 3,476,943; Printed Cottons, 550,115 yards; Cotton Yarn, 36,050 lbs.; total value of Cotton Goods, £194,006 For the four months, 1866: Plain Cottons, 2,577,640; Coloured Cottons, 3,225,386; Printed Cottons, 39,120 yards; Cotton Yarn, 15,700 lbs.; total value of Cotton Goods, £164,380. For the four months 1867: Plain Cottons, 4,940,776; Coloured Cottons, 4,660,412; Printed Cottons, 515,232 yards; Cotton Yarn, 44,016 lbs.; total value of Cotton Goods, £260,325; increase for 1867 against 1866, £96,545.

TO BATAVIA.—No return for April, 1867. For four months ended 16th April, 1865: Plain Cottons, 3,006,653; Coloured Cottons, 1,811,365 Printed Cottons, 2,217,570 yards; Cotton Yarn, 110,100 lbs.; total value of Cotton Goods, £194,202. For the four months, 1866: Plain Cottons, 11,065,936; Coloured Cottons, 3,966,101; Printed Cottons, 2,213,346 yards; Cotton Yarn, 189,710 lbs.; total value of Cotton Goods, £453,696. For the four months, 1867: Plain Cottons, 7,184,432; Coloured Cottons, 4,460,526; Printed Cottons, 5,463,092 yarns; Cotton Yarn, 207,570 lbs.; total value of Cotton Goods, £417,206; decrease for 1867 against 1866, £36,590.

TO CEYLON.—For month ended 16th April, 1867: Plain Cottons,

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1,760,452; Coloured Cottons, 101,202; Printed Cottons, 162,950 yards; Cotton Yarn, 26,000 lbs; total value of Cotton Goods, £44,559. For the four months ended 16th April, 1865: Plain Cottons, 2,365,154; Coloured Cottons, 632,958; Printed Cottons, 377,502 yards; Cotton Yarn, 63,149 lbs; total value of Cotton Goods, £106,105. For the four months ended 1866: Plain Cottons, 4,565,168; Coloured Cottons, 794,559; Printed Cottons, 1,613,863 yards; Cotton Yarn, 107,173 lbs.; total value of Cotton Goods, £203,889. For the four months, 1867: Plain Cottons, 7,643,839; Coloured Cottons, 698,554; Printed Cottons, 1,177,128 yards; Cotton Yarn, 42,500 lbs.; total value of Cotton Goods, £223,540; increase for 1867 against 1866, £19,651.

Monetary and Commercial.

A meeting of the shareholders of the Bank of Rotterdam was held on the 29th ultimo, for the purpose of receiving the report of the committee appointed to investigate the charges against the directors contained in a recent letter addressed to the shareholders by Mr. Hinsberg.

The report of the committee disposes of these charges in detail. First, in reference to the connection of Mr. Bauduin, a director, with the firm of Dummler and Co., the report states that there is no evidence to prove that Messrs. Dummler have abused their position as agents of the bank, or that Mr. Bauduin has promoted the interests of that firm in opposition to those of the bank. On the contrary, the committee consider that the connection of the bank with Dummler and Co. has been attended with much advantage to the former.

Mr. Hinsberg, in the second paragraph of his letter, accuses the directors of having by various means compelled him to resign the management of the Holland branch of the bank. The report states in reply that "Mr. Hinsberg's principles as to the management of interests confided to the care of the bank appear to have been contrary to those of his colleagues and to those generally observed, and it is not surprising that these principles should have led to frequent differences, and, ultimately, to a separation."

The concluding portion of Mr. Hinsberg's letter relates to the general management of the bank. On this head the report of the committee offers the following remarks:—"The connections of the bank in Holland have been considerably extended since the departure of Mr. Hinsberg. The dispositions of the bank are not less excellent than heretofore. The Indian business is being conducted in an able and efficient manner, and since the bank was established the Indian losses have not amounted to more than 4 per cent. of the European. The European business has not been neglected in favour of the Indian. Bad debts written off have arisen, with one exception, from transactions entered into previous to July last. The above leads to the conclusion that the position of the bank is not less secure and the management not less excellent than under Mr. Hinsberg's directorship."

The result of the meeting was that the shareholders declined to accept the proffered resignation of the directors, who thereupon resumed their appointments. The auditors for the present year were elected and a vote of thanks having been presented to the Chairman, Mr. Fransen van de Putte and the Commissioners, the proceedings terminated. The balance-sheet presented at the meeting will be found in our advertising columns.

Some important robberies of silk are alleged to have taken place on board the steamers of the P. and O. Company. The loss involved, we understand, amounts to several thousand pounds. The question is an important one, as a grievance of this nature on the part of shippers will tend to curtail the shipments by this company's vessels. The company repudiate the claims, and allege that the bales may have been plundered in the godowns before shipment and skilfully sewn up again.

A meeting of the creditors of the Commercial Bank of India and the East was held on the 17th inst., when the terms of the proposal for the reconstruction of the establishment, under which the remaining 10s. in the pound will be paid by four equal half-yearly instalments, were cordially approved.

The reports of the meetings of the Chartered Bank of India and the Oriental Bank, alluded to in our last issue, will be found in another column.

The biddings for £300,000 in bills on India were made at the Bank of England. The amounts allotted were—to Calcutta £196,000, to Madras, £4,000, and to Bombay £100,000. The *minimum* price was fixed at 1s. 11¼d. on all the Presidencies. Tenders at 1s. 11½d. on Calcutta and Madras will receive about 89 per cent., and on Bombay, at 1s. 11¾d., about 78 per cent. Those above these prices will be allotted in full. The results thus obtained as regards Calcutta and Madras show a reduction of 1½ per cent. from the rate paid on the last occasion, and as regards Bombay a reduction of 1 per cent., indicating a considerable falling off in the demand for means of remittance to the East.

The annexed letter from Mr. H. H. Cannan explains some points with regard to the proceedings at the meeting of the Agra and Masterman's Bank:—

TO THE EDITOR.

Sir,—Had I been invited to attend the meeting of the Agra Bank shareholders, held yesterday, I should have offered to those present a full explanation of every matter with which my name was connected.

Your report of Mr. Thomson's speech is calculated to convey a very erroneous impression of the facts, and to lead to the conclusion that I had improperly retained in my possession large assets belonging to the bank; I therefore ask you to permit me to state the facts:— On the 11th Jan. last I handed over to the new bank a cheque for £1,130,000, and on the 12th I handed over the whole of the remaining assets and property of the old bank, with the exception of the balance standing to the credit of my official account as liquidator at the Bank of England (about £4,000) and £116,000 Consols also standing in my name as liquidator.

As I was liable to pay a large amount of dividends for which creditors were daily calling, the cash was absolutely necessary. The Consols remained in my name until the order of the Vice-Chancellor was obtained for their disposal. By my consent an order was made for the transfer to the new bank of £32,700 Consols (which I transferred), the Vice-Chancellor deciding that the balance should remain as an indemnity fund for unclaimed dividends, &c.; at the same time I offered to transfer this fund into the joint names of myself and some person to be nominated by the new bank. The bank's solicitor, however, preferred that the amount should remain standing in my name with a distringas, to which I readily consented.

I may add that everything that has been done by me with regard to the £4,000 cash and £116,000 Consols has been done with the sanction and under the direction of the Vice-Chancellor; and I cannot but think it unfair that an order made with my consent should be spoken of as an adverse order, and that the distringas to which I consented for the convenience of the new bank at the request of its solicitor, and to save expense, should be designated as a proceeding taken adversely.

I may further add, that up to this time I have not taken or received one shilling of the bank's money for remuneration or outlay, although my firm are out of pocket to a very large amount.—I am, Sir, your very obedient servant,

H. H. CANNAN.

The report of the directors of the Singapore Gas Company states that:—The profits of the company for the half-year ending the 31st of December were £990, which, together with £25 from the preceding half-year, made an available balance of £1,016, out of which the directors recommended a dividend at the rate of 3½ per cent. per annum on the amounts paid up on the original capital, free from income-tax, leaving a balance of £51. Mr. E. J. Wells, the manager, states in his report that the advantages of gas over cocoa-nut oil for illuminating purposes was fully appreciated by all classes of residents at Singapore. The total increase of lights for the half-year was 798. The collection of the gas rental had been satisfactory, and the profits on the fittings and sundries, and also the sale of the residual products, had fully answered his expectations. The total number of lights fixed at the end of the half-year was 5,310. The revenue account for the half-year showed that £4,332 had been received, and £3,342 expended, leaving a balance, as above, of £990.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton, on the 20th inst., was—In gold, to Galle, £550; in silver to Bombay, £49,300; to Madras, £50; to Hong Kong, £1,000; to Shanghai, £3,000; total in gold, £550; in silver £53,350.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices April 16.	Prices April 27.
£10	Agra Bank	3	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	33 to 35	32 to 34½
20	Chartered Bank Ind., Aust., & China	All	15 to 17	16 to 17
25	Chartered Merc. of India and China	All	30 to 32	29 to 31
20	City Bank	10	12 to 13	12 to 13
20	Eastern Exchange	5	2⅛ to 1¼ dis.	2⅛ to 1¼ dis.
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	2¼ to 1¾ dis.	2¼ to 2 dis
50	London and County	20	56 to 58	56 to 58
50	London Joint Stock	15	41 to 42	42¼ to 43¾
100	London and Westminster	20	93 to 94	92 to 94
25	Oriental Bank Corporation	All	41 to 42	42 to 43
50	Union of London	15	42 to 43	40 to 42
	MISCELLANEOUS.			
6	Bombay Gas	All	4 to 4¼	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	1¼ to ¼ dis.	1¼ to ¼ dis.
20	Do. A shares	2	1¾ to ⅝ d.s.	1¾ to ⅝ dis.
20	China Steamship & Lanuan Coal Co	12	12 to 11 dis.	12⅛ to 11⅛ dis.
10	Credit Foncier & Mobilier of England	9	6¾ to 6¾ dis	7¼ to 6¾ dis.
20	Egyptian Com. & Trading Company	7	4 to 3½ dis.	4⅛ to 3⅜ dis.
10	General Credit & Discount Company	7½	3⅛ to 2½ dis.	3⅛ to 2⅛ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2⅝ to 2⅜ dis.	2⅝ to 2⅜ dis.
5	Oriental Gas	All	5¼ to 5⅛	5⅛ to 5⅛
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	56 to 58	59 to 61
50	Do. New	All	56 to 58	58 to 60
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	96 to 100	97 to 100

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MANCHESTER MARKETS.

Mr. Sam Mendel's report states:—There is not much activity in sales, either Yarns or Goods, but there are offers on a larger scale than for some time past for both Mule and Water Twist at 1d. per lb., and for India and China Shirtings, at 3d. to 6d. per piece reduction from the quotations herein given. The unsettled position of political affairs on the Continent exercises for the time a depressing influence on this market. Grey Shirtings, 7 lbs., 9s. to 9s. 6d.; 8¼ lb., 11s. 3d. to 11s. 6d. Cotton Yarn, Nos. 16-24, 1s. 3½d. to 1s. 4d.; 28-32, 1s. 4d. to 1s. 5d.; Maddapollams, 4s.; Long Cloths, 11s.; T-Cloths, 7s.; White Spot Shirtings, 12s. 9d.

ARTICLES OF IMPORT.

TEA.—The market has been generally quiet, especially in Congous, whilst in Scented Capers and Green teas there has been a large business done at full prices. There has, on the whole, been but little alteration, but the tendency is in favour of buyers for fair to good medium teas, the quantity on offer out of the recent arrivals being in excess of the wants of the trade, who still only buy on a limited scale; whilst the unsettled state of affairs on the Continent has tended to check the export demand for that quarter. Congous: Siftings, both Moning and Kaisow kinds, have been taken to a moderate extent at about previous prices. Broken-leaf have been sold a little easier. Fair to good common show no alteration. Fair to good flavoury kinds are not readily saleable at the late decline. Good to fine Kaisows and Pak Lings have been steady at full prices, with a moderate amount of sales. Common to fair black-leaf kinds have sold ¼d. to ½d. per lb. lower. Fair to good medium kinds show no improvement, the demand for them being limited, even at the low prices established. In fine to finest there is no material change, the demand being quiet. New-make Canton kinds, in half-chests, have sold ½d. per lb. lower; boxes show no change. Good to fine Oolongs remain steady at full prices. Good to fine Souchongs have been less saleable, and prices show a reduction of 1d. to 2d. per lb. In Flowery Pekeos there has been no new feature. In Scented Capers the recent arrivals have found ready buyers at a further advance of about 1d. per lb. Scented Orange Pekoes still remain heavy of sale at the low rates current. Foochow kinds show no alteration. Uncoloured Japans have been sold at fully previous rates.

GREEN TEAS.—The arrivals have been considerable, but, with a good demand, sales have been made to some extent at full prices, especially for Moyune kinds of Young Hyson and Gunpowder, Ping Sueys selling at about previous rates. Hysons have been taken to a limited extent at previous prices. The commoner kinds of all qualities are comparatively difficult of sale. Further sales of Canton-made Gunpowder have been made at very full prices. The vessels afloat now are, in addition to those sailed subsequent to the 1st March:—

				lbs.
Oct. 5	Agamemnon*	Shanghai		1,003,045
Jan. 5	Jno. Lidgett	Foochow		1,050,700
„ 10	Esperanza	Do.		527,600
„ 11	Charlotte	Do.		842,900
„ 19	Beemah	Do.		1,072,625
„ 24	Dilpussund	Canton		819,000
„ 24	Bankside	Do.		510,000
„ 27	Bucton Castle	Foochow		1,260,300
„ 28	Jas. Shepherd	Shanghai		1,089,773
„ 30	Tavistock	Foochow		707,600
Feb. 1	Stornaway	Canton		312,594
„ 9	Red Riding Hood	Foochow		1,003,151
„ 12	Sea Bird	Canton		448,100
			lbs.	10,642,388

* Put into Singapore.

SILK.—The state of politics in Europe at the present moment, more particularly the Luxembourg question, has quite stopped business in this market; for some days past nothing has been done, all operators holding back while the uncertainty as to peace or war continues; quotations of Silk are nominally the same price. The prospects of the European crop are variously estimated, but the general opinion is that the result cannot be better than last year. The future of the market depends therefore entirely upon the great question, peace or war; but even should the most gloomy forebodings be realised, we see nothing in the statistics of our article to justify the expectation of any excessive decline in prices. Deliveries from 1st to 24th inclusive, China, 1,570 bales; Japan, 483 bales; total 2,053 bales.

CHINA.	Usual Imports. s. d.		s. d.
CHINA:—Tsatlee, No. 1 & 2	31 0	to	33 0
„ No. 3 & 4	26 0	to	29 0
„ Hangchow	24 6	to	27 6
Yuenfa and Hamin, No. 1 & 2	27 0	to	30 0
„ „ „ No. 3 & 4	20 0	to	27 6
Taysaam, No. 1 & 2	27 0	to	29 0
„ No. 3 & 4	18 0	to	26 6
Long Reel	19 0	to	24 0
Skeins	21 0	to	22 0
Canton	18 0	to	24 0
JAPAN:—Mibash & Sinchew, No. 1 & 2	32 6	to	35 0
No. 3 & 4	29 0	to	31 6
Ida, Bricks, No. 1 & 2	29 0	to	33 0
No. 3 & 4	26 0	to	28 0
Sodai, No. 1 & 2	29 0	to	32 0
No. 3 & Inf.	27 0	to	28 0

COTTON.—We have again to report an extremely dull market, the sales of East India afloat and on the spot only amounting to 2,830 bales, which were taken at a decline of ¼d. to ½d. per lb. on our last quotations. No China, Dhollerah, or Rangoon has been offered. During the week 33,065 bales have arrived in London, making a total of arrivals for the present year of 33,065 bales.

COFFEE.—The market generally is quiet; the reduced prices previously accepted for plantation Ceylon have caused this description to be in improved demand at somewhat enhanced rates. Native, however, continues much depressed, good quality offering at easier prices without finding ready buyers, and other kinds are also mostly of heavy sale. The following have been the sales at auction:—1,450 casks, 310 barrels and bags Plantation Ceylon realised, fine ordinary to low middling, 70s. to 77s.; middling to good middling, 78s. to 82s.; good middling to fine colory, 83s. to 90s. Of Native Ceylon, 3,450 bags, 1,193 pockets realised, good ordinary, rather mixed, 60s. to 61s. 6d.; superior, 68s. to 69s.; brown garblings, 23s. to 28s. 6d.; and black, 9s. 6d. to 10s. The only remaining sale of East India was of 2,744 bags Singapore at 60s. to 62s. per cwt. The stock of Ceylon on the 13th inst. was 6,250 tons, against 5,740 at the same time last year.

COIR YARN.—Private business is being done in Ceylon at the quotations given in our report of the 17th inst., but there has been no supply at auction.

DRUGS.—Camphor: Very quiet, and the only sale reported is of 50 tubs Japan at £5 15s. per cwt., no China having been offered. Cardamoms: Six cases Ceylon sold, medium at 2s. 9d.; fair at 3s. per lb. Cantharides: One case China was bought in at 6s. Galls: At auction 141 boxes ordinary Japan were bought in at 60s. to 62s. 6d. per cwt. Musk: Of Tonquin the sales have been 23 caddies ordinary and medium at 16s. 6d. to 20s., very ordinary bally at 12s. 6d. to 14s., 1 tin fine at 36s., and 9 tins good grain at 50s. to 50s. 6d. per oz. Rhubarb: Of 114 cases China offered at auction 90 cases sold at a decline of 6d. per lb., the prices realised being—for good medium 4s. 3d. to 4s. 8d., for medium 3s. to 3s. 1d. per lb.

GUMS.—Benjamin: Out of 201 cases Sumatra offered at auction 65 cases good fair brown thirds realised £5 to £5 15s., and 46 cases seconds sold—good at £11 10s., low medium, £8 15s. to £8 17s. 6d.; rather dark, £8 10s. to £8 15s.; dark, £7 15s. to £8 per cwt. Copal: At auction 116 cases ordinary rough-coated Singapore were bought in at 25s. to 30s. per cwt.

GUTTA PERCHA.—A further supply of 272 baskets Singapore ex wreck of the City of Delhi, sold without reserve at 2s. 8d. to 2s. 9d., a few lots 2s. 4d. to 2s. 6d.; also 2 tons ordinary at 4d. to 6d. per lb.

JAPAN WAX.—Of 450 cases offered at auction 330 cases sold at steady prices; good unmixed saucers, 92s. to 93s.; medium mixed, 70s. to 80s.; ordinary mixed, 65s. to 67s.; good block, 91s. per cwt.

MANILA HEMP.—No business of any importance has been done since our last report.

PEPPER.—No Black has been offered in public auction, and the sales privately are only of small extent, about 1,000 bags, Singapore 3¼d., Penang 2¾d. to 2 15-16d., Tellicherry at 3¼d. Of 520 bags Singapore White, at auction, little more than one-third was realised, fair at 5½d., a few lots 5¾d.

RICE.—The market maintains a firm appearance, but after the recent large purchases made by consumers, sales on the spot are comparatively limited. For arrival, a cargo of 1,400 tons Rangoon has been sold for London at 11s. 3d. landed, one of 1,400 tons Nakrenzie at 11s., and another of 1,100 tons at 10s. 9d.; 200 tons Madras at 13s. 4½d., 50 tons White Bengal, now landing, at 18s. 6d., and 250 tons nearly due, at 17s. 6d., all with an allowance of 6d. if taken ex ship.

SUGAR.—The steady tone which characterised the market at the close of our last report has continued to prevail during the present week, and the total business, which is of fair extent, has been less difficult to transact at previous rates. The pressure of floating cargoes has been rather less extreme, a considerable number still remain on hand, but in general those for sale at about the current value have been more readily taken, and the quotations are fully maintained. Privately 3,500 bags clayed Manila realised 27s. 9d. to 28s.; and 3,400 bags Muscovado Manila, 24s. per cwt. The stock in the United Kingdom on the 13th inst. was, of Penang, 570 tons against 1,380 tons; and of Manila, 28,610 tons against 20,070 tons at the same time last year.

SPICES.—The only sales since our report of the 17th inst. have been 9 bales first class Ceylon Cinnamon at 2s. 4d. per lb., and 1 case sea damaged Penang Mace at 1s. 11d. per lb.

TAPIOCA.—At auction 55 bags medium to fine Singapore sold at 4d. to 4¾d.; 15 cases ordinary dark Singapore were bought in at 2d., and 20 bags Malacca at 4d. per lb.

TAPIOCA FLOUR.—Of 448 bags Penang offered 200 bags sold at 2d. per lb.

MISCELLANEOUS.—Blacklead: At auction 507 barrels Ceylon met with a good demand, and 300 barrels sold at firm rates; fine bright silvery lump 27s.; medium, 21s. 6d.; low middling dull, 19s. 6d. to 20s. 6d.; ordinary hard, 16s. 6d.; chips, 15s.; small chips, 11s. 6d.; dust 9s. to 9s. 6d. per cwt. Ebony: At auction 1,016 logs (142 tons) Ceylon were offered, and all bought in at £7 to £10. 10s. Isinglass: One case ordinary leaf Penang realised 1s. 11d. Japan Cassia: At auction 20 cases realised 44s. Matting: 200 rolls China were withdrawn. Penang Arrowroot: 16 bags sold at 2½d. Roots: 152 bales China sold at 21s. Shells: 19 casks good small Ceylon cowrie realised 30s. Sticklac: At auction 110 boxes ordinary dusty and woody from Rangoon were bought in at 28s. Yarn: 22 bales Japan were bought in at £16.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6 nail rod, £7 10s. to £8; hoops, £8 15s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 15s. to £8 10s.; rails, £6 to £6 5s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £85 to £89 per ton; yellow metal, 7½d. to 7¾d. per lb.

TIN.—£89 for block; £90 for common bars. Tin plates, best charcoal I.C., 31s. to 32s.

LEAD, &C.—English pig, W.B., £22; shot, patent, £23; sheet, £20 15s.; spelter, £21 5s. to £21 10s.; zinc, English sheet, £26 10s. to £27; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—The Metal Market has continued dull, and with but little inquiry since our last report. At the Iron meeting the price was continued at same quotations. Copper in moderate demand, at quotations. Tin has been stagnant since the Dutch sale. To-day the English smelters have reduced their price £3 per ton. In other metals nothing to notice.

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EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mailsteamers.

	Gold.	Silver.
Shanghai	—	£45,095
Foo-chow-Foo	—	3,000
Amoy	—	—
Hong Kong	—	9,129
Singapore	—	6,915
Penang	—	—
Yokohama	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	22,420
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	4,476	—
To Hong Kong	4 000	2,000
To Shanghai	—	13,912
To Yokohama	—	23,572

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
April 9	Tamerlane	Hughes	Shanghai	Deal.
— 9	Chetan	Reid	Hong Kong, &c.	Do.
— 11	Tyburnia	Stephens	Shanghai	London.
— 10	Skimmer of the Waves	Hammond	Colombo	Deal.
— 7	Jessie Jamieson	West	Batavia	Helvoet.
Mar. 29	Brothers	Weeks	Amoy	New York.
Apr 10	Dundonald	Kewley	Shanghai	Deal.
— 9	Orion	Matfield	Canton	Off Falmouth.
— 9	Carlshaven	Coler	Singapore	Do.
— 11	Corea	Garry	Yokohama	London.
— 10	Patna	Jones	Foochow	Deal.
— 10	Joan	Laseur	Sourabaya	Cowes.
— 7	Luconia	Admiraal	Batavia	Zierikzee.
— 11	Schulze Delitsch	Prehn	Canton	Falmouth.
— 8	Almelo	Tjebbes	Padang	Texel.
— 9	Southern Cross	Macdonald	Shanghai	Off the Start.
— 9	Edmund Graham	Davis	Singapore	Do.
— 11	Isabella	Mauer	Do.	Liverpool.
— 12	Anthony v. Hoboken	—	Java	Deal.
— 11	Vicksburg	Scott	Manila	Falmouth.
— 11	Adelheid	Ahlers	Singapore	Do.
— 13	Royal Bride	Watson	Colombo	London.
— 13	Johnne Oluffo	Petersen	Sarawak	Do.
— 13	Caldbeck	Garside	Singapore	Do.
— 10	Waalstroom	Groot	Java	Off Dungeness.
— 10	Kosmopoliet	—	Do.	Do.
— 10	Bombay	—	Batavia	Off the Start.
— 12	Dorothea	Meyer	Singapore	Bristol.
— 13	Camilla	Drysdale	Shanghai	London.
— 12	Ellen Browse	Macdonald	Manila	Falmouth.
—	Sydney Eggers	—	Batavia	Brouwershaven.
Mar. 27	Henri Quatre	Alezais	Macao	Martinique.*
Apr. 15	Samuels	Wiggell	Canton, &c.	London.
— 14	Achilles (s.s.)	Russell	China, Singpapore, &c.	Falmouth.†
— 13	Amphion	Rein	Mauimein	Shields.
— 10	Johanna Maria	Johansen	Batavia	Helvoet.
— 10	Jannetje	Striemen	Do.	Brouwershaven.
Mar. 20	Glenlee	Dunn	Macao	Havana.
— 31	Edith Banfield	Mitchell	Shanghai	New York.
Apr. 1	Panther	John	Manila	Do.
— 1	Charger	Hatch	Hong Kong	Do.
—	Preston	—	Sourabaya	Nieuwe Diep.
— 13	Rothley	Lock	Sourabaya	Texel.
— 12	Jacobus Martinus	Meppelder	Batavia	Brouwershaven.
— 12	Nereus	Planten	Java	Do.
— 13	Maria Adriana	Itz	Samarang	Do.
— 13	Maria J. Henrietta	Tonjes	Do.	Do.
— 13	Cornelia Hendrika	Marcussen	Java	Do.
— 13	Australian		Maulmain	Aberdeen.
— 14	Caroline	V. Appen	Macao	Cuxhaven.
— 14	Patriot	Nordenholdt	Singapore	Do.
— 14	2 Gezusters	Bernolot	Batavia	Texel.
— 14	Holland	Gronbeck	Do.	Do.
— 14	H. V. v. Paulo	Nagel	Do.	Brouwershaven.
— 14	Macassar	Bentveld	Tjilatjap	Do.
— 14	Zephyr	Zinderduin	Banjoewangie	Do.
—	Queen of the Ocean		Foochow	New York.
— 16	Hollands Trouw	Vos	Batavia	Texel.
— 16	Sparkenhoe	Butler	Sourabaya	Do.
— 19	Congress	Wyman	Manila	London.
— 19	Bothwell Castle	Thyne	Singapore	Liverpool.
— 5	Naples	Hutchinson	Java	Boston.
—	D. T. Visser	Linden	Batavia	Deal.
— 22	T. D. Marshall	Hunter	Galle, &c.	London.
— 20	John Watts	Poole	Maulmain	Falmouth.
— 19	Koophandel	Mosi	Batavia	Off Dungeness.
—	Sjotrollet		Do.	Off the Wight.
— 18	Henriette	Olsen	Do.	Off Swanage.
— 6	Humboldt	Proctor	Padang	New York.
— 6	Alvington	Adams	Ceylon	Do.
— 7	Kate Carnie	Breckenridge	Foochow	Do.
— 9	Assyrian	Mearns	Shanghai	Do.
— 9	F. Reck	Stechman	Foochow	Do.
— 22	Achilles (s)	Russell	Shanghai & Hong Kong	London.
— 20	Koophandel	Verseef	Batavia	Texel.
— 4	Ernest and Maria	Meyers	Canton	Havannah.‡
— 16	Broadwater	Young	Amoy	New York.
— 10	Geo. Shotton	Bailey	Foochow	Do.
— 9	Pursuit	Bigelow	Singapore	Boston.
— 17	Witch (3 masted sch.)		Batavia	Off the Start.
— 18	Isaac da Costa	Klein	Passaroeang	Zierikzee.
— 25	Early Dawn		Colombo	Downs.

* In distress. † With machinery out of order. ‡ Ordered to New York.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 9	Polmaise	Butler	Shanghai	London.
— 5	Bells	Davis	Galle	Sunderland.
— 11	Swanley	Meldram	Yokohama	London.
— 7	Glenroy		Hong Kong	Shields.
— 10	Britannia		Ceylon	Do.
— 10	Lochlevin Castle		Singapore	Clyde.
— 11	Thales (s. s.)	Bramwell	Hong Kong, &c.	Liverpool.
— 15	Arabella	Roper	Colombo	London.
— 13	Antipodes	Duff	Singapore	Sunderland.
— 13	Coila (s.)	Grange	Shanghai	Liverpool.
— 12	Bourse d'Anvers	Leal	Hong Kong	Cardiff.
— 11	Adele and Louise	Maugat	Ceylon	Belle Isle.
— 23	Lamont, s.s.	Castelli	Shanghai	Glasgow.
— 13	A. H. Willie	Haveker	Singapore	Liverpool.
— 18	Tonia	Werner	Hong Kong	Newport.
— 16	Sultana	Paxton	Do.	Cardiff.
— 18	Perho (s.s.)	Bell	Singapore and Penang	Glasgow.
— 18	Ocean Chief	Morris	Shanghai	Sunderland.
— 22	Ramsay	Weeks	Hg. Kg. and Canton	London.
— 17	Virgilia	Lesueur	Shanghai	Newport.
— 18	Accrington	Christie	Colombo	Liverpool.
— 17	Jamaica	Wright	Sourabaya, &c.	Glasgow.
— 20	Arbutus	Turnbull	Galle	Sunderland.
— 20	Unicorn	Horn	Ceylon	Llanelly.
— 18	Despatch	Jones	Yokohama	Texel.
— 24	California	De Wyn	Batavia & Sourabaya	London.
— 22	Coila (s.s.)	Grange	Shanghai	Liverpool.
— 22	County of Elgin	McNicol	Java	Glasgow.

(See Commercial Postscript.)

SPOKEN.

ASTREA, Sourabaya to Amsterdam, Feb. 2, 22 S., 69 E.
RINALDO, Manila to Liverpool, March 7, 9 S., 12 W.
BELLA, Liverpool to Singapore, April 7, 48 N., 9 W.
SAN V. DE PAULO, Macao to Havana, Feb. 16, 23 S., 9 W.
HENRIETTE (N. ship), Batavia to Amsterdam, April 2, 32 N., 33 W.
CONGRES, Manila to London, April 5, off the Azores.
CATHARINA (Dutch brig), from Batavia, Feb. 20, 34 S., 23 E.
BLACK PRINCE (ship), London to Hong Kong, Dec. 2. 25 N., 23 W.
HINDOSTAN, Bordeaux to Batavia, March 17, 4 N., 24 W.
MARY ELIZABETH, for Singapore, Nov. 21, 1 N., 30 W.
AMAZONIA, London to Hong Kong, March 4, 7 S., 35 W.
FALCON, London to Hong Kong, March 15, 9 N., 22 W.
ARDINE (barque), Java to Rotterdam, Jan. 23, 30 S., 43 E.
VILLE DE NANTES, St. Nazaire to Newport and Galle, April 14.
LAUDERDALE, London to China, Feb. 15, 28 S., 24 W.
HONG KONG (French barq.), Macao to Havana, Feb. 19.
AUNT LIZZIE, Batavia to Rotterdam, Feb. 6, 27 S., 53 E.
QUEEN OF MAY, Penang to New York, Feb. 9, 28 S., 53 E.
A BARQUE, Macao to Hamburg, March 26, 11 N., 33 W. (108 days out).
KHANDEISH, Java to Rotterdam, March 4, 34 S., 27 E.
PETCHELEE, Singapore to Liverpool, March 6, 35 S., 23 E.
KOOPHANDEL, Shields to Singapore, March 4, 38 S., 18 E.
SOONHONG, Nagasaki to Panama (?), March 1, 35 S., 27 E.
QUEEN OF THE EAST, Manila to New York, March 7, 36 S., 18 E.
URSULA, Penang to New York, March 5, 33 S., 12 E.
ALMA, Singapore to Genoa, March 1, 36 S., 20 E.
PANIC (barq.), Singapore to Liverpool, March 22, 5 N., 25 W.
MEDINA, London to Yokohama, Dec. 17.
KUBRACHEE, Sourabaya to Boston, March 3, 2 S.
DESPATCH (Dut. barq.), Amsterdam to Batavia, March 8, 32 S., 25 W.
SIR LANCELOT, London to Shanghai, March 9, 35 S., 26 W.

LOADING.

At LONDON.—For Yokohama: Fontenaye. For Yokohama and Nagasaki: Neville. For Yokohama and Nagasaki: Adeline. For Shanghai: Douglas Castle, Tyburnia, Tamerlane, Patna, Weymouth. For Hong Kong: Corea. For Hong Kong and Canton: Banian, Osprey, Red Deer, Southern Cross, Chetah. For Singapore: Sree Singapura, Janet Ferguson. For Colombo: Saladin, Memento, Palmerston, Skimmer of the Waves.

At LIVERPOOL.—For Yokohama: Castleton. For Hong Kong: Coringa. For Shanghai: Thomas Blyth, Royal Minstrel. For Singapore: Eastern Chief, Bonnie Lassie. For Manila: Doriga, Bella Maria, Adolfo. For Batavia and Sourabaya: Susanna Elizabeth, Tahti.

At GLASGOW.—For Penang: La Plata. For Singapore, Hong Kong, and Japan: Courier (s).

At PORT GLASGOW.—For Singapore and Sarawak: Royalist (s.s.).

FREIGHTS AND CHARTERS.

Outward berth freights remain firm at previous quotations. We have no change to note in coal freights from the northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £57. For Saigon: £50. For Yokohama: £50. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 16s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 4 tons (heavy) shot, &c., and 6 tons (meast) stores from the Thames to Hong Kong; also for the supplying and delivering into store at Her Majesty's Naval Yard at Trincomalee of 900 tons South Wales Coal.

CASUALTIES.

The Cedars, Stonehouse, which sailed from Sunderland for Hong Kong, March 25, put in at Queenstown, April 18, with loss of bulwarks, and boatsstove.

Advices from Nieuwe Diep, dated April 21, state that the Baron Pallandt van Rosendaal, Kramers, from Banjoewangie to Amsterdam, was stranded and lost at Texel on the evening of April 21.

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The master (Van der Mei) of the Galilee, from Banjoewangie to Amsterdam, which vessel was assisted into Table Bay, Feb. 19, reports that it was on a sunken wreck that the vessel struck on Feb. 16, off Houtbay; some damaged coffee landed from her has been sold, and she will go on the slip for repairs, a large quantity of copper having been torn off her sides.

The Virgilia, Lesueur, which sailed from Newport, April 17, for Shanghai, arrived at Falmouth, April 22, leaky.

The Jamaica, Wright, which sailed from Glasgow, April 17, for Batavia and Sourabaya, arrived at Cairn Ryan, April 21, with sails split.

MISCELLANEOUS.

At CALLAO.—March 9, America, Donely, from Macao.

At MAURITIUS.—Feb. 18, Thomas Brown, Jackson, from Singapore; 21 Achilles (s.s.), Russell, from Shanghai, and left 23rd for London; March 5, Avenir, Barreyre, sailed for Galle.

At TABLE BAY.—Feb. 18, Anastasia, from Manila; 19, Galilee, from Batavia; 16, Fredk. Hendrik, from Java; 20, Egmont and Horn, from Macao; 22, Johan Anton, from Hong Kong.

At ASCENSION.—March 8, Panic, from Singapore, and sailed 9th for Liverpool; 20, Danube, from Java, and sailed for the Downs.

Off ASCENSION.—March 7, Isaac, from Java for Rotterdam; 21, Charlotte, from Samarang, for Amsterdam; 25, Gladiator, from Colombo, for London.

At ST. HELENA.—March 11, Catharina, Visman, from Batavia, and sailed 12 for Amsterdam; 13, John Lidgett, Polsen, from Foochow, and sailed 14 for London; Singapore, Stoop, from Tjilatjap, and sailed 14 for Rotterdam; 14, Joliba, Simpson, from Colombo, and sailed for London; 15, Charlotte, Lange, from Samarang, and sailed for Amsterdam; Queen of May, McGreavey, from Penang, and sailed for New York; Teviot, Wheelan, from Colombo, and sailed for London; 16, Gladiator, Murray, from Colombo, and sailed 18 for London; Delangle, Dupont, from Macao, and sailed for Havana; Pcess. Amelie, Groeneveld, from Banjoewangie, and sailed 19 for Amsterdam; Avondale, Ogilvie, from Shanghai, and sailed 18 for Montreal; Confucius, Stenzel, from Macao, and sailed 18 for Havana; Astrea, Koorders, from Banjoewangie, and sailed 18 for Amsterdam; 17, Aunt Lizzie, Grant, from Batavia, and sailed 18 for Rotterdam (former master, Martin, had died on the passage); Triton, Bergstrom, from Banjoewangie, and sailed 18 for Falmouth; Maria, Biesthorst, from Banjoewangie, and sailed 19 for Rotterdam.

Off ST. HELENA.—March 15, Balisama (Dutch barque), from Java, for Rotterdam, 53 days out.

At TABLE BAY.—Feb. 24, Nizam, Coreil, from Macao; March 8, Jolar, Wright, from Sourabaya, and sailed 9 for Amsterdam; 12, Josephine Amedee, Lagardee, from Saigon; 5, Kansas, Wells, sailed for China.

At SIMON'S BAY.—March 19, Laura and Adele, Lund from Banjoewangie, for Amsterdam (short of water, and with master sick).

At MADEIRA.—March 29, Hayo-Mara (s.), Carnes, from Cardiff, and left 30 for Japan.

At MAURITIUS.—March 9, Josselin, Lebesque, sailed for Galle; 6, Rover (s.s.)(Kemble, sailed for Japan.

The screw-steamer Coila, 435 tons, sailed from the Clyde on the 22nd with a cargo of coals for Shanghai. She is owned by Messrs. T. and W. Paton and Co., of Liverpool.

TRIAL OF THE STEAMER "LAMONT."—The steamer Lamont, Capt. Castilla, had her trial trip on the 16th, which proved satisfactory, although not of great speed. On the trial she did 18 miles in one hour and a-half, by the patent log. She left Greenock on the 24th, calling at St. Vincent and the Cape.

FURNITURE FOR INDIA, CHINA, &c.

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MANUFACTURE, ESPECIALLY FOR EXTREME CLIMATES,

SOLID MAHOGANY FURNITURE,

Entirely free from Veneer. A large general assortment always on view.

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HEAL & SON'S PATENT HORSEHAIR MATTRESS

Prevents the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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CHINA CLUB.

THE ANNUAL DINNER

WILL TAKE PLACE AT

WILLIS'S ROOMS,

KING-STREET, ST. JAMES'S,

On TUESDAY, 21st MAY,

At Half-past Seven o'clock.

THE RIGHT HON. THE EARL OF LONGFORD

IN THE CHAIR.

Gentlemen desirous of joining the Club will please apply to Messrs. Willis, it being necessary that all who have not previously been present at the Annual Dinner should be proposed by a Member of the Committee.

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The Situation is good, and the House in all respects desirable.

Rent, £4 4s. per Week,

or the Lease and Furniture can be purchased.

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A.D. 1867.

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Telegrams may be despatched from Europe—From Tuesday, 19th February, to Tuesday, 19th November inclusive.

From Shanghai, on the departure of the first steamer to Tientain till the freezing of the river Peiho.

C. MITCHELL GRANT.

Agency in London—"London and China Telegraph" Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

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DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any ervice in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR. J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE is a certain cure in CHOLERA, DYSENTERY, DIARRHŒA, COLICS, etc.

DR. J. COLLIS BROWNE'S CHLORODYNE. EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne is on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

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BANK OF ROTTERDAM.

Head Office—ROTTERDAM.

Branches—BATAVIA, SOURABAYA, SINGAPORE.

EXTRACT of the FOURTH ANNUAL REPORT of COMMISSIONERS of the BANK of ROTTERDAM.

As stated in our last report a further issue of capital to the extent of ten millions of guilders took place in the commencement of the year; the new shares were held exclusively at the disposal of proprietors, 308 of whom availed themselves of their right and subscribed for 11,977 shares, representing a nominal capital of f.2,994,250, with f.1,497,125 paid up; a result which may be called satisfactory. The events of the following months, as well political as financial, continue provisionally to prevent any further issue of capital.

Our subscribed capital on 1st January, 1867, was f.7,994,250, of which one-half, f.3,997,125, has been paid up. Our commanditair capital on 1st January, 1866, amounted to f.7,149,000, and had increased on 1st January, 1867, to f.8,133,100.

The liabilities of the Bank are consequently covered by a capital of fully sixteen millions of guilders, of which f.4,403,780 have been paid up.

The Commanditair Association has rendered favourable results, notwithstanding some bad debts which had to be written off. The accounts show a commission booked, comparatively to amount of credits granted, of 2.54 per cent., against 2.39 per cent. in 1865, and 1.89 per cent. in 1864.

In accordance with our resolution to that effect steps were taken by the Direction to establish agencies at Singapore and Sourabaya.

The agency at Singapore has been opened on the 1st of October, and that at Sourabaya was to open on the 1st of February last; the former under the management of Mr. W. Hooglandt, late of the firm Hooglandt and Co., at Singapore, and the latter under that of Mr. P. H. Soeters, hitherto in the service of the Netherlands Trading Company at Batavia and Singapore.

Our head agency at Batavia continus to contribute largely to the prosperity of the Bank, and we are happy to avail ourselves of this opportunity to tender our best thanks to the Directors of that agency for their valuable services. We also look forward with confidence to favourable results from the agencies at Singapore and Sourabaya.

As to operations of the Bank in 1866, the results are shown by profit and loss account; with a few exceptions all operations mentioned in art. 12 of the Statutes have been more or less attended to, the Directors have in particular and more than ever, put their services at the disposal of our national commerce and industry, and we are happy to notice in consequence a considerable extension of business in Twente, the great manufacturing district, during the last half-year.

For further elucidation of the accounts we beg to refer you to the annexed statements; we only mention here the aggregate amount of our transactions during the year, being f.326,127,427.22, against f.228,815,610.89½ in 1865, and distributed as follows:—

	Rotterdam.	Batavia	Total.
Cash	f.61,336,928.91	f.51,291,016.83	f.112,627,945.74
Bills, Home ...	59,054,572.85	17,908,224.42	76,962,797.27
Bills, Foreign ...	51,672,847.71½	42,044,059.47	93,716,907.18½
Government Stock	5,262,339.62½	333,401.39	5,595,741.01½
Coupons... ...	607,171.42½	—	607,171.42½
Bills payable ...	81,250,372.59½	2,584,191.04	83,834,563.63½
Sundries... ...	1,918,667.19	871,043.05	2,789,710.24
	f.211,102,900.31	f.115,031,936.20	f.326,134,836.51

After making provision for all bad and doubtful debts, we are happy to declare a dividend at the rate of 7.65 per cent. per annum.

The aggregate amount of transactions between the Batavia agency and the head office, included in the above is f.26,711,717.53½, leaving a total of f.299,423,118.97½ for transactions, exclusive of business between the Bank and the agency.

BALANCE SHEET, 31st December, 1866.

ASSETS.

Government and other securities		f.409,068 40
Funds available—		
Cash and foreign coin	f.1,570,187 59½	
Bills receivable—		
Home	2,486 307 12	
Foreign	1,938,860 15	
Cash at bankers	3,182.652 46½	
Loans on securities	1,009,027 28	
		10,187,084 61
Debtors in account current	4,338,100 60	
Debtors in account current, doubtful, estimated at ...	47,871 64½	
		4,385,972 24½
Debtors in commanditair account	3,150,554 04	
Debtors in commanditair account, doubtful, estimated at	14,081 09	
		3,164,635 13
Bank premises and furniture		239,368 45
		f.18,386,078 83½

LIABILITIES.

Capital—		
50 per cent. paid up on 31,977 shares, f.7,994,250 ...	f.3,997,125 00	
5 per cent paid up on commanditair capital, f.8,133,100	406,655 00	
		f.4,403,780 00
Bills payable		8,352,951 23½
Deposits and circular notes...		1,024,872 98
Creditors in account current		4,105,736 67
Creditors in commanditair account		119,523 09
Interest on paid up commanditair capital...		12,199 65
Commanditair reserved fund		23,222 09
Dividend account, 18 4		103 50
Dividend account, 1865		764 00
Dividend account, 1866, f.9.56 per share		305,700 12
Reserved fund		37,235 50
		f.18,386,078 83½

Examined by us and found correct. The Committee of Commissioners.
(Sign.) J. C. BURLAGE.
„ W. HOYACK.
„ J. W. BUNGE.
Rotterdam, 19th March, 1867.

Bank of Rotterdam.
(Sign.) D. BAUDUIN.
KUP.
Rotterdam, 14th March, 1867.

Audited by Commissioners of the Bank of Rotterdam.
(Sign.) F. J. PLATE, Chairman.
„ HUBRECHT, Secretary.
Rotterdam, 19th March, 1867.

We have examined and audited the above accounts, and find them correct.

(Sign.) D. DORREPAAL.
„ D. BLANKENHEYM.
„ J. A. M. VAN BERCKEL.
„ J. LOOPUYT.
„ F. W. C. BLOM.

Rotterdam, 21st March, 1867.

PROFIT AND LOSS ACCOUNT, 1866.

Dr.

Expenses—		
Salaries	f.79,249 89	
Miscellaneous	40,715 76	
		f.119,965 65
Amount written off on bank premises and furniture		5,026 18
Amount transferred to commanditair reserved fund, half of commission earned, f 96,005.63		48,002 81½
Amount written off for bad and doubtful debts		29,596 72
Loss on Government and other securities		55,586 70
Net profit		350,024 23
Divided as follows:—		
..9.56 per share to proprietors	f.305,700 12	
10 per cent. of f.141,125.16 to reserved fund...	14,112 52	
5 per cent. „ „ to commissioners	7,056 26	
10 per cent. „ „ to Directors	14,112 51	
Government tax on dividend of f.305,700.12	7,825 92	
Grant to pension fund	1,216 90	
	f.350,024 23	
		f.607,202 29½

Cr.

Interest account.	
Balance	f.281,713 54
Commission account.	
Balance	107,135 40½
Profit on exchange operations, less interest	127,969 68½
Balance of profit and loss account of Batavia	90,383 66½
	f.607,202 29½

Examined by us and found correct. The Committee of Commissioners.
(Sign.) J. C. BURLAGE.
„ W. HOYACK.
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Rotterdam, 19th March, 1867.

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„ J. LOOPUYT.
„ F. W. C. BLOM.

Rotterdam, 21st March, 1867.

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PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford every facility for REPAIRING and SPARRING VESSELS, and for CLEANING and PAINTING Iron and Steam Ships.

Their large Granite Dock, 286 feet long on the block is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet water. The Dock is fitted with a Caisson Gate and with a Centrifugal Steam Pump of great power, ensuring despatch in all states of the tide. An ample stock is kept on hand of Timber, Oregon Spars, Sheathing Copper and Yellow Metal, and of every description of material for Dockyard use.

The premises comprise an Engineer's Workshop, Brass Foundry, a large Smithy and Carpenter's Workshops, and the works are superintended by Resident Europeans, viz., a Shipwright, an Engineer and a Blacksmith. Dry Godowns for the reception of vessels, stores, &c., who requiring to discharge them.

Amoy, March, 1865.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq. | Alexander Mackenzie Esq.
Duncan James Kay, Esq. | Lestock Robert Reid, Esq.
John Binny Key, Esq. | James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000
RESERVE FUND £250,000

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 25, Old Broad-street;

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	80,000,000	... £3,200,000
Capital paid up ...	...	50,000,000	... £2,000,000
To be paid up Sept. 15,	1867	10,000,000	... £400,000
Do. Mar. 15,	1868	10,000,000	... £400,000
Do. Sept. 15,	1868	10,000,000	... £400,000
Reserved Fund ...	...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion), LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

WORKS AT BIRMINGHAM AND LONDON.

OFFICES—61A, MOORGATE-STREET, LONDON.

Merchants' orders executed with despatch.

COWASJEE DINSHAW.

Close to the Landing Place Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.
THE "LONDON AND CHINA EXPRESS." ON SALE.

Bottled Ales and Wines, &c.

"NO BUYERS FOR THE BEST BRANDS, unless RE-PACKED," in consequence of repeated BREAKAGE.—Melbourne Journal of Commerce, Nov. 16.—Heating and Breakage entirely prevented, and 15 per cent., saved in Freight of Cases by using SEYMER'S BOTTLE PACKINGS AND COOLERS.

Price 7½d. per doz. Bottlers contracting for large quantities effect so great a saving in labour, &c., that they can supply them at one-fourth less in price to Shippers, who will find it most profitable to order their goods to be so packed in future. In use by all the leading London houses.—T. WHITEHEAD, 37, Eastcheap, E.C., Sole Manufacturer.

Shortly will be published, in crown 8vo.

THE LIFE AND WRITINGS OF CONFUCIUS;

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London: Trubner and Co., 60, Paternoster-row, E.C.

JAPAN.—A GENTLEMAN leaving for Yokohama early in May is open to NEGOTIATE for the TRANSACTION of BUSINESS, or Correspondence with a view to the same. References of the highest order.

Address, H. F., the Office of this Paper.

TO PARTIES about proceeding to INDIA or CHINA.—A YOUNG PERSON, aged twenty-one, wishes to engage herself as ASSISTANT to a Lady on her passage out. Good references.

Address by letter to A. B., 28, New Kent-road, S E.

REVUE ORIENTALE,

Conducted by M. LEON DE ROSNY,

Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceiana.

The last issue (No. 58) contains, amongst other matters,—

DE LA LITTERATURE ARAMEENNE; par Munk de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon)

ORAISON FUNEBRE, TRADUITE DU COCHIN-CHINOIS; par Truong-vinh-ky.

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The BEST INK.

The PERMANENT INK.

The 1d. Packet equal to a 6d. Bottle.

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BOSTONITE PLAYING CARDS, 2s. 6d. per pack
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JAPAN.

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By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

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OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT.—From SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by their steamers leaving Southampton on the 4th, 12th, 20th, and 27th of every month. For CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by those of the 4th and 20th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th and 28th of the Month.

For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

N.B. The extra service between Suez and Bombay in correspondence with the steamers leaving Southampton on the 4th and 20th, and Marseilles on the 12th and 28th of the month, will terminate with the departures from Southampton on the 20th, and Marseilles on the 29th May.

OVERLAND ROUTE VIA MARSEILLES.

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The 19th of every Month at 2 P.M. for—

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For passage, freight, and information apply to B.W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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Fares:—Brindisi to Alexandria, including provisions, 1st class, £7 5s.; 2nd class, 200f.; third class, 90f., and *vice versa*

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

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The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

For particulars of Freight, through passage rates, &c &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

OPENING OF THE NEW CHINA STEAM ROUTE FROM LIVERPOOL.

VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

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From Liverpool	...	5th and 20th May.
Leaving San Francisco	...	3rd July.
Due at Yokohama	...	22nd July.
Due at Shanghai	...	27th July.
Due at Hong Kong	...	29th July.

The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

RATES OF PASSAGE FROM LIVERPOOL.

To Yokohama	... ...	First Cabin, £110 10s.
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To Shanghai	... ...	„ £120 10s.

FREIGHT, FREE OF PRIMAGE.

Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

The homeward rates of freight will be fixed by the Agent of the Pacific Mail Steamship Company at the above Ports.

ARTHUR B. FORWOOD, Managing Director.

OFFICES:—LIVERPOOL, The Temple, Dale-street; LONDON, 117, Leadenhall-street; HAVRE, J. M. Currie.

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CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Tyburnia ...	A1 14 yr.	E.I.D.	May 8.
Shanghai	Patna	Brcklbnk	W.I.D.	With des.
Shanghai	John Lidgett	A1 15 yr.	E.I.D.	May 22.
Hong Kong ...	Corea	A1 14 yr.	W.I.D.	May 8
Hong Kong ...	Chetah ...	A1 10 yr.	W.I.D.	With des.
Kanagawa and Nagasaki ...	Neville ...	A1 10 yr.	W.I.D.	With des.

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CHINA AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	Date of Sailing.
Shanghai	Tamerlane..	A1 12 yrs.	10th May.
Hong Kong & Whampoa	Osprey ...	A1 10 yrs.	10th May.
Ditto	Sthn. Cross	A1 13 yrs.	To follow.
Melbourne	Lanarkshire	A1	5th May.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

With quick despatch.

FOR HONG KONG and WHAMPOA, the fine China clipper-ship RED DEER, A 1 10 years, 691 tons register, A. BRUCE, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Bombay ..	Haddington	1459	A A 1	Victor.	May 10
Bombay ...	KooriaMoria	1112	5-6ths L.11	E.I.D.	May 15
Colombo ...	Saladin	782	A 1 13 yrs.	W.I.D.	May 3
Colombo ...	Skimmer of the Waves	396	A 1 11 yrs.	W.I.D.	To fol.
Colombo ...	Palmerston .	978	A 1 15 yrs.	W.I.D.	To fol.
MalabarCst	Life Brigade	245	A 1	W.I.D.	May 5

No. 22, Great St. Helen's, E.C.

WITH DESPATCH.

FOR KANAGAWA (YOKOHAMA) and NAGASAKI, JAPAN, the fine clipper, EARLY DAWN, A 1 11 years, 519 tons register, W. NORRIE, Commander; East India Docks. This ship has good accommodation for passengers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

COLOMBO Direct (first ship) the magnificent new clipper ARABELLA, A 1 9 years, 350 tons register, built under special survey; JOHN RAPER, Commander; now loading in the West India Docks. This beautiful vessel has only room for light measurement goods.

For freight or passage apply to F. TALLACK, No. 23, Birchin-lane, E.C.

To sail May 3.

DIRECT for COLOMBO, the well-known fast-sailing ship SALADIN, A 1 13 years (owned by Messrs. Robert Henderson and Sons), 782 tons register; JAMES RANKIN, Commander; West India Docks. This magnificent vessel has the greater portion of her cargo engaged, and offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Saladin," will meet with quick despatch.

DIRECT for COLOMBO, the well-known fast-sailing ship SKIMMER OF THE WAVES, A1 11 years, 396 tons register, J. HAMMOND, Commander; lying in the London Docks. This fine vessel, well-known in the Colombo trade, has the greater portion of her cargo engaged, and offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

MALABAR COAST.—FIRST SEASON SHIP.

Has a large portion of her Cargo engaged, and will sail May 5.

DIRECT FOR MANGALORE, CANNANORE, CALICUT, COCHIN and ALEPPE, the fine, fast-sailing British Ship LIFE BRIGADE, A 1, 245 tons register, WM. SHEARER, Commander; West India Docks. This beautiful nearly new ship offers a first-rate opportunity to shippers of Season Goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Janet Mitchell."—Has the greater portion of her cargo engaged, and will sail May 10.

FOR BOMBAY DIRECT, the splendid clipper ship HADDINGTON, A a1 (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 tons register, G. BROWNE, Commander; East India Docks. This vessel is well-known in the Bombay trade for her very rapid passages.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington." Under engagement to the Council of India for the Conveyance of Stores, and will be loaded according to their regulations, at an easy draft of water.

FOR BOMBAY DIRECT, the well known fine fast-sailing British-built Ship, KOORIA MOORIA, 5-6ths L. I., 1 112 tons register, W. ADAM, Commander; East India Docks This splendid vessel is newly coppered, and now in her loading berth, will sail May 15.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 244.] LONDON, SATURDAY, MAY 4, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN—Yokohama	Jan. 17	Mar. 13	Mar. 17
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Jan. 26	Mar. 21	„ 23
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Feb. 10	„ 23	„ 27
Canton			
Macao			
PHILIPPINES—Manila			„ 23
COCHIN-CHINA—Saigon			April 2
SIAM—Bankok			
BORNEO—Sambuan			
Sarawak			
JAVA—Batavia			Mar. 30
MALACCA STRAITS—Singapore	Feb. 26	Mar. 31	„ 5
Penang			

The inward mail, with Hong Kong dates to April 1, reached Suez yesterday, and may be expected in London about the 13th instant.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles, May 2.—From Yokohama: Count Hulot d'Otery, Mr. and Mrs. Freeman. From Shanghai: Messrs. Languillot, Stewart, Sidille, and Theric. From Hong Kong: Messrs. Soncet, Malliard, Martinez, Delbart, Lucas, Carre, Hancock, Ellis, and Hope, Sig. Gomez and two children. From Saigon: M. Julien, M. and Madame Domergue and four children. From Batavia: Messrs. Bosck, Scharff, Holt, Van Kuischat, Van der Bent, M. and Madame Schangier, seven children, and three servants, M. Kesting and six children, M. and Madame Peltzer and child, M. and Madame Coblyn and child, M. and Madame Dufresne, servant, and six children, M. Degent and servant. From Singapore: Messrs. Canters, Costa, Romirez, Valencia, Ximenes, Talderama, Martinez. Valarina, Vrunia, Rojas, Maxwell, Harvey, Cavasos, Knox, Hernandez, Seiva, Ludsbaer, Ordemann, Ahrend, Ziman, Seson, Gonzalez, Miqueter, Mumez, Zozado, Latojo. Lasada, Bon y Gasco, Rijado, Vidal, Otez, M. and Madame Rivera and child, M. and Madame Aparo and two children, M. and Madame Valderama, M. and Madame de la Cajegos and child.

PASSENGERS OUTWARD.

Per P. and O. steamer Euxine, from Southampton, May 4.—To Shanghai: Dr. C Nissen. To Hong Kong: Lieut. L. C. Keppel, R.N. To Singapore: Mrs. Edgar. To Ceylon: Mr. C. E. and Mrs. Karslake, Captain Jerroise, R.E.

From Marseilles, May 12.—To Yokohama: Mr. Barber, Mr. R. Goddard. To Shanghai: Mr. C. Hudson, Mr. Kooski, Mr. Wooyeno Ristars, Mr. J. Bland. To Penang: Lieutenant-Colonel, Mrs., and Miss Anson. To Ceylon: Mr. W. Morris. Mr. White.

Per P. and O. steamer, from Marseilles, May 20.—To Ceylon (via Bombay): Mr. G. Tinn.

From Suez.—To Ceylon: Mr. A. O. Cowan. To Shanghai: Mr. J. Schabert.

Per P. and O. steamer Syria, from Southampton, May 20.—To Singapore: Mr. W. W. Cairns. To Hong Kong: Mr. C. W. Harris, R.N. To Ceylon: Mr. W. R. Noad.

From Marseilles, May 28.—To Singapore: Mr. T. E. Henny.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates hence are to the 17th March, or sixteen days later than advices received by the P. and O. mail delivered on the 29th ult. The outward mails of 10th and 17th January had arrived on the 13th March, the latter conveying telegrams from London to the 8th February.

With regard to the Mikado's death, the *Japan Times* has the following observations:—

"We mentioned, two mails ago, that the Mikado was supposed to have died of the small-pox. The Foreign Ministers received official notice of the event, and, moreover, on a day named by the Japanese as that appointed for his funeral, lowered their flags half-mast high. It is a singular fact that the non-official natives persist in maintaining that the whole story is an imposition—that the Mikado is not dead, but that Stotsbashi is. One has but to ask any native of the lower or middle class if "Kubosama," the Shiogoon, is dead, to receive an answer in the affirmative given in the most natural manner possible. As no foreigner, whatever his position, has any means of arriving at actual conviction on the subject, it is useless to argue on mere conjecture. We can only say that, considering Stotsbashi's relations with certain other Daimios who consider themselves slighted by his elevation to the Shogoonate, nothing is more probable than that he has been put out of the way."

"The war in the South," says the *Times*, "will not be resumed this spring, official notice to that effect having been made to the Daimios friendly to or dependent on the Shiogoon. Chosiu is thus left far more powerful than he was before the war, with a large accession of territory and the prestige of successful resistance to the Yedo chieftain. The circumstance makes very strongly in favour of ourselves, for though it is of course of the first importance that our treaties should be made with what is recognised as the supreme power in the country, yet, as we have now ascertained that this power is certainly not vested in the Shiogoon, it is at least to be reasonably hoped that before long the claims of other Daimios to trade with us, unfettered by restrictions hitherto imposed at the Shiogoon's ports by his Custom-house officers, will be recognised; and, the resources of the country being fairly and fully developed, that a large and rapidly increasing trade will reward our patience. The consolidation of the Japanese polity under European influence and advice, the resumption of the ancient power of his office by the Mikado, or the establishment of a confederation of Daimios, are questions which must be left for solution to time. At present, so far as we are concerned, it is evident that every Daimio with whom we have come in contact shows a more friendly disposition towards us than the Shiogoon, a demeanour imitated by his people. Witness the reception given to Sir Harry Parkes at Kagosima and elsewhere, and lately to Admiral King in the Inland Sea."

The following items are from the *Japan Herald*:—

The British Minister having now both his residence and Legation in Yedo is but rarely in Yokohama. The French Minister has taken a trip to Hiogo in H.I.M.S. *Guerriere*, which left here on the day before the mail steamer. On the following Saturday she returned having left his Excellency, as is generally supposed, paying a visit to the Shiogoon at Osaca; and it is believed she will go back to Hiogo in a day or two to convey him to Yokohama, though it is possible he may return by land. The visit of M. Leon Roches to Hiogo is said to have no political object, but the move is such an unusual one, and the more so, considering the expectation that had been held out that all the foreign Ministers would visit the Shiogoon simultaneously, in response to his special invitation, that it leads to good deal of discussion, not unmixed with suspicion. Some declare that his Excellency only went up for a change for the benefit of his health; others

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that he has gone to insist upon the Shiogoon carrying out the agreement under which the officers were engaged who lately arrived from France as military instructors. But there are not wanting some who assert that the action of the foreign Ministers is not so unanimous as is desirable, and that, consequently, M. Roches resolved on accepting the Shiogoon's invitation for himself irrespective of his colleagues. For ourselves, we are not informed as to the true object of the visit, and can only hope that the last surmise may not be correct. Indeed, as a mere matter of opinion, we believe there is perfect accord between the foreign Ministers, and that the reason given in our article on the 2nd inst. in the *Japan Herald*, and transferred to these columns is about right. It is pretty certain that Sir Harry Parkes will go to Osaca in April, and that he will be suitably escorted; it is certain that the opening of the Hiogo will be deferred to the utmost time given by the agreement—but not beyond. As the time approaches for the promised opening of the port, it is very observable that preparations are being made to take advantage of it; and the fact recorded in our last, that Messrs. Mitford and Satow, on the occasion of their recent official visit, had ascertained that the merchants of Osaca were eagerly looking forward to this event as calculated to afford inlet for foreign and outlet for their own productions, and that the Daimios are also making provisions for sharing in its general commercial advantages, has had a very marked effect.

Our contemporary, the *Daily Advertiser*, has published a rumour that had also reached us, to the effect that the Shiogoon had been murdered, and also a positive statement that Oguri Bounga no Kami, Secretary of the Treasury, had been assassinated in Yedo. Both reports came from the same source, and are equally without foundation. We have much pleasure in announcing that the Commissioner of the Treasury—Oguri Kodzuk noski, so positively murdered in the columns of our contemporary, is alive and in constant communication with the Bri ish Legation. Our readers will recognise the name as one of the Commissioners who signed the agreement of 29th Dec. last for the imp ovement of Yokohama. As to the report concerning the Shiogoon, H. I. M. S. *Guerriere* has arrived from Hiogo having left the French Minister there on 6th inst., and the Shiogoon was quite well at the time of her departure. Similar reports have come to us in various shapes, every few days during the past six weeks. Within a few days we had a letter from a well known and influential resident, stating that some Japanese officers, on whose word every reliance might be placed, had given him to understand that the Mikado's death was a hoax; that, on the other hand, the Shiogoon had been murdered, and that Owari Sama had been appointed in his stead. The constant circulation of such reports proves that there is some uneasiness somewhere. We are inclined to think that they originate with some whose wish is father to the thought, and who are anxious to see a stop put to the familiarity and favour with which foreigners are beginning to be viewed by Stotsbashi and those in authority under him.

On the afternoon of the 1st March fourteen English gentlemen, thirteen of whom were officers of H.M.'s 2nd Battalion 9th Regiment, and one, a midshipman of H.M.S. *Scylla*, were riding on the Tokaido. When they were about ten miles from the settlement, they were stopped by a Jyaconin, and told that they could not pass, as a very great personage was at a certain large house that was pointed out to them, and which looked like an official residence. It does not appear that there was any incivility, but on the foreign officers offering remonstrance, they were told that they would be permitted to pass if they would dismount and lead their horses by the house. This, of course, could not be assented to, and the party were about to move forward, as if with the intention of disregarding the impediment, when, in a moment, in scarcely more time than it takes to write it, a barricade of ladders, doors, &c., was thrown across the road, so as effectually to prevent their advance. One or two yaconins put their hands on their swords but not one attempted to draw. Eight of the party had revolvers, but it was thought better to take things good humouredly, and no show of using them was made. As there were about 150 Japanese in the crowd, and all evidently determined to oppose their further progress, it was thought better to return with a good grace. On arriving at the camp a report was made to Colonel Knox, the commandant of the garrison, who, we are informed, immediately put himself in communication with Sir Harry Parkes on the subject.

On the 5th of March, by appointment of H.E. the British Minister, Captain Daunt and nine or ten officers of the garrison proceeded to Kawasaki, whither they were bound when stopped by the yaconins, as described in the *Japan Herald* on Saturday week. On arrival they were met by Messrs. Mitford and Satow, accompanying a high official of the Japanese Government. The yaconins of the village were summoned and severely reprimanded by the official for their conduct on the 28th ult., and were told that any repetition of such behaviour would entail very severe punishment. They offered a very complete apology, and after inquiring of the foreign gentlemen whether they considered the apology sufficient, and receiving an answer in the affirmative, the official invited them to accompany him to the Temple of Kawasaki, which they had been debarred from visiting on the occasion alluded to. Having thus made so completely the *amende honourable* the interview terminated, and Captain Daunt and his brother officers returned to town.

Another of our old friends, and one of the earlier foreign residents in Yokohama has just been called away by the hand of death. Mr. Woodthorpe Charles Clarke, of the firm of Hooper and Clarke, after an illness of only a few hours, died on the 6th March. His death, so unexpected, cast a gloom throughout the community as the rumour passed from one to another, for Mr. Clarke was a general favourite, from his open, genial, and kindly disposition, and his willingness at all times actively to identify himself with his fellow residents in any way in which he could be useful. He was the captain of the Yokohama Rifle Corps, the raising of which, indeed, was much aided by his joining it, and the members of the corps, as well as those of the Yokohama Pony Corps, testified their esteem for their old friend and comrade by following his remains to their last resting place. The funeral took place on the morning of Thursday, the 7th March, and was very numerously attended. Mr. Clarke was one of the party riding on the Tokaido with Mr. Richardson when that gentleman was murdered, and in the attack was himself wounded. He will be very generally regretted, and most of all by those who knew him best.

H.M.S. *Scylla*, Captain Courtney, left for Hong Kong on the 3nd March. Her service having expired she is homeward bound, and on leaving her mooring the crews of H.M.'s Navy manned her rigging and gave her three cheers. Capt. Hewitt, of H.M.S. *Basilisk*, is now the British senior naval officer. For some reason or other the gun fired at noon every Saturday since the first British man-of-war arrived in this port, is discontinued by the *Basilisk*, to the great inconvenience of the community. The only foreign war vessels now in the harbour are:—British, S. corvette *Basilisk*, S. corvette *Argus*, and the gunboat *Firm*; French, the frigate *Guerriere*, and despatch boat *Kien-Chan*; American, the S. corvette *Wyoming* and—Dutch, the S. corvette *Watergeus*.

Several very competent gentlemen have, from time to time, thought that a newspaper in the Japanese language, and giving the current news of the day on the arrival of each mail, would be both a valuable addition to the literature of Japan and a profitable speculation for its proprietor. What so many have talked of the Rev. Mr. Bailey has actually commenced, and we have much pleasure in welcoming the first number of a Japanese contemporary, the *Bankok' Shinbushi*, the "All nations news-hearing paper." It is a particularly neat production, printed from wooden blocks on fine Japanese paper. It opens with an introductory preface or prospectus by the Editor, setting forth its meaning and objects, viz., to give the currant news of the day both home and foreign, and keep the readers well informed on topics that will prove useful, interesting, and instructive. It then proceeds to give the heads of intelligence from England, France, America, and various other countries, as well as a *resume* of the events that have been passing in Japan. There is also a market report, and there are a few columns of advertisements.

The *Japan Times* gives a graphic description of the visit of Admiral King in H.M.S. *Princess Royal*, accompanied by H.M.S. *Basilisk* and a gunboat, to the Prince of Chikuzen. Having left Nagasaki on the 24th January, they arrived next day at Fukuoka, a port in the Inland Sea belonging to this Daimio. A steamer immediately went off, having on board the Prince himself to pay a ceremonial visit to the Admiral, and arrangements were made for the following day's proceedings. Accordingly next morning the Admiral and about thirty officers from the fleet landed and were invited to a banquet. The banquet hall is described as "remarkable, like most Japanese festivities of this nature, rather for the extreme neatness, order, and regularity with which everything was conducted." Nothing could exceed the kindness and affability with which the Prince

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received his guests, "shaking hands with each in European style, and then motioning each to be seated." The feast consisted of about fifty courses—some very agreeable and others less so to foreign palates, but all served in the most beautiful order, and everything possessing that "exquisitely neat and clean" appearance so peculiarly Japanese. The banquet proved rather tedious from its length, and was followed by champagne and fruits served in a withdrawing-room. Many exquisite Japanese curics were here exhibited to the guests. The patience of the visitors had yet to undergo another trial in the shape of a native concert, &c., to be followed by a second banquet. The Prince and his retainers, although they must have been as tired as the foreigners, sat out the long and silent feast most benignly, keeping up the appearance of pleasure to the end. Next day a shooting party was formed, and afforded much sport. The following day the Prince visited the Admiral on board the *Princess Royal*, and saw the men at general quarters; and again, the next day, the marines were landed for a parade. Our contemporary states:—"Our correspondents unite here in expressing their wonder at the absolutely enormous crowds of people who collected to see this. Literally, as far as they could see from the parade ground, it was one moving living mass, closely packed." With the review the princes were delighted, and expressed their admiration freely. On leaving Chikuzen, the Admiral, in passing the Straits of Simonoseki, having received an invitation from Choshiu, paid him a visit at Mitageri, about thirty miles down the coast. On the 4th February the squadron left Metageri and proceeded to Hiogo.

A most malicious attempt has been made, by some person or persons unknown, to set fire to the stables of the Commercial Hotel. Some straw and paper had been piled up against the woodwork of the stabling, and set fire to. Fortunately, it was quickly discovered by some gentlemen who happened to be passing, as well as by Mr. Curtis, and was speedily put out.

NAGASAKI.

The following is from Alt and and Co.'s Market Report, dated 1st March:—

IMPORTS.—Our markets for them are only just recovering from the depression usually attendant on the celebration of the Japanese New Year; business, however, bids fair to be resumed as heretofore, and a few days will, we believe, see a considerable improvement in the demand for manufactured goods. Camlets continue in heavy stock, with small demand. Long Ells, especially scarlet, are wanted at quotations. Turkey Red Prints and Cambrics: Of these there are none on the market, with daily inquiries; the same remark applies to Velvets; of these there have been none in the place for some time. Taffechellas: Stocks of this article are very heavy. Shanghai Cotton inquired for at quotations. Metals.—Nail Rod Iron: Small sizes wanted. Pig Iron: No stock, and easily saleable at quotations. English Coal.—Stocks almost exhausted.

EXPORTS.—We have had less activity in our produce markets during the past month than we had during the previous one. Wax being in good supply and not much inquired for, receded slightly in value. Camphor remains nominally unchanged, but there is now none offering. Tobacco continues quiet with small stocks. Galls are plentiful, and sales have been made on easier terms than those quoted in our last. Tea: Shippers have come more generally into the market, and a fair amount of business has been done for both the London and the American markets, but owing to the fact that the natives are willing sellers, prices have had rather a downward than an upward tendency.

EXCHANGE.—On London, 6 months' bills, 4s. 6d. per dollar. On Shanghai, 10 days' sight, par. On Hong Kong, par. Itziboos, 318 to 320 per $100.

FREIGHTS.—To London, £3 per ton of 50 cubic feet. For New York there is at present no vessel loading, though one is shortly expected. To Shanghai the rate is $3 to $4.50 per ton. To Hong Kong, $4 per ton.

CHINA.

SHANGHAI.

From this port we have advices to the 23rd March. The London mails of the 26th January were delivered on the 21st.

We take the following items from the Shanghai *Recorder*:—We notice that the *Supreme Court and Consular Gazette* states that the French Consul-General has issued a circular letter to the French merchants and to the Chamber of Commerce inviting them to take steps for the expression of their views as to the changes necessary for the approaching revision of the treaty of Tientsin in 1868. We are glad to see that some steps are being taken in this important matter.

We hear that a fire engine, with hose and appurtenances complete, arrived per the *Sir Harry Parkes* from London, for the purpose of being sent to the British Legation at Peking. The whole of the engine, &c., was packed in only one case, which measured 12½ feet, and weighed 2¼ tons. The difficulty of landing it may be easily conceived. No sooner was it placed upon Trautman's jetty than it weighed some of the piles down. It has been subdivided into fourteen packages, and sent off per *Shaftesbury* to Tientsin.

The S.S.N. Company is already threatened with opposition to the monopoly for which it has paid so dearly. The *Tunsin* has, we are informed, been purchased, chiefly by Chinese, to be run on the river to Hankow and back, under the management of a foreign firm, and two other vessels are likely to be acquired by the same proprietary.

Hong Kong and Shanghai are to be connected by telegraph. The East India Telegraph Company have determined on the construction of a submarine line between these ports, and an envoy of the company is now in England with a view to purchasing the cable and necessary appliances.

The *Fusi Yama* brings a report that the Nienfei are within a short distance of Kiu-kiang, and that several villages were in flames on the opposite side of the river. The *Wachusett* had been requested by the Taotai to remain for a short time at Kiu-kiang.

The first steamer of the season arrived from Tientsin on the 15th March, announcing the breaking up of the ice on the 28th February.

Our Chefoo correspondent mentions that the apparatus for the lighthouse at that port is now being put up under the superintendence of two English engineers, and will be completed in about six weeks. It is also reported that the Chinese authorities have expressed a willingness to erect a lighthouse on Shantung promontory, and that the Taotai, H.M. Consul, and the Commissioner of Customs are about to visit the neighbourhood, with a view to determine on the proper spot for the structure.

News has been received from Peking of the death of Heng-ki, a mandarin well known from his association with foreigners. He was Hoppo at Canton in 1858, and to his influence Sir Harry Parkes was greatly indebted for his escape with life when captured with Bowlby and Brabazon. Heng-ki was lately a member of the Tsung-li Yamen.

The *Kiang-loong* reports that several villages have been burned down by the rebels on the banks of the Yangtze, near Grosvernor Island, and that the natives are flying from that neighbourhood in great numbers.

A slight shock of an earthquake occurred at Hankow, at half-past ten o'clock on Thursday evening, March 14, and was distinctly felt by many of the residents. The motion was lateral, but it was difficult to discern the direction which the wave took. No doubt it came from the eastward.

The following letters have been addressed by the English and French Consuls at Shanghai to the Taotai, regarding the recent action of the Silk Guild:—

British Consulate, Shanghai, March 18, 1867.

SIR,—I have the honour to bring to your Excellency's notice the following facts elicited in the course of a case tried in the Mixed Court on Friday last, from which it will be seen that a most unwarrantable system of coercion and intimidation is being exercised against certain English firms, and to request that your Excellency will take immediate measures to prevent the continuance or recurrence of so unjustifiable a proceeding:—

In the case in question, two silkmen placed 40 bales of silk in a broker's hands for sale at certain rates. The broker sold the silk to Messrs. Jardine, Matheson and Co., and the Silk Guild then intervened and prevented the completion of the contract by the threatening notice, a copy of which I enclose.

This cannot possibly be endured. I am quite ready to admit the right of any individual to refuse to deal with a person by whom he considers himself aggrieved, and any individual silkman is perfectly at liberty to refuse to deal with Messrs Jardine, Matheson and Co., or any other firm. But I cannot for a moment admit that, because several silkmen have disputed claims on a foreign house, they have a shadow of right to coerce third parties to cease dealing with it, and I must call on your Excellency to take such steps as will prevent Messrs. Jardine, Matheson and Co., and the other firms mentioned in the resolution passed at the public meeting at the Silk Guild, from being longer exposed to the injurious consequences of the reprehensible action of its publishers; failing which I shall be compelled to lay the whole matter before Her Majesty's Minister for his instructions. I am, Sir, your obedient servant,

(Signed) C. A. WINCHESTER.

French Consulate, 28th February, 1867.

To H.E. Ying, Taotai of Shanghai.

An indisposition of several days' duration has prevented me from sooner answering the despatch which your Excellency has

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done me the honour to write to me on the 19th of this month, enclosing a copy of a petition addressed to your Excellency by certain Chinese merchants.

According to the desire of your Excellency, I have notified to my nationals (but only in extract) the petition in question; but it is certainly to be regretted that your Chinese merchants have laid a reproach generally, which at most may perhaps apply to a very small number of Europeans.

This reproach being also transmitted by so important an authority as your Excellency acquires thus additional gravity; and I would see with pleasure that your Excellency pass severe strictures upon the Chinese merchants, and enjoin them at the same time to address to me some apology which I would be happy to transmit to the merchants of my nation whose just displeasure I can foresee.

This happy rectification would, I think, be the more desirable, inasmuch as the complaints of Europeans against certain Chinese merchants are not less numerous nor perhaps less well founded; but at the same time, I am not aware that I ever addressed a general complaint to you against those under your rule.

When it has been my unfortunate duty to do so against some of them, I have specified their names and the facts, but have been very careful not to lay to the charge of a whole nation the errors and misdeeds of a few unscrupulous men.

There is, besides, for repressing every default and evasion of promise, Art. 35 of the Treaty, or the Mixed Court which emanates from it, and you are aware by experience that the glory of European justice, and as I doubt not of Chinese justice, is to have as a motto "absolute impartiality."

I venture, therefore, to hope that your Excellency, understanding that it is my duty to point out an error which might easily become an injury, will cause to be sent to me without delay the apology from the Chinese merchants to the European merchants, all of whom they have unjustly included, I presume unintentionally, in their grave allegation.

But one one word more, if your Excellency will permit me. Does not your Excellency think that the Chinese merchants have quite as much, if not more, want of credit than the European merchants have? And what is to become of commerce without credit?

It is, therefore, to themselves that the petitioners will do most harm, and in their place I should withdraw my petition, making apology to whom it is due, and leaving afterwards to every one to arrange business matters as he might consider most to his own interests.

Agréez, &c.—Vcte. BRENIER de MONTMORAND, the Consul General.

A new local publication entitled, "THE BUND, a miscellany of prose and verse, facts and fiction," has appeared. We have not received a copy of it, but the *North China Herald* thus reviews the first number:—Press of matter has prevented us from noticing the first number of our long-promised contemporary, "The Bund." It is at last an accomplished fact; and in spite of some shortcomings may be regarded as a success. As might be expected, the articles are nearly all more or less of a sarcastic character. Irony is the favourite vein in which young writers indulge, just as young orators at discusssion classes and debating societies hurl scathing invectives, and wither with merciless satire the honourable member of the opposition. Entering into the spirit of the writers, we heartily enjoy the grim humour of the first sketch—"How I got My Promotion." The deliberate mode in which the writer plans a series of deliberate assassinations is a capital travestie of the Guy Livingstone school of novelists. The next contribution is of a graver character, viz., a translation of Peh-chu-i, a poet of the Tang dynasty. This is a very able production. We cannot forbear quoting some lines describing the grief of the heroine:—

Her song being finished, she looked to her harp strings wishing to tell me her story,
Sweeping the harp strings, fiercely she struck them. Loud and discordant,
Rending and tearing of cloth-like, the sound which they angrily uttered.

It would not be easy in poetry to find a better instance of the sound being an echo to the sense than that to which we have called attention by italics. Here is a picture of a desolate house, a Chinese "Moated Grange," as truthful as well-chosen words and appropriate images can make it.

Swin Yang district is narrow, and my ear lacks the sweeet charm of music.
Lowly my house sunk deep in a soil which is humid and sickly.
Surrounded my door is with reeds long and thick, and by shrubs that are acrid.
Nothing is heard all day but the mournful note of the cuckoo.

The next article is in vivid contrast to "G. T.'s" translation, and is entitled "A Letter from Chesterfield junior to his Father." It is an excellent imitation of some recent papers in "All the Year Round," with an application to Shanghai. Two translations from the German follow, and then we have some poetical efforts of a more ambitious character. "Immortelles" is a very graceful poem, and the two portraits, "Phryne" and "Daphne," imitated from the Earl of Dorset, are highly finished, and sparkle with wit of the most poignant kind. The writer has very wisely modified the fierce language and softened the coarse expressions of the Earl's poems, but the imitation is sufficiently close. "Artemus Ward in Shanghai" will probably be the favourite with most readers, and indeed the great American never indulged in more reckless spelling or more violent misquotations than on the occasion of his first trip to China. The mode in which he spells the word "civilization" is enough to make the editor of the *Phonetic Nus* burst with envy and admiration. A contrast to all that precedes it, is afforded by the story called "My First Success." The author is evidently anxious to take his readers away from China, as no trace of reference to anything local is found in this simple tale of a painter's struggles. The remaining contributions are charades and acrostics of the most excruciating kind. All very ingenious, but all worthy in our poor judgment of enlistment in that "quaint regiment" so inimitably described by Addison in his account of the "Region of False Wit." "Not far from these," he writes, "was the body of Acrostics made up of very disproportioned persons. It was disposed into three columns, the officers planting themselves in a line on the left hand of each column. The officers were all of them at least six feet high, and made three rows of very proper men; but the common soldiers who filled up the spaces between the officers were such dwarfs, cripples, and scarecrows, that one could hardly look upon them without laughing."

On the whole the editors may congratufate themselves on the success of their undertaking. There is great variety in the little volume, and the different styles of the contributors are well contrasted. It would be unfair to omit a word of praise for the frontispiece, which is very creditable to one of our best scenic artists.

HONG KONG.

Dates from this port are to the 27th March. The outward mails of Feb. 10 were delivered on the 23rd March, with London telegrams to the 5th March.

With regard to the operations of the East India Telegraph Company, the *China Mail* has the following article:—

"We cannot but hail with much pleasure the announcement in the San Francisco papers that, 'owing to advices from China,' the East India Telegraph Company have at length decided upon laying down submarine telegraphs between certain of the open ports of China. We are not in a position to assert or deny the truth of the rumour, but it has doubtless some foundation, in fact the more so, as any attempt to construct land lines of telegraph across parts of the country unfrequented by Europeans must, inevitably for some years, turn out a complete failure. While we agree with the principle thus stated to have been adopted—that submarine lines only will be of any practical use—we are not so sure as to whether the lines at present indicated as the first to be constructed are those likely to prove for many years remunerative. At all events, a more practicable—not physically, but politically practicable—route suggests itself now that intelligence has arrived of Dr. Macgowan having succeeded in introducing the telegraph into Japan. And be the route we would propose better or worse than that indicated by the company, the subject is at least worth discussion. We must first consider what is primarily wanted in the way of telegraphic communication with China; and this would appear to us to be simply a means of connection between Europe and America, and Hong Kong, Shanghai, and, eventually, Peking. We may altogether leave the smaller ports out of the question, as were a main line in working order and an inconvenience begun to be felt at the want of communication between these ports and the grand termini, branch lines would spring into existence naturally. For our own part, we do not think they will for many years, if ever, be required. The circular lately issued by the directors of the East India Telegraph Company states that the ports that will be connected by the projected cable and the distances are as follows:—'Canton to Macao, 70 miles; Macao to Hong Kong, 70; Hong Kong to Amoy, 245; Amoy to Foochow, 120; Foochow to Ningpo, 245; Ningpo to Shanghai,

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80; total distance from Canton to Shanghai, 830 miles. The cable, of course, will follow the shore lines closely.' The above lines will, it is supposed, be eventually placed in connection with Europe and America by a wire extending from the Amoor to Peking, and thence to Chefoo and Shanghai. The objections which occur to this route are numerous. The difficulty of constructing a land telegraph between Peking and the Amoor will be found immense, while the advantages of carrying the line from port to port along the coast are doubtful. It may be that there will be less liability to damage from the lines being shorter, but there are other reasons, such as the opposition of the natives, &c., &c., which may be deemed more than sufficient to counterbalance them. Our intention at present, however, is rather to discuss the best means of connecting Hong Kong and Shanghai with the main lines, than how to lay down the communication between these two ports."

The *Hong Kong Government Gazette* gives the following statement of the amount of notes of the various local banks in circulation for the month of February :—

Chartered Mercantile	$375,000
Oriental	286,000
Chartered Bank of India	115,000
Hong Hong and Shanghai Banking Corporation	974,000
Total	$1,750,000

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, March 25.

The principal topic of interest here during the last few days has been the deadlock to which the judicial business of the Supreme Court has been brought by the view entertained by the Chief Justice as to the legality of an appointment of Acting Attorney-General made by the Governor; and as the embroglio that has resulted is likely to entail consequences of permanent importance, it is worth while to spare a few words on the subject. By a very anomalous arrangement, the Attorney-General of the colony is permitted to carry on private practice as an ordinary barrister of the Court, both here and at Shanghai, and the present Attorney-General, Mr. Pauncefote, being standing counsel for Messrs. Jardine, Matheson and Co., he has proceeded to Shanghai for the purpose of arguing in their pending litigation with their comprador in the Supreme Consular Court at that place. In his absence, the Governor gave informal directions to the Judge of the Small Causes Court, Mr. Ball, to act as Attorney-General, but no notice of the appointment was gazetted; and on the opening of the Sessions last week the Chief Justice, Mr. Small, refused to admit the legality of Mr. Ball's signature, as Acting Attorney-General, to certain indictments, and pronounced the sessions adjourned until the end of the week. A shrewd practitioner of the place hereupon made application on the following day for the release, on bail, under the Habeas Corpus Act, of a Chinese who was in custody on a charge of burglary, on the plea that the prisoner's trial was to have taken place at certain definite sessions, that these had been adjourned without having been even opened, and that his client was therefore entitled to release. The Chief Justice, before whom the application was made, refused it after protracted deliberation, but does not appear to have been at all easy in his mind as to the "law" of the case. The general opinion here is that the Chief Justice has acted injudiciously in waiting until the sessions were actually about to open before questioning the validity of Mr. Ball's acting appointment; but also that the system under which the Attorney-General is liable to temptation to leave his official duties and run away to plead as a barrister in a foreign court ought to be done away with at once.

The Governor, with his usual restlessness, has just performed a three days' cruise round the island in a junk which he purchased some little time ago for harbour-master's service, and which has been officially named the *Preposterous*—the name having been originally given to the vessel in derision in the columns of the *Daily Press*. The junk is ordinarily employed in looking after the native vessels at anchor in the harbour, and compelling obedience to the provisions of the Chinese Shipping Ordinance, which it is now freely admitted has been a great boon to the colony. The census for 1866, published last week, discloses the fact that the Chinese population of Hong Kong has diminished by upwards of 10,000 souls since the close of 1865, and there seems abundant reason for believing that a large proportion of this decrease consists in members of the criminal class, who have abandoned this hitherto congenial soil as no longer offering special facilities for their pursuits.

The *Golden Fleece* left on the 21st inst. with the 20th Regiment on board, for Natal, to convey the 5th Regiment thence to England. A virulent attack was made upon the authorities, naval and military, in the columns of one of the daily newspapers here, with reference to alleged defects of a grave nature as concerns the health of the troops carried on board this vessel; but from the counter-statements that have appeared the objections appear to be perfectly groundless. Certain it is that the 73rd Regiment has been landed in Hong Kong in capital condition; and this is the best test, after all, of the vessel's capabilities. Admiral King, C.B., leaves this port in a day or two for Singapore on board his flagship, the *Princess Royal*, and will await at that place the arrival of his successor.

Some important political changes have lately taken place in the Chinese Government. The once mighty but now humbled Viceroy, Tsang Kwo Fan, unable to put down the Nienfei rebellion, has returned to his seat of Government at Nanking, whereby the aspiring Li Hung-chang is quietly edged out of the place in which his military preparations appeared to give cause for uneasiness to the Central Government. He is to continue the campaign against the Nienfei, but is gazetted Viceroy of Hoo Kwang. His younger brother, simultaneously appointed Governor of Kiang-su, is to act for him in the above-named Viceroyalty, and Ting Ji-chang, lately Taotai at Shanghai, becomes acting Governor of Kiang-su. These changes are of no inconsiderable importance, and seem to point towards the proximate downfall of both Tsang and Li, the two confederates who have of late years on more than one occasion imposed their will upon the Imperial Cabinet.

In commercial matters there is positively nothing to notice. No business is doing worth mentioning, and the Chinese holders of the thirty chops of tea stored at Canton are beginning to believe, after all, in the possibility of Europeans holding out against high prices.

Quotations: Exchange on London, six months, 4s. 4¼d; four months, 4s. 3¾d. Piece Goods: 7 lb. T-Cloths, $2.80; 8¼ Grey Shirtings, $3.50. Little demand.

STRAITS SETTLEMENTS.

SINGAPORE.

Advices from this port are to the 5th April. The outward mails of Feb. 26 were delivered on March 31. The *Singapore Daily Times*, gives the following information regarding the inauguration of the new Government:—

The formal inauguration of the new Government took place on the 1st April at the Town-hall, and perhaps no public ceremony at Singapore has ever attracted so much interest. It was natural that the European residents—those who had perseveringly striven for this new form of Government conscientiously believing it to be necessary for the further development of the Settlements—should gather together to witness the accomplishment of their hopes. But numerous as was the gathering of the European residents that of the native community of all classes immeasurably exceeded it. For hundreds of yards around the Town-hall and along the chief approaches to it a dense and motley crowd had congregated, patiently to await through sun and rain for the small share of the spectacle that could find its way beyond the walls of the Town-hall itself. What their ideas of the event could have been it would be difficult to conjecture; but it is not probable that they fell into the same blunder as they did nine years ago, when the company handed India over to the Queen, and they imagined that the place was being surrendered as a conquest to another Power. The abolition of the time-honoured Company, with its long history—the only page of English history they had ever heard of—was beyond their comprehension, and must have given them a vague conception of the ramifications of the British Government, of which the day's proceedings will furnish them with a further example.

At eleven o'clock a company of sepoys arrived at the Town-hall, and were drawn up as a guard of honour along the approach to the front entrance. A number of the volunteer corps were at the same time ranged in front of the Council Chamber above. Shortly afterwards the residents, officers of Government, and naval and military officers began to arrive, and before noon the Council Chamber was full.

The Clerk of the Council having read the order of Council constituting the Straits a colony of the Crown, and Her Majesty's commission to Colonel Ord, the Chief Justice, Sir P. Benson Maxwell, administrated the oaths of office to his Excellency, and also to each of the members of the Legislative Assembly, all of whom were present on the occasion. The

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Chief Justice then proclaimed that the Straits Settlements ceased longer to form a portion of India, and had become part of Her Majesty's Colonial Empire, upon which proclamation being given out the Royal Standard was hoisted on Fort Canning flagstaff, and a Royal salute was fired from that fort, as also by Her Majesty's ships *Pearl* and *Satellite*. This ended the inaugural proceeding, after which the Council Chamber was cleared, and the members of the Legislative Assembly proceeded to the transaction of business.

We understand that, in accordance with a requisition made by the Governor, the heads of the various departments met together at the Colonial Secretary's office, and had an interview with his Excellency, when they were informed that they might still continue to hold under the colonial *regime* the offices they had administered under the Indian Government. The Governor was understood to say that he would place himself in communication with the Secretary of State with reference to the subject of their pensions. We had hoped that this point would have been required to form a topic of communication between the Governor and the Secretary of State for the Colonies, as according to an official letter from Lord Cranborne to Lord Carnarvon, it is stated that all officials serving under the late Indian Government would, on the transfer of the Straits Settlements to the Colonial-office, be taken over together with all their privileges, by which we should imagine was meant the right and title of pension allowance at the expiration of the period of service allotted to them under the Indian Government. Should the Secretary of State for the Colonies refuse to take over the Government officials on account of pension allowances to which some will shortly be entitled, the only step left to those officials will be to resign their appointments and take what pension they can claim under the old *regime*.

The case of the *Agamemnon* versus the *Mona* came on before Sir Benson Maxwell, Recorder, on the 27th March. After a long and patient investigation his Honour came to the conclusion that the collision was wholly and solely the fault of the *Mona*, and pronounced a decision against that vessel, with costs. The evidence adduced was lengthy and complicated, and fills twelve columns in the *Singapore Free Press*.

The first step has been taken by the Legislative Council, says the *Free Press*, towards regulating the evils of which the public have complained in the passage of a law for the adoption of a dollar and cent currency. The want of an authorised currency suitable for the place had been long and sorely apparent, and had been repeatedly urged by the local press, on account of the unmitigated squeezes practised This is in our mind a serious fault in the Act, as it will doubtless afford free scope to the Kling money changers to rid themselves of some of those multifarious dollars which have so long lain neglected in their money-boxes, and give encouragement to their long-continued practice of exacting fees for changing them into small coin or copper, always making a reduction for short weight. It has long been remarked that in Singapore there have been an immense number of by the money changers in the depreciation of the dollars to the amount of 3 to 15 per cent., and the coins issued for 10 and 20 cents, to 9 and 18, or even to 8 and 16 cents, reissuing them for their full value to the next customer. The Act for the adoption of the dollar currency, however, provides for the tender of Spanish, Bolivian, Mexican, Peruvian, or British dollars of Hong Kong coinage, provided they be of the same degree of fineness as the Hong Kong dollar, and weigh 415 grains. dollars in circulation far below the standard weight; and that to change a five dollar note one must run the risk, especially when dealing with a native, of losing ten and even twenty cents through the imposition of these notoriously light dollars. Another fact, quite as remarkable, is that the "cashiers," or bill-collectors of the different firms, who make a practice of carrying their scales with them when collecting money, and who are noted for their expertness in detecting a light dollar, always manage to have on hand a number of deficient dollars, which are given out whenever opportunity offers, by ones or twos in every ten, and sometimes by fives and tens at once. Whether they obtain them by purchase, in exchange for good ones, at a commission, or not, we are not prepared to say, but should imagine such to be the likely solution of this little mystery.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

HULLETT—On the 28th April, at Clarence Lodge, Purbrook, Cosham, Hants, the wife of J. Hullett, Esq., of a daughter.

MINTO—On the 29th April, at 24, Castlenau Villas, Barnes, the wife of G. N. Minto, Esq., of Hong Kong, of a daughter.

SILLAR—On the 29th April, at Matheran, Sydenham-hill, the wife of W. C. Sillar, Esq. of a daughter.

TYERS—On the 13th April, at Fort Washington, New York, the wife of Mr. Richard R. Tyers, late of Shanghai, China, of a daughter.

WARREN—On the 23rd March, at Hong Kong, the wife of the Rev. Chas. F. Warren, Church Missionary, of a son.

WATSON—On the 24th April, at 15, Essex-terrace, Lee, Kent, the wife of S. P. Watson of a daughter.

MARRIAGES.

CHESHIRE—SMITH.—On the 27th April, at St. Giles's, Camberwell, by the Rev. C. Bassett, M.A., Samuel Harley Cheshire, Esq., late of Hankow, China, to Kate Anne, second daughter of Charles Smith, Esq., of Grove-lane, Camberwell. No cards.

COLLINS—FRENCH.—On the 20th March, at the Consulate of the United States of America, Canton, Vernum D. Collins, of Hong Kong, to Mary L. French, of Canton.

ROBSON—LOWE.—On the 23rd April, at St. John's Church, Edinburgh, by the Rev. D. S. Sandford, Frederick A. Hope Robson, Esq., late of Shanghai, to Charlotte Anne, eldest daughter of the late Joseph Lowe, Esq.

DEATHS.

ARMSTRONG—On the 6th March, at Shanghai, of dropsy, Capt. P. B. Armstrong, late of the ship Emily Seyburn, aged 38 years.

BARTROP—On the 11th March, at Shanghai, Robert Collyer Bartrop, Esq., of Kingston-on-Thames.

BIXBY—On the 19th March, at Hong Kong, Mary Harriett, the beloved wife of George Bixby, Esq.

BOWMAN—On the 26th April, at Lone Head, near Edinburgh, William Fletcher Bowman, Esq., eldest surviving son of the late Joseph Bowman, Esq., of 19, Mecklenburg-square, and 3, Wood-street, Cheapside, London, aged 33.

CLARKE—On the 6th March, at Yokohama, Woodthorpe Charles Clarke, Esq., aged 33 years.

CLARKE—On the 18th March, at Hong Kong, Georgiana, wife of Corporal Clarke, aged 23 years.

FLEMINGTON—On the 17th March, at Hong Kong, George Flemington, seaman, H.M.S. *Salamis* aged 38 years.

FUSSELL—On the 26th March, at Hong Kong, R. S. R. Fussell, merchant, late of Foochow, aged 39 years.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Cardiff, March 2, Sea King.

At SHANGHAI.—From London, March 9, Maitland; from Cardiff, 13, Condor; from New York, 4, Burnside; 9, Anna Kimball; 14, Yokohama.

At HONG KONG AND CANTON.—From London, March 15, Belted Will; from Havana, 16, Carmeline; from Boston, 26, Wild Rover.

At SINGAPORE.—From Glasgow, April 1, Foam.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For New York, March 9, Magellan.

From HONG KONG and CANTON.—For Cape of Good Hope, March 21, Golden Fleece (str.).

From SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood.

At SHANGHAI.—For London, John Bellamey, Dilkhoosh; for New York, Borealis.

At FOOCHOW.—For London, Shakespeare.

At HONG KONG and CANTON.—For London, Acacia; for New York, Windward.

At SINGAPORE.—For London, Ellen Radford, John Cobbold, John Stanton, junr., Summer Cloud, Willy; for Boston, Dresden.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton of 50 cubic feet. To New York, £2 10s.

At SHANGHAI.—To London, £2 to £2 5s. per ton of 50 cubic feet. To New York, £2 7s. 6d. per ton of 40 cubic feet.

At HONG KONG and CANTON.—To London, £2 10s. per ton nominal.

SHIPPING REPORTS.

The Norham, Bangkok to Hong Kong, on 3rd March, in lat. 17 N., long. 128.30 E., spoke the ship 3rd D.P., No. 3,542, Newport to Shanghai, 160 days out.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 1, at Brouwershaven, from Banjoewangie, Petronella.

DEPARTURES.—May 3, from London, for Cardiff and Shanghai, Ensign; from Hamburg, for Singapore Bernhard Carl; from Bremer, for Java, Cheribon; from Newcastle, for Foochow, Racer.

LAID ON.—At Liverpool, for Ceylon, Peter Symons; for Singapore, Panic.

SPOKEN.—Anazi (barque), London to Japan, 26 March, 3 N., 26 W.

CASUALTIES.—The Corypheus (barque), of London, from Cardiff to Hong Kong, with coals, which was reported, April 28, as having been towed into Appledore, leaky, is making half an inch of water per hour; the cargo will not be discharged. The Ottoline, Scot, from Batavia to Rotterdam, which put into the Surinam river, March 25, leaky, got on shore near the outer buoy but was assisted off, April 2, by the French mail steamer Guienne, which attempted to tow her into Paramaribo roads, but did not succeed in consequence of the parting of the hawser; the Lady of the Night and the Marnix had been chartered to take in the cargo of the Ottoline, in order to lighten the vessel.

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THE HONG KONG BISHOPRIC.

The Bishop of Victoria, being unable to leave this country for China so soon as he originally intended, has addressed a circular letter to the clergy of his Episcopate, a copy of which we have been favoured with by his lordship :—

REVEREND AND DEAR BROTHER,—I had hoped to have left England for China earlier than providential circumstances permit. I hope, however, certainly to reach Hong Kong not later than September next. It is with pleasure I anticipate my arrival and personal acquaintance with the clergy and their labours. Let us pray God, for His dear Son's sake, to bless our mutual relationships. May they tend to His glory in the extension of the Redeemer's kingdom, and our individual and ministerial edification.

It is my full intention, in the course of the autumn, to visit, if practicable, every station where an episcopal visitation may be desirable. It is long since ordinations and confirmations were held in the diocese of Victoria, and I anticipate considerable arrears. I trust that several of the clergy, European and Chinese, now in deacons' orders, may be presented for admission to the priesthood, that there may be native lay agents prepared for admission to the order of deacons; and that there may be many baptised Chinese converts, as well as candidates of European descent desiring confirmation. I intimate thus early the prospect of a visitation that the clergy of the diocese may have ample opportunity to make the necessary preparations.

In the case of European missionaries in deacons' orders, I wish it to be understood that a satisfactory certificate of proficiency in the vernacular language of the mission will be required (in addition to the usual testimonials) as qualification for admission to the order of the priesthood.

In the case of Chinese candidates, both for the diaconate and the priesthood, I must be much guided by the experience and judgment of the missionaries with whom they have been associated. I have reason, however, to hope that the request, "Look ye out among you men of honest report, full of the Holy Ghost and wisdom," may result in the "choice" of some who may be "set before us," and on whom we may "lay our hands."

May the approaching season of Confirmation prove a time of refreshing from the presence of the Lord! I would urge the reverend the missionaries to make the occasion one of much careful instruction and prayerful intercourse with the *native adults* whom they have been privileged to baptise. The baptismal roll of each congregation shall be examined. Every baptised adult (not already confirmed) as well as every young person arrived at years of discretion, having been baptised in infancy, should now be sought out, instructed, and prepared for the approaching rite of confirmation.

On occasion of my first visitation I shall request each clergyman officiating in the diocese, whether a missionary or a chaplain, to exhibit his licence; or, in case of not being licensed in the diocese, to exhibit his letters of orders and the usual testimonials with a view to receiving my license.

It will give me pleasure to hear from you in reply to this communication, and I shall be glad to receive such information as you can give me as to

(1.) The number of your baptised Christian hearers—European and Chinese.

(2.) Your probable number of candidates for Confirmation—European and Chinese.

(3.) Your number of communicants, European and Chinese.

(4.) Your helpers, European and Chinese, male and female.

And (5) I shall be especially interested in receiving the names, with particulars, of any native Christians whom the missionaries may be prepared to recommend to me for Holy orders.

Earnestly supplicating our Divine Master's guidance and blessing, believe me to be, your sincere friend and faithful brother,

London, April 20, 1867. CHARLES R. VICTORIA.

M'INROY v. HARGROVE.—This was an appeal from a decree made by the Vice-Chancellor of the Duchy Court of Lancaster. The plaintiffs, Messrs. W. M'Inroy and Co., who are merchants in Liverpool, in the month of October, 1863, entered into a written agreement with the defendants, who are Messrs. Hargrove, Ferguson, and Co., shipbrokers in Liverpool, and three gentlemen named respectively Stowe, Kerr, and Sprott, respecting some sugar which M'Inroy and Co. had ordered through Messrs. Smith, Bell, and Co., of Manila. The agreement in question was as follows :—"Messrs. W. M'Inroy and Co. having ordered Messrs. Smith, Bell, and Co., of Manila, to contract for a cargo of 1,200 tons of clayed sugar, deliverable next April, per the ship *Ocean Empress*, chartered by them, it is hereby agreed that the undersigned have one-fifth interest each, and that as the bills of cost will be drawn upon W. M'Inroy and Co. they have the power of sale, respecting which they will, of course, confer with the various parties interested who agree to pay their share of the marginal draughts when they come forward, or as may be required by W. M'Inroy and Co. It is further agreed that this purchase of sugar is at the risk of the undersigned in the proportion of one-fifth each, whether it comes forward by the *Ocean Express* or by any other vessel or vessels.—Wm. M'Inroy and Co., Thos. S. Stowe, Hargrove, Ferguson, and Co., Wm. Kerr, Geo. Sprott. Liverpool, Oct. 26, 1863." This agreement was signed, and the order for the sugar given, in consequence of previous communications between the parties, which resulted in their entering into this speculation. The sugar cost upwards of £25,000, but, in consequence of a fall in the markets, the transaction resulted in a loss of more than £10,000. Kerr and Sprott were unable to meet their engagements, and M'Inroy and Co., having executed a trust-deed for the benefit of their creditors, they and their trustee filed this bill, praying to have it declared that the effect of the above agreement was that the liability of the parties respectively was not limited to one-fifth of the loss which had been incurred, but that the parties to the agreement were really constituted partners in the adventure, so that each was jointly and severally liable upon it. M'Inroy having actually paid the money, the result, if the plaintiffs were right, would be in the event which happened that Hargrove, Ferguson, and Co., and Stowe would each have to pay one-third, instead of one-fifth, of the loss. There was a large amount of evidence in the cause, but the Vice-Chancellor was of opinion that the plaintiffs could not avail themselves of anything beyond the written document, and that the true construction of that document was that the parties should not, in any event, be liable beyond the extent of one-fifth of the loss incurred. From this decision the plaintiffs now appealed. Sir Roundell Palmer, Mr. Little and Mr. North appeared for the plaintiffs; Mr. Kay and Mr. E. R. Turner for the defendants, Hargrove, Ferguson, and Co.; Mr. Fischer and Mr. Bardswell for the defendant Mr. Stowe. The case is not yet concluded.

SHROFF v. PALLANJEE.—This case was tried at Guildhall, before the Lord Chief Baron, when a verdict was found for the plaintiff. This action arose out of some cotton contracts. In January, 1866, there was a debt of £14,000 due to the plaintiff from the firm of Dadabhai and Co., of which firm the defendant was a member, and in respect of which an action had been brought in 1865 against all the members of the firm. The defendant left the firm in January, 1866, and Dadabhai stopped payment in the June following, at which time Messrs. Freshfield and Co. were the solicitors of Dadabhai, and Messrs. Upton and Co. those of the plaintiff. An arrangement was made between these firms that the action pending should be discontinued, and that the plaintiff should obtain a dividend on the debt under the deed of inspectorship under which the affairs of the firm of Dadabhai were being wound up. The Solicitor-General moved for and obtained a rule to enter a nonsuit on the ground that the action was settled by the terms as stated above, and also on the ground that the verdict was against evidence. Mr. Hannen and Mr. Arthur Cohen now showed cause against the rule; and the Solicitor-General and Mr. Philbrick supported it. The Court discharged the rule.

RARE CHINESE ENAMELS AND WORKS OF ART.—A very choice collection of Chinese enamels, bronzes, and carvings in ivory, with other rare ornamental objects, recently received from China, was lately disposed of at the rooms of Messrs. Christie, Manson, and Woods, in King-street, St. James's. Among the more important objects were the subjoined :—Chinese Enamels.—Lot 106. A pair of very fine flat-shaped bottles, with ornaments enamelled in colours on rare black ground, and insects on white ground in medallions—35 guineas (Davis). 108. A pair of beautiful Chinese boxes and covers, enamelled with animals and ornaments on rare black ground—20 guineas (Addington). 109. A pair of beautiful flat-shaped two-handled bottles, with ornaments in colours on torquoise ground, green, yellow, and purple medallions, with flowers in colours—30 guineas (Bohn). 110. A pair of very curious boxes and covers, formed as tortoises—23 guineas (Marshall). 111. A pair of very fine circular boxes and covers, with ornaments on torquoise ground, green, yellow, and purple medallions, with flowers in colours—39 guineas (Zimmerman). 113. A pair of figures of leopards, of yellow, black, and gold enamel, on carved wood stands—40 guineas (Farmer). 114. A set of altar ornaments, with flowers in colours, on torquoise ground, consisting of incense burner and cover, a pair of beakers, and candelabra—25 guineas (ditto). 115. A pair of magnificent garden seats, of the rarest ancient Chinese enamel, enriched with birds, flowers, and ornaments in colours, on torquoise ground; on elaborately carved stands—135 guineas (Bourne). 131. A fine cistern, enamelled with dragons in red and green on white ground outside, and enamelled fish inside—79 guineas (James). Bronzes and Ivories.—135. A pair of very large bronze vases, ornamented with birds and trees in high relief, on square feet—59 guineas (Zimmerman). 137. A beautiful ivory cabinet, ornamented with figures and birds in gold lacquer, on stand of ivory and tortoiseshell—45 guineas (Bourne). 159. A pair of bronze vases, chased with figures, dragons, and foliage, in high relief—25 guineas (Viscount Powerscourt).

THE PANAMA RAILROAD.—The British Consul at Panama states in his last report that the fare by the Panama Railroad from the Atlantic to the Pacific, the line being about 47 miles in length, is 25 dols.; children under twelve years of age half price, and under six years, quarter price. In 1865 34,193 passengers travelled along the line. Passengers' baggage is charged 5c. per lb. after the first 100lb., allowed free. Cattle, at owners' risk, 25 dols. each by steamer trains. Horses, by steamer trains, 40 dols. each, at owners' risk. Coal, 5 dols. per ton of 2,240 lb. Gold one quarter per cent. on the value, silver three-eighths to one-half per cent. In 1865 more than 32,000,000 dols. of gold, and nearly 15,000,000 dols. of silver were carried. Express freight by steamer trains 1 dol. 80c. per cubic foot. No package, however small, is transported for less than a dollar. Treasure amounting to more than £5,000,000 intended for England was conveyed along this line from Panama to Colon in 1865, and the Consul states that it has been found cheaper to send it from Colon to New York by American steamer, and thence to England by British steamer, than to send direct from Colon to England by British packet.

THE LORD MAYOR'S VISIT TO THE JAPANESE JUGGLERS.—A special performance was given last week by the Japanese troupe at the Floral-hall in honour of the Lord Mayor. His lordship was accompanied by the Lady Mayoress, the Misses Gabriel, Mr. Gibbs, the secretary of the Lord Mayor, and a party of friends. The boys of the Bluecoat School, numbering about 750, were also invited. The performance appeared to give great satisfaction to all, the Bluecoat-boys being loud in their expressions of approval. Asakichi, as the tiger, was never so effective in this clever piece of pantomime, and Gainsi's tops flew about in a more magical way than ever. At the conclusion of the performance the Lord Mayor, the Lady Mayoress, and their friends expressed how much they were pleased with the performance.

LIGHTHOUSES IN COURSE OF CONSTRUCTION.—There are now six lighthouses in course of construction by the British Government—one situated on the Little Basses Rock at Ceylon; one on the Roman Rocks at the Cape of Good Hope; two in the Bahamas, on Castle Island and Imagua Island; one on Sombrero Island; and one on the Dellamara Point at Malta. It will be recollected that the financial details of the lavish and fruitless expenditure on the first named of these lighthouses formed the subject of a blue book published a year or two ago, and of a debate in the House of Commons.

IT is stated that Captain M. S. Nolloth, late senior naval officer at Hong Kong, will receive the appointment of commodore and senior officer in the *Indian Ocean*, as successor to Commodore Hillyar, on that gallant officer's receiving the active flag rank, for which he is now qualified.

THE paddlewheel steam sloop *Virago*, 6, Commander M. Bingham, bound to China, is now in Keyham Steam-yard, having defects made good.

DR. JAMES LILBURNE (late of H.M.S. *Leopard*) is appointed surgeon of H.M.S. *Cumberland*, guard ship at Sheerness.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, SATURDAY, MAY 4, 1867.

FRANCE AND JAPAN.

INTERNATIONAL courtesies are being exchanged between France and Japan. TAKOUNGARA MIMBOU TAYO, the brother of the Shiogoon, has arrived in Paris, and has been received at the Tuileries in solemn audience by the Emperor and Empress. The Prince and other distinguished Japanese who accompanied him, were conveyed from the Grand Hotel to the Tuileries in court carriages with a military escort, and a guard of honour was stationed in the courtyard of the Palace to receive them. The Emperor and Empress were seated in their chairs of state surrounded by a brilliant suite, and the Prince, on being introduced, delivered a short address in his own language, and presented an autograph letter from the Shiogoon. He stated that his mission was intended as a proof of the friendly sentiments entertained by the Japanese Government towards France, and that he was instructed to remain for a time in France to study the sciences by which that country is distinguished. In his reply the Emperor expressed great satisfaction at receiving a visit from so near a relative of a "Sovereign" of such a friendly disposition, and offered his congratulations on the rapid development of relations between the two countries. A number of valuable presents from the Shiogoon to the Emperor were then formally handed over, and the Prince and his suite were reconducted to their hotel with all possible state and ceremony.

All this reads very pleasantly; and yet we cannot altogether divest ourselves of a suspicion that the *entente cordiale* between France and Japan is becoming a little—just a very little—too close to be either agreeable or advantageous to us or to subjects of the other treaty Powers. That the organ of acquisitiveness is largely developed in the cranium of a certain Imperial Personage there can be no doubt. Certain events that have lately transpired regarding the Rhine Provinces and Luxembourg in Europe; Mexico in the Western Hemisphere; and Cochin-China in the Far East, betray a restless desire for territorial aggrandisement in whatever quarter it may seem practicable that may well lead us to distrust the disinterestedness of French policy. Japan, it is true, cannot well be "colonised" with the same facility as Cochin-China, owing to the influence exercised there by England, America and other States, to say nothing of the more determined and warlike character of the people; but in the absence of any possibility of converting Japan into a French province, most persevering efforts are being made by M. LEON ROCHE to acquire an exclusive monopoly of the most remunerative branches of the Japan trade to the detriment of British and other merchants who have a just right so compete for it on fair ground. By means of the unfair ascendancy he has gained over the native Government, the enormous supplies of clothing, arms, and materials now required for the Shiogoon's army are all monopolised by a French company; and this is but a single instance of the pernicious effect of his constant interference with the legitimate course of trade. To further his nefarious plan, the French Minister is even now using his utmost endeavours to prevent the opening of Osaka at the appointed time (the 1st of January next), an object which, however, is fortunately certain to be defeated by the firmness of Sir HARRY PARKES and the other Ministers. Under these circumstances it will readily be seen why, although we cannot but acknowledge the benefit likely to accrue from the Shiogoon's brother completing his education in Europe, we nevertheless regret that France should be the country selected as the scene of his studies, since the influences that he will undoubtedly be subjected to there must necessarily tend to strengthen and perpetuate the ill-omened ascendancy already gained by the French in Japan.

THE EUROPEAN COLLEGE AT PEKING.

CHINA has remained so long stationary that until very lately it has been the fashion to receive with incredulous disdain even the slightest suggestion of any probable renewal of her progress towards a higher state of civilisation. Our reiterated efforts thoroughly to "open up" the country have been attended with a considerable measure of success in a strictly commercial sense; but as regards anything beyond this, we have ever been met with a resolute determination on the part of the Chinese neither to impart nor to acquire knowledge of any sort, in their guarded communication with the outer world. During the last few years, indeed, it has appeared as if a distinctly marked retrograde movement had commenced, owing to the disastrous effects of prolonged civil strife and irremediable social and political disorganisation, until "Chinese obstinacy" and "Chinese stolidity" have become stock phrases of contemptuous reproach. At length, however, a reaction has set in. The example of Japan appears to have awakened the members of the TSUNG-LI YAMEN, or Council o the School of Languages, to a sense of the lamentable deficiency existing in their own intellectual resources, and in their memorial to the EMPEROR, praying for the establishment of an European College at Peking, they freely and candidly admit the urgent necessity of accepting, without further scruple, such foreign aid as will enable Chinese students to acquire a knowledge of those arts and sciences which while almost unknown in China form the chief elements in the power and civilisation of European nations.

This memorial is indeed remarkable, not only for the wise moderation with which the proposal is urged, but for the cogency of the arguments adduced, and the logical nature of the conclusions derived from them. Though couched in properly respectful terms, it is firm and confident in tone, and well calculated to carry conviction to a wavering mind. The just pride with which the memorialists recall the fact that in earlier ages European nations borrowed the first elements of their sciences from the East, and the open candour with which they own their present inferiority, not only to those Western nations, but even to their near neighbours the Japanese, are alike honourable; and if there is one paragraph in the whole document more worthy of admiration than the rest it is that which says, "To those who may say that China humiliates herself in "seeking instruction from foreigners, we shall reply that if one "thing in particular can make a nation blush, it is to be ignorant of that which others know." What a startling contrast does this present to the verbose manifestoes we have heretofore been accustomed to, in which the "Central flowery land" was arrogantly assumed to be the fountain of all knowledge, wealth, and power, while all foreigners were stigmatised as "outer barbarians." Clearly the turning-point is now reached, and the establishment of the new college will inaugurate a new era in Chinese history. The memorial we have quoted is of so interesting and important a nature that we append it entire:—

PEKING, Jan. 28, 1867.

"We have had the honour previously to address to your Majesty a report, in which we stated the necessity of introducing into China the study of the mathematical sciences and of astronomy, pointing out also the facilities it would be advisable to offer to those persons who should enter into their pursuit. Your Majesty has deigned to approve our recommendations.

"We have therefore considered that, as the mathematical sciences serve as the basis for the construction of all kinds of machines, it would be advisable to join to the already existing classes of the school of languages of the Tsong-li-ya-men a special class for their tuition, and to admit thereto, after an examination of their fitness, Chinese and Mantchou doctors of letters (*Ku-jen*), and bachelors of the five classes (*pa-Kong*,) as well as civil functionaries of the fifth rank and below, furnished with diplomas as licentiates of letters (*tsin-che*) obtained at examinations. The classes should be taught by European professors. We only await your Majesty's authorisation to lay before you the regulations we propose to establish. Your Majesty has deigned to invite us to do this the 5th day of the eleventh moon.

"In proposing to your Majesty to favour the study of the mathematical sciences, the Tsong-li-ya-men is not impelled by a sentiment of blind admiration for knowledge of this kind possessed by the Europeans, nor by an extravagant love for novelty. The reason is that in reality the construction of machines for warlike and industrial purposes, so important in our days, is based entirely upon the sciences. China wishes to construct

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her steamboats for herself; but, to enable her to do so, European masters must initiate her in the principles of the mathematical sciences, and point out the course to pursue. It would be a mistake and a fruitless expenditure of labour and money to hope that the Chinese could attain such a result by their imagination alone.

"We have seriously reflected upon the subject before presenting to your Majesty this present memorial. We know that persons more accustomed to debate than to reflect will say that we are concerning ourselves with matters of only moderate utility; that we wish to set aside the ancient Chinese modes to follow foreign practices; and that it is contrary to Chinese dignity to allow ourselves to be instructed by European masters. Those who speak thus show that they know little of what is passing in the world.

"Up to the present time China has tried to be powerful by her own resources. But is clear now that Chinese genius has produced all it is able to produce, and that intelligent persons do not conceal from themselves that, in order to walk alone in future, it must first resolve to receive from Europeans those sciences and arts in which it is deficient. This fact has long been perceived by able men, such as Ly-hong-tchang and Tso-tsang-tang, who have not ceased to repeat and to lay stress upon it in their reports to your Majesty.

"Last year Ly-hong-tchang established a large machine factory at Shanghai, and requested that persons from the capital might be sent there. More recently Tso-tsang-tang asked leave to establish at Fokien workshops and schools, in which European masters might teach the sciences, in order that the Chinese might subsequently be in possession of all the knowledge indispensable to the construction of steamships. Clearly, therefore, it is urgent that we should instruct ourselves in all these sciences, and this opinion is not confined to the undersigned.

"Some will say that it will be more advantageous to continue the practice hitherto pursued. Why not hire steamships, and purchase from Europeans the arms they manufacture? Is this not more simple? Should we not then have all we require without embarrassing ourselves with expenses and useless trouble? Those who will argue in this manner are no doubt the people who believe that cannons and muskets are the only things China ought to take from Europe, and this is a serious mistake. But even were such the case, and had the course hitherto pursued been at the same time practical and easy, it is not the less demonstrated that we should always remain dependent upon foreigners for these articles, and that we should have to resign ourselves never to be acquainted with their manufacture. Further, acquaintance with this manufacture of arms and machines while placing us in a position to produce them for ourselves, does not deprive us of the opportunity of pursuing our ancient course, and of profiting by the industry of others. We should then, however, do so with a knowledge of the subject. It appears to us useless to demonstrate whether knowledge is preferable to ignorance.

"It would also be a serious mistake to imagine that China abandons her ancient knowledge to adopt that of foreigners. The Europeans admit that they have borrowed from China—or at any rate from the East—the notions upon which their sciences are now-a-days based. With their spirit of research and constant application, they have increased these notions, drawn from them all the profit possible, and have finally discarded antiquated theories in favour of those more modern and exact. The root is Chinese, but the tree that has been developed is European. This is the case with arithmetic and astronomy, and perhaps also with other sciences. If China had continued to cultivate the sciences, she would not now be reduced to have recourse to the experience of other nations. Clearly this would be far preferable.

"But is the idea of having recourse to the science [of the Europeans, and of requesting lessons from them new? Did not the Emperor Kang-hi with his vast intelligence, recognise this necessity by admitting many among them to the mathematical tribunal, and treating them like Chinese functionaries? Recent generations ought not to set aside, as they have done, the science of numbers, since our philosophers themselves have placed it at the head of human knowledge.

"'In ancient times,' say the books, 'warriors and agriculturists were acquainted with astronomy, which was forgotten afterwards through a prohibition of the Emperor Kang-hi; our sacred ancestors caused it to revive. Literatis gave themselves up to its study with ardour, and published numerous books. It was said then—Whatever is unknown is a cause of disgrace to the literates.' And is it not, in fact, disgraceful for a man who makes a display of science to look up at the sky without knowing anything of the millions of stars he sees shining above him? Even if the school we desire to establish should never exist, literate persons would not, we hope, be willing long to remain in their present ignorance. If they were not desirous of recommencing these forgotten studies, they would have all the stronger reason for so doing in presence of the sacrifice the State is now willing to make.

"To those who may say that China humiliates herself in seeking instruction from foreigners, we shall reply that, if one thing in particular can make a nation blush, it is to be ignorant of that which others know.

"What immense progress have not Europeans made during the last fifty years in the construction of steam ships—to cite only a single fact—incessantly seeking after better combinations, and vying with each other in labour and efforts. Even Japan has sent to Europe officers intended to seek instruction in the various sciences there taught. Thus, without speaking of European nations, each of which seeks to raise itself above the others by knowledge and civilisation, Japan has not wished to remain in the rear. That country also desires to take its place among the strong, while China alone, continuing obstinate in her indifference and her ancient customs, would condemn herself to stand aloof from the general activity. This is a true reason of disgrace.

"If we do not feel humiliation in being inferior to others, but only in taking others as our instructors, without considering that by the desire of equalling, we may perhaps attain the glory of surpassing them, it naturally results that we shall never know anything, and shall have the eternal humiliation of inferiority.

"We foresee, also, that it will be said: The construction of machines is the task of labourers; why teach these things to literate persons? We shall reply that in the ancient book 'Tcheou-li,' there is a chapter upon carpentry which literate persons have read with interest during many ages, and for which they have a great esteem. Why is this? Because if the workman must execute the manual labour in any construction, it is the literate person who ought to know the natural law, the principle upon which that construction is based. It is by this knowledge that he may render the labour of the workman useful, by directing and applying it with discernment. It is these natural laws that we are desirous should be known, and it is by them that the literate person will point out to the artizan the full benefit he may extract from any given process. Why suppose us desirous that literate persons, or people plainly educated, should become workmen? Nothing need be studied but that which can be applied, and with the object of applying it according to the necessities of the age.

"Whatever further may be the interpretations unenergetic persons may attach to this measure, by which they are not affected, it is indispensable that it should be carried out with full desire to put it in execution, and we have only proposed it to your Majesty after mature reflection. Although we are still but at the commencement of our enterprise, we are aware that in order to interest literate persons therein, and engage them to study with ardour, it will be necessary to promise them certain advantages, and show them the utility they will derive from their studies by the employment those who shall distinguish themselves will obtain.

"We therefore submit for your Majesty's approval the following code of regulations in six articles, trusting it may meet with your high approbation.

"Lastly, we beg to suggest that as the han-lin (academicians) of the three classes, possessing a high degree of literary education, and accustomed to grave and arduous studies, are now but little employed in the administration, it would be well to invite them to study the mathematical sciences, in which they would make rapid progress.

"We respectfully await the time when your Majesty and her Majesty the Empress shall deign to acquaint us what is thought of our proposals."

The code of regulations is appended. It refers to the terms of admission to the new college, the treatment of the students, their rate of enrolment, &c., &c.

Underneath the memorial is to be found the Emperor's signature, with the words:—

"The preceding is approved.
"Respect this."

THE letters despatched by the Pacific Mail steamer leaving Hong Kong on the 18th and Yokohama on the 27th February, reached London by the West India Mail steamer on the 29th April, on which day the P. and O. mail that left Yokohama on the 1st March was also delivered. On this occasion, therefore, the P. and O. line proved the quicker by two days from Yokohama.

Literature.

The following is a brief summary of the more important works published during the past month:—

In History and Biography we have Mr. Froude's *Short Studies on Great Subjects*, in 2 vols., consisting of miscellaneous historical essays; we have also *Memoirs of the late William Hazlitt*, with portions of his Correspondence, in 2 vols.; *The Life, Letters, and Speeches of Lord Plunket*, by his Grandson, the Hon. D. Plunket; *Memoirs and Correspondence of Madame Recamier*, translated from the French, and edited by J. M. Luyster; *A Volume of Despatches, Correspondence, and Memoranda of the Duke of Wellington*, edited by his Son; and *An Inquiry into the Ancient Routes between Italy and Gaul, with an Examination of the Theory of Hannibal's Passage of the Alps*, by the Little St. Bernard.

In Geography and Travel Mr. Lamont publishes a volume descriptive of *Wild Life among the Pacific Islanders*; and Mr. Edward Dicey a narrative of *A Month in Russia during the Marriage of the Czarewitch*. We have from the Rev. George Musgrave two volumes descriptive of *Nooks and Corners in Old France*, and from Sir W. Parish a work descriptive of *Travels in Buenos Ayres and the Provinces of the Rio de la Plata*.

In Fiction we find *Mr. Wynyard's Ward*, by Holme Lee, reprinted from the *People's Magazine*, 2 vols.; *Constance Rivers*, by Lady Barrett Lennard, 3 vols.; *The Loyalist's Daughter, a Novel or Tale of the Revolution*, by a Royalist, in 4 vols.; *Captain Jack, or, the Great Van Broek Property, a Story*, by J. A. Maitland, 2 vols.; *Idols of Clay*, by Mrs. Gordon Smythies, 3 vols.; and *Begg'd at Court, a Legend of Westminster*, a one-volume *Story of the Days of Charles the First and the Commonwealth*, by Mr. Charles Knight. Also, *Ada Moore's Story*, a novel, in 3 vols.; *Raymond's Heroine*, 3 vols.; *Counting the Cost*, by William Duthie, 3 vols.; *Elinor Dryden's Probation*, by K. S. Macquoid, 3 vols.; *Raymond, an exceptional Biography*, by Harry Moreland, 3 vols.; *and A Chip of the Old Block*, by George Gretton, 3 vols.

SINGAPORE GAS COMPANY.

The ordinary general meeting of the shareholders of this company was held on the 30th ult. at the London Tavern; H. P. STEPHENSON, Esq., the chairman of the board of directors, presiding.

The following report was presented:—

"The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report from their engineer and manager, Mr. E. J. Wells, dated February 4, 1867. The directors going out of office by rotation are Messrs. Benjamin Cooke, Frederick William Collard, and Robert Stannard Foreman; and these gentlemen, being eligible for re-election, offer themselves for the support of the shareholders. The present auditors, Messrs. William Thomas Morrison and Alfred Williams, retire from office according to the articles, and being eligible for re-election, offer themselves to the shareholders for that purpose. The balance-sheet to 31st December, 1866, and appended

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to this report, shows the financial position of the company. The profits for the half-year are £990 7s. 9d., which, together with £25 8s. 8d., the unappropriated profit of the preceding half-year, makes the available balance £1,015 16s. 5d. Out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax on the preference capital, and a dividend at the rate of 3½ per cent. per annum on the amounts paid up on the original capital, free from income-tax; the balance of £51 9s. to be carried forward to the profit of the succeeding half-year."

The CHAIRMAN, in moving the adoption of the report and balance-sheet, said Mr. Wells had entered so fully in his report into the general progress of the undertaking that it was hardly necessary for him to make any remarks on that subject. The shareholders would see that the company were progressing—perhaps, somewhat slowly, but progressing in the right direction. They had got over the difficulty in the reduction of the supply of gas, which arose from the commercial circumstances in which Singapore had been placed during the previous half-year, and they were now monthly receiving advices from their manager that their gas rental was gradually improving. It would be observed that during the half-year the gas rental had somewhat increased, but he had hopes, and he firmly believed, that at the end of the current half-year they would be in possession of a gas rental of £4,000 for the half-year, or at the rate of £8,000 per annum. Referring to the balance-sheet, he said that on the debtor side of the capital account they had an increase amounting in the aggregate to something short of £4,000, which on the credit side was accounted for by an increase of £1,800 arising from the fixing of an engine exhauster and scrubber and the extension of their mains in various directions. They had also an increase of about £1,000 in the stock in hand, which principally arose from their increased stock of coal. With regard to the profit and loss account, the most material item was the cost of coal carbonised, and he might say that this item was about £200 more than it was before, with an increase of rental of about £400; but still it was not so satisfactory as they could wish, and it was higher than it ought to be. That result was attributable to a fact which he mentioned at the last general meeting, namely, that in commencing operations upon the use of Australian coal the first cargo they laid in was not of so good a quality as they had anticipated. He was glad to say that at Christmas, 1866, but a small portion of the cargo by the Rangoon was remaining. The other cargo purchased by the local committee at Singapore had turned out exceedingly good coal. It cost something like £2 per ton, and produced 9,000 feet of gas and a good quantity of coke, and the illuminating power was equal to fourteen spearm candles. Should they be able to obtain coal of that quality at the present price, he believed the item of coal in their future balance-sheets would not be so high as during the current half-year. They were led to believe that when home freights from Singapore and China changed in price, they should get coal from Australia at low prices. The other items at the debtor side of the profit and loss account varied but slightly from the former accounts. Their trade charges were slightly higher, rent and taxes were higher, and salaries were also higher, arising from the increased remuneration to their manager, Mr. Wells, and which he thought was richly deserved by him for the talent and energy with which he had carried on the business. The interest on loans and debentures was slightly higher, and bad debts were slightly higher. Then, on the credit side, gas and meter rental was £400 higher, and there was an increase of £340 in products and sundries. The only other item which required explanation was that of £100 "public lamp gas over credit (suspense account) written off." In the balance-sheet they would see there was still a sum on the credit side of £115. 17s. 10d. standing to that suspense account. The holding of meetings of foreign gas companies twice a year often led to mistakes, which could not be corrected before the publication of the accounts, and he regretted to state that in the last balance-sheet the public gas light was over-credited with the sum of £215. The usual course would have been to have written off the amount before the issue of the profit and loss account of this year, but the directors thought it would not be well to pay a smaller dividend than last year. They accordingly wrote off £100 this half-year, leaving £115 to be written off in the succeeding half-year, and leaving their dividend ½ per cent. higher than last year, and equal to what it was the previous half-year. Their manager was led into the mistake in consequence of the irregularity of the payments of the municipal commissioners of Singapore for public lamps, but a similar error could not again occur, inasmuch as the commissioners now paid the accounts every six months. He was glad that Mr. Rigg, of Singapore, was present, that gentleman having been the originator of the company, and consequently the founder of gas in Singapore. The Chairman then concluded by moving the adoption of the directors' and manager's reports and balance-sheet.

Mr. COOKE seconded the motion, and said he did so with a great deal of pleasure, because he believed the accounts were straightforward and concealed nothing.

The CHAIRMAN, in answer to Mr. Rice, said that while the Australian coal cost them somewhat under £2, the common and cannel coal from this country would cost them £3.

Mr. RICE said he considered the position of the company might therefore be considered very satisfactory, inasmuch as the original estimate of profits was based upon the price of coal from this country.

The CHAIRMAN reminded Mr. Rice that the estimate was made at a time when coal in this country was cheap and freights low.

The motion was then put and adopted.

The dividend recommended was declared.

The retiring directors were, on the motion of Mr. BROWN, unanimously re-elected.

The auditors having been re-elected,

Mr. WILLIAMS moved a vote of thanks to the directors and local committee at Singapore for the manner in which they had conducted the business of the company. He considered the company looked exceedingly prosperous, and so long as the gentlemen in question remained in their present position, he felt the concern would continue to progress.

Mr. PAYNE seconded the motion.

The CHAIRMAN returned thanks on behalf of the directors and local committee at Singapore, and in doing so took the opportunity of paying a tribute to the energy and tact of Mr. Wells, the manager and engineer at Singapore, and proposed a vote of thanks to him for the efficient manner in which he had discharged his duties.

Mr. RICE seconded the proposition, and it was carried with acclamation.

Mr. RIGG, at the request of a Shareholder, made a few remarks, in which he expressed his confidence in the stability of the concern and in the fitness of Mr. Wells.

A cordial vote of thanks to Mr. King, the secretary and engineer, was passed, and a similar compliment to the chairman brought the proceedings to a close.

POSTAL COMMUNICATION WITH INDIA.

(MONEY MARKET REVIEW.)

The mercantile community connected with India will have heard with much disappointment that the extra fortnightly postal service between Suez and Bombay, which was established as an experiment at the beginning of the year by the Peninsular and Oriental Steam Navigation Company, will be discontinued after the steamer which meets the mail leaving London on the 26th inst. Consequently, after the present month, unless Government comes forward to pay for the extra service required, our postal communication with India will revert to the unsatisfactory position it was in last year. Of course, as these extra steamers have been despatched at the entire expense of the Peninsular and Oriental Company, no fault rests with it; on the contrary, merchants have been indebted to the company for the facilities which it has given them during the last three months in addition to its ordinary contract service.

The fact is, Bombay is the natural terminus for the postal arrangements between England and India, and the progress made in the communication by railway across the Peninsula has rendered an alteration in the service to Calcutta by steamer, *via* Galle, absolutely necessary. For instance, after the discontinuance of the Peninsular and Oriental Company's gratuitous line, there will be still four mails despatched by the company each month to India—two *via* Bombay, on the 3rd and 18th, and two *via* Galle, on the 10th and 26th. The latter mails do not take mails for Bombay, Kurrachee, &c.; those addressed to Calcutta are taken, but they are only delivered at their destination about the date that letters arrive which are posted a week later in England—*i.e.*, by the mails *via* Bombay. It will even sometimes occur that letters posted by the mail of the 18th will arrive at Calcutta *before* those despatched on the 10th of the same month.

The homeward communication from India to England will be similarly, if not still more, affected. Thus, letters coming by the steamers from Calcutta will be, as a rule, invariably overtaken at Suez by those posted a week later at Calcutta, and which come by railway across the Peninsula. Consequently merchants' facilities will be reduced practically to two letters per month, although four mails are despatched. We may here parenthetically remark that if bills or *original* letters are reported by the steamer, and duplicates are forwarded *via* Bombay, these documents, which should, as a matter of safety, come separately all the way, will be in the same conveyance between Suez and London.

Communication by letter is, perhaps, subservient and secondary to the telegraph; but for all that, there are minor details and facts of the utmost importance which can only be relied upon when verified by letter. Remittances do not come by telegraph, and although it is pleasant to know that bills are on the way, it is quite as important to have them coming to hand frequently and regularly.

Sir Charles Wood said, in 1865:—"There can be no doubt that increased postal communication with India implies increased relations with that country, increased commerce, increased investment of English capital, increased settlement of energetic middle-class Englishmen; and from all these sources the wealth and prosperity of England are more greatly increased than that of India." Our commerce with India is already, and, in fact, has been for years of such an enormous extent as to justify every possible attention on the part of the Government to the postal service. The fact that Government has invited tenders for a weekly mail service with Bombay, *to be sent in by the 16th September next*, is an admission of the importance of that port as the terminus, and of the necessity of increased postal accommodation. This contract, which looms in the future, will give us fifty-two actual mails every year to all parts of India, instead of the ostensible forty-eight at present, but which are in reality only twenty-four. It is very probable that some object is gained by fixing the last date for receiving tenders so far off as next September, but in the meantime, and before the contract comes in force, most serious inconvenience will be inflicted upon all who have business relations with India, unless some temporary arrangement is made by Government with the Peninsular and Oriental Company for it to continue working the present experimental service until the next contracts are fixed. Delay is altogether unnecessary. An arrangement such as we suggest would involve, comparatively speaking, the outlay of a merely nominal amount of money. The Peninsular and Oriental Company has always shown itself willing to meet the Government liberally on such occasions. The extra outlay would simply be the difference between the terms for a temporary agreement and those to be fixed for the contract now put forward for competition. Delay would, of course, for the time, save a little money, but we should be without the mails. Surely, in a practical age like the present, some member of Parliament will take the matter in hand. Red tape and obstinate officialism should not be allowed to stand in the way of the immediate accomplishment of what is universally admitted to be advantageous to the interests of the country.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.

Singapore Gas Company, 23, Poultry, Robert King, secretary.

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North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. N. Adam, manager.

Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, Union Bank of London, agents, Princes-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

EXPORTS TO THE FAR EAST.

Mr. Sam Mendel's circular, dated 1st inst., contains a return of the export of Cotton Goods from the ports of London, Liverpool, Southampton and the Clyde, to China and the Far East, from the 17th April to the 1st May, 1867, and during the twelve months ended 17th April of the present and two preceeding years:—

To HONG KONG AND WHAMPOA.—From 17th April to 1st May, 1867: Plain Cottons, 121,700; Coloured Cottons, 22,300 yards; Cotton Yarn, 20,000 lbs. For twelve months ended 17th April, 1867: Plain Cottons, 36,464,285; Coloured Cottons, 2,669,674; Printed Cottons, 866,626 yards; Cotton Yarn, 4,205,450 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 42,158,650; Coloured Cottons, 3,469,750; Printed Cottons, 455,770 yards; Cotton Yarn, 2,028,550. For the twelve months ended 17th April, 1865: Plain Cottons, 21,081,793; Coloured Cottons, 2,543,690; Printed Cottons, 535,500 yards; Cotton Yarn, 1,751,380 lbs.

To SHANGHAI.—For twelve months ended 17th April, 1867: Plain Cottons, 117,421,675; Coloured Cottons, 12,437,109; Printed Cottons, 6,693,510 yards; Cotton Yarn, 168,932 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 95,280,500; Coloured Cottons, 7,263,400; Printed Cottons, 3,060,150 yards; Cotton Yarn, 40,420 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 44,337,244; Coloured Cottons, 5,899,834; Printed Cottons, 2,817,278 yards; Cotton Yarn, 191,691 lbs.

To JAPAN.—From 17th April to 1st May, 1867: Plain Cottons, 113,000; Coloured Cottons, 102,875 yards; Cotton Yarn, 80,000 lbs. For twelve months ended 17th April, 1867: Plain Cottons, 17,562,637; Coloured Cottons, 2,873,844; Printed Cottons, 1,537,055 yards; Cotton Yarn, 1,477,460 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 25,881,113; Coloured Cottons, 1,626,815; Printed Cottons, 2,512,679 yards; Cotton Yarn, 1,216,500 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 4,958,659; Coloured Cottons, 2,017,139; Printed Cottons, 1,096,007 yards; Cotton Yarn, 106,950 lbs.

To MANILA.—From 17th April to 1st May, 1867: Plain Cottons, 1,146,032; Coloured Cottons, 748,570 yards; Cotton Yarn, 8,810 lbs. For twelve months ended 17th April, 1867: Plain Cottons, 14,441,705; Coloured Cottons, 16,061,544; Printed Cottons, 1,089,740 yards; Cotton Yarn, 117,634 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 12,412,660; Coloured Cottons, 13,852,850; Printed Cottons, 613,000 yards; Cotton Yarn, 84,150 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 9,084,368; Coloured Cottons, 10,673,543; Printed Cottons, 1,299,332 yards; Cotton Yarn, 136,630 lbs.

To BATAVIA.—For twelve months ended April, 1867: Plain Cottons, 31,143,399; Coloured Cottons, 12,825,695; Printed Cottons, 14,526,724 yards; Cotton Yarn, 762,276 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 22,510,150; Coloured Cottons, 7,503,800; Printed Cottons, 6,941,550 yards; Cotton Yarn, 575,900 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 7,675,735; Coloured Cottons, 4,706,079; Printed Cottons, 6,469,928 yards; Cotton Yarn, 194,375 lbs.

To SINGAPORE AND PENANG.—From 17th April to 1st May, 1867: Plain Cottons, 1,424,827; Coloured Cottons, 137,300; Printed Cottons, 12,426 yards. For twelve months ended 17th April, 1867: Plain Cottons, 52,797,840; Coloured Cottons, 10,317,253; Printed Cottons, 5,005,682 yds.; Cotton Yarn, 2,226,947 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 36,006,961; Coloured Cottons, 6,138,339; Printed Cottons, 1,594,580 yards; Cotton Yarn, 1,030,250 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 21,812,423; Coloured Cottons, 2,976,355; Printed Cottons, 2,036,876 yards; Cotton Yarn, 1,352,393 lbs.

To CEYLON.—From 17th April to 1st May, 1867: Coloured Cottons, 12,600 yards. For twelve months ended 17th April, 1867: Plain Cottons, 22,694,809; Coloured Cottons, 1,483,146; Printed Cottons, 4,027,200 yards; Cotton Yarn, 748,249 lbs. For twelve months ended 17th April, 1866: Plain Cottons, 14,542,400; Coloured Cottons, 1,400,000; Printed Cottons, 3,419,000 yards; Cotton Yarn, 346,100 lbs. For twelve months ended 17th April, 1865: Plain Cottons, 6,271,158; Coloured Cottons, 1,867,077; Printed Cottons, 2,162,893 yards; Cotton Yarn, 172,180 lbs.

Monetary and Commercial.

We understand that one of the committee formed for the resuscitation of the Commercial Bank of India has gone out to Bombay to procure the sanction of the creditors there to the scheme agreed on in London.

At a meeting of the Singapore Gas Company, held at the London Tavern on the 30th April, the report (noticed in our last) was adopted, and votes of thanks passed to the manager and local committee in Singapore, and also to the directors and secretary here.

The small amount of bar silver brought by the West India mail has been disposed of at 60¾d. per oz., and the Mexican dollars at 59½d., showing no alteration in the former quotation and an advance of ¼d. in the latter upon the rates realised by the previous arrival. The steamer leaving Southampton to-day takes out the sum of £3,389, of which £1,500 in silver is for Hong Kong, £600 for Yokohama, £970 for Bombay, and the remainder (£319 in gold) for Madras.

The biddings for £250,000 in bills on India were made at the Bank of England. The amounts allotted were—to Calcutta, £137,000; to Madras, £2,000; and to Bombay, £30,000. The *minimum* price was fixed, as before, at 1s. 11¼d. on all the Presidencies. Tenders on Bombay at 1s. 11¼d. will receive about 89 per cent.; those above that price on Bombay, and those on Calcutta and Madras at 1s. 11¼d. and upwards, will receive in full. These results show a further considerable falling off in the demand for means of remittance to the East, the terms obtained being 1 per cent. below those on the last occasion.

In reference to the extracts from the Governor of Labuan's report on the condition of the coal mines, the company have issued a circular to their shareholders in which they state that "no difficulty would have arisen if the manager of the works had drawn upon the Home-office, as he was empowered to do under such a contingency as the failure of the company's agents; that the managing director, Mr. Price, was sent out last month with full powers to make all arrangements consequent on a change of agency; and funds have been placed at Singapore to enable him to carry out his instructions."

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and three months ended 31st March again present somewhat unfavourable results, the most conspicuous being another falling off in the value of our Exports. These for the month of March amounted to a total of £15,148,797, against £17,520,354 for the corresponding month last year. For the three months the value is given as follows:—For 1867, £42,381,621; for 1866, £46,991,165; and for 1865, £35,635,707. Thus the value of our Exports for the first quarter of the present year shows a decrease of £4,609,544 when compared with the corresponding period of 1866, but an increase of £6,745,914 against 1865. The falling off this year is distributed over a number of articles. Cotton manufactures show a decrease amounting to 17 per cent., linen manufactures about 27 per cent., and silk manufactures, woollen yarn, and woollen manufactures all exhibit a marked diminution.

The Import returns for the month and two months ended 28th Feb. also present totals smaller than those of last year. For the two months of the present year the value is £24,281,048, being less by £2,176,675 than the value for 1866, when the figures presented a total of £26,457,723. In 1865, however, the value was only £19,253,701 for the two months, so that the returns for both the succeeding years exhibit an enormous increase in comparison. The value for the month of February was as follows:—For 1867, £14,828,289; for 1866, £16,610,159; and for 1865, £12,854,779.

The following is a summary of those figures relating to our export and import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and three months ended 31st March, and the value to the 28th February are thus given:—

From	Quantity for the Month ended 31st March. 1865.	1866.	1867.	
China	60,494	—	—	cwts.
British India	218,506	151,513	50,521	"
Egypt	154,700	98,629	228,871	"
Total from all parts	621,673	872,287	883,840	"
	Quantity for the Three Months ended 31st March.			
China	106,146	—	2,041	cwts.
British India	404,610	457,450	147,030	"
Egypt	477,363	246,897	454,005	"
Total from all parts	1,433,274	2,026,409	1,815,219	"

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	Value for the Month ended 28th Feb.		
China	£158,234 ..	— ..	£10,001
British India	1,049,572 ..	£1,469,527 ..	422,510
Egypt	2,458,474 ..	1,374,565 ..	1,161,913
Total from all parts	5,527,050 ..	6,713,249 ..	5,188,273
	Value for the Two Months ended 28th Feb.		
China	£269,858 ..	— ..	£10,001
British India	1,261,003 ..	£2,152,530 ..	465,165
Egypt	3,046,485 ..	1,485,690 ..	1,706,511
Total from all parts ..	7,057,244 ..	19,055,150 ..	6,264,889

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown :—

	Quantity for the Month ended 31st March.		
From	1865.	1866.	1867.
Ceylon	6,168,032 ..	3,879,338 ..	2,216,006 lbs.
Other British Possessions	1,502,734 ..	514,539 ..	286,706 „
	Quantity for the Three Months ended 31st Mar.		
Ceylon	9,553,501 ..	7,343,298 ..	6,853,019 lbs.
Other British Possessions	3,426,497 ..	1,173,767 ..	1,501,918 „
	Value for the Month ended 28th Feb.		
Ceylon	£19,966 ..	£104,904 ..	£119,419
Other British Possessions	46,598 ..	15,169 ..	24,063
	Value for the Two Months ended 28th Feb.		
Ceylon	£117,887 ..	£113,107 ..	£160,389
Other British Possessions	59,569 ..	21,223 ..	36,275

The following quantities were entered for Home Consumption :—

	In the Month ended 31st March.		
	1865.	1866.	1867.
Ceylon	1,697,221 ..	1,741,170 ..	1,756,097 lbs.
Other British Possessions	816,453 ..	477,322 ..	516,316 „
	In the Three Months ended 31st March.		
Ceylon	5,230,508 ..	5,380,464 ..	5,600,821 lbs.
Other British Possessions	2,451,030 ..	1,549,695 ..	1,987,392 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Of 3rd quality	12,093 ..	10,389 ..	63 cwts.
Of 4th do.	130,900 ..	38,111 ..	16,208 „
Total, all qualities	142,993 ..	48,500 ..	16,271 „
	Quantity for the Three Months ended 31st March.		
Of 2nd quality	1,154 ..	— ..	— cwts.
Of 3rd do.	28,794 ..	10,389 ..	63 „
Of 4th do.	183,932 ..	38,111 ..	16,320 „
Total, all qualities	213,880 ..	48,500 ..	16,383 „
	Value for the Month ended 28th Feb.		
Of 2nd quality	£1,154 ..	— ..	—
Of 3rd do.	15,405 ..	— ..	—
Of 4th do.	33,709 ..	— ..	£1
	Value for the Two Months ended 28th Feb.		
Of 2nd quality	£1,154 ...	— ..	—
Of 3rd do.	15,865 ..	— ..	—
Of 4th do.	55,242 ..	— ..	£99

The following were the quantities entered for Home Consumption :—

	In the Month ended 31st March.		
	1865.	1866.	1867.
Of 3rd quality	21,910 ..	5,766 ..	12,811 cwts.
Of 4th do.	13,657 ..	16,576 ..	47,833 „
Total, all qualities	35,567 ..	22,342 ..	60,644 „
	In the Two Months ended 31st March.		
Of 3rd quality	38,688 ..	13,837 ..	43,404 cwts.
Of 4th do.	52,330 ..	49,918 ..	99,302 „
Total, all qualities	91,018 ..	63,755 ..	142,706 „

The Hemp imported from the Philippine Islands during the month and three months presents the following figures :—

	1865.	1866.	1867.
Quantity for the month ended 31st March ..	40,507 ..	15,698 ..	5,787 cwts.
Quantity for the three months ended 31st March	70,083 ..	15,698 ..	5,787 „
Value for the month ended 28th February	£29,968	—	—
Value for the two months ended 28th February ..	£41,250	—	—

The total quantity of the several Imports named brought into this country from all parts during the month and three months ended 31st March, and their value to the 28th February of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and three months ended 31st March are returned as follows ;—

	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Coffee (lbs.)	9,735,003 ..	5,479,177 ..	3,778,572
Hemp (cwts.)	69,057 ..	57,620 ..	34,269
Raw Silk (lbs.)	354,950 ..	464,130 ..	430,852
Thrown do. (lbs.)	1,757 ..	2,213 ..	8,612
Waste, Knubs, & Husks, do. (cwts.)	2,887 ..	2,343 ..	1,744
Tea (lbs.)	15,730,049 ..	15,625,769 ..	14,830,634
Unrefined Sugar (cwts.) ..	728,453 ..	549,433 ..	602,106
	Quantity for the Three Months ended 31st March.		
Coffee (lbs.)	16,965,260 ..	12,553,977 ..	11,840,348
Hemp (cwts.)	118,500 ..	78,217 ..	59,055
Raw Silk (lbs.)	1,492,104 ..	1,544,287 ..	1,817,024
Thrown do (lbs.)	7,484 ..	8,213 ..	15,931
Waste, Knubs, & Husks, do. (cwts.) .. — ..	6,963 ..	7,700 ..	4,840
Tea (lbs.)	25,216,147 ..	29,085,918 ..	41,960,299
Unrefined Sugar (cwts.) ..	1,621,252 ..	1,685,910 ..	1,818,226
	Value for the Month ended 28th Feb.		
Coffee	£101,470 ..	£158,203 ..	£172,187
Hemp	65,931 ..	35,812 ..	24,996
Raw Silk	625,932 ..	646,829 ..	809,181
Thrown do.	1,754 ..	5,979 ..	9,059
Tea	478,577 ..	904,237 ..	805,354
Unrefined Sugar	544,361 ..	735,627 ..	880,150
	Value for the Two Months ended 28th Feb		
Coffee	£232,582 ..	£211,006 ..	£255,324
Hemp	77,629 ..	39,128 ..	42,601
Raw Silk	1,392,251 ..	1,346,282 ..	1,847,812
Thrown do.	10,595 ..	12,900 ..	15,630
Tea	681,079 ..	1,117,448 ..	2,097,925
Unrefined Sugar	916,032 ..	1,333,048 ..	1,365,085
	Entered for Home Consumption in the Month ended 31st Mar.		
Coffee (lbs.)	2,676,041 ..	2,390,697 ..	2,609,180
Tea (lbs.)	7,702,367 ..	7,279,760 ..	8,407,108
Unrefined Sugar (cwts.) ..	928,036 ..	822,733 ..	819,598
	Entered for Home Consumption in the Three Months ended 31st Mar.		
Coffee (lbs.)	8,277,775 ..	7,512,441 ..	8,625,876
Tea (lbs.)	23,061,514 ..	22,638,395 ..	26,713,967
Unrefined Sugar (cwts.) ..	2,467,176 ..	2,234,074 ..	2,698,256

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st March, 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	26,437,776 ..	26,788,399 ..	21,585,231
Tea (lbs)	102,832,711 ..	96,106,176 ..	108,190,332
Unrefined sugar (cwts.) ..	3,081,682 ..	2,981,395 ..	2,342,863

EXPORTS.

The Exports to China and Hong Kong during the month and three months are returned as follows :—

	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Cotton yarn	263,990 ..	523,710 ..	400,188 lbs.
Cotton manufactures ..	11,569,177 ..	15,386,761 ..	9,808,158 yds.
Worsted stuffs	1,175,182 ..	1,572,053 ..	2,237,463 „
Woollen & worsted cloths	143,092 ..	110,888 ..	272,171 „
Lead	50 ..	577 ..	117 tons.
	Quantity for the Three Months ended 31st Mar.		
Cotton yarn	515,762 ..	1,210,168 ..	796,590 lbs.
Cotton manufactures ..	21,592,901 ..	40,311,175 ..	24,127,341 yds.
Worsted stuffs	3,179,205 ..	4,179,911 ..	7,549,823 „
Woollen & worsted cloths ..	351,583 ..	505,948 ..	481,088 „
Lead	683 ..	1,655 ..	199 tons.
	Value for the Month ended 31st March.		
Cotton yarn	£25,340 ..	£57,060 ..	£30,755
Cotton manufactures ..	272,440 ..	401,538 ..	203,428
Worsted stuffs	78,722 ..	114,805 ..	136,517
Woollen & worsted cloths	21,525 ..	22,569 ..	38,095
Lead	1,043 ..	13,039 ..	2,321
	Value for the Three Months ended 31st March.		
Cotton yarn	£53,316 ..	£132,313 ..	£61,395
Cotton manufactures ..	547,523 ..	1,018,850 ..	514,647
Worsted stuffs	243,968 ..	312,757 ..	446,738
Woollen & worsted cloths	62,098 ..	81,997 ..	73,524
Lead	15,191 ..	37,014 ..	4,321

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Ceylon	33,192 ..	18,000 ..	26,000 lbs.
Singapore	199,200 ..	68,730 ..	182,080 „
	Quantity for the Three Months ended 31st March.		
Ceylon	37,192 ..	56,000 ..	31,000 lbs.
Singapore	449,200 ..	205,310 ..	718,780 „
	Value for the Month ended 31st March.		
Ceylon	£2,600 ..	£2,810 ..	£2,660
Singapore	18,086 ..	7,907 ..	15,385
	Value for the Three months ended 31st March		
Ceylon	£3,450 ..	£9,540 ..	£3,030
Singapore	43,934 ..	24,688 ..	63,309

Of Cotton Manufactures the following were the Exports :—

To	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Ceylon	1,592,521 ..	1,257,500 ..	1,979,190 yds.
Singapore	7,344,557 ..	3,130,008 ..	7,745,730 „
Java	3,213,562 ..	6,050,450 ..	78,400 „
Philippine Islands ..	462,620 ..	— ..	1,777,200 „
	Quantity for the Three Months ended 31st March.		
Ceylon	2,626,377 ..	4,436,117 ..	6,748,203 yds.
Singapore	14,287,117 ..	10,118,737 ..	18,425,861 „
Java	5,957,107 ..	10,881,446 ..	8,279,640 „
Philippine Islands ..	7,255,783 ..	3,271,180 ..	9,641,565 „
	Value for the Month ended 31st March.		
Ceylon	£40,281 ..	£35,424 ..	£42,124
Singapore	153,678 ..	76,692 ..	165,359
Java	79,086 ..	155,264 ..	1,790
Philippine Islands ..	10,243 ..	— ..	46,971

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	Value for the Three Months ended 31st Mar.		
Ceylon	£74,072 ..	£125,182 ..	£153,337
Singapore	316,590 ..	245 641 ..	386 128
Java	149.981 ..	275,252 ..	189,264
Philippine Islands ..	189,201 ..	91,289 ..	240,848

The following Returns contain the total quantity and value of the several articles named exported from the United Kingdom to all parts during the month and three months ended 31st March of the present and two preceding years :—

	Quantity for the Month ended 31st March.		
	1865.	1866.	1867.
Cotton yarn	6,059,821 ..	13.756.216 ..	12.864.580 lbs.
Cotton manufactures	169,929.385 ..	208 814,256 ..	210,096,481 yds.
Worsted stuffs	17,146.289 ..	19.480,348 ..	15,783,040 ,,
Woln. & worsted cloths.	2,279,411 ..	3,502,196 ..	3,078.427 ,,
Lead	1,793 ..	2,275 ..	2,011 tons
	Quantity for Three Months ended 31st March.		
Cotton yarn	15.815,337 ..	34.679,987 ..	33,801,690 lbs.
Cotton manufactures	438.340.912 ..	581.818.356 ..	621,976.799 yds.
Worsted stuffs	42,843.684 ..	65,724,271 ..	54,778.753 ,,
Woollen & worsted cloths	6,091.793 ..	8,853,876 ..	8,400.929 ,,
Lead	5,045 ..	6,632 ..	4,154 tons
	Value for the Month ended 31st March.		
Cotton Yarn	£635 339 ..	£1,510.929 ..	£1,213.487
Cotton manufactures ..	3,946.861 ..	5,212.496 ..	4,303.080
Worsted stuffs	1,018,196 ..	1,194 528 ..	996.266
Woln. & worsted cths...	326,977 ..	530,513 ..	519,734
Lead	38.489 ..	51,638 ..	44,205
	Value for Three Months ended 31st March.		
Cotton yarn	£1,708,151 ..	£3,768,770 ..	£3 207,271
Cotton manufactures ..	10,543,073 ..	14,485,867 ..	12,806,971
Worsted stuffs	2,527,619 ..	3,735,205 ..	3,230,884
Woollen and worsted cloths	943,793 ..	1,364,775 ..	1,464,816
Lead	110,295 ..	148,910 ..	92,338

During the month and two months ended 28th February of the present and two previous years, the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

To	For the Month ended 28th Feb. 1865.	1866.	1867.
China(exclusive of H. Kong).	£333,065 ..	£390 278 ..	£389,037
Hong Kong	50,876 ..	187.283 ..	3.427
Ceylon	43,793 ..	78.992 ..	104,324
Japan	10.861 ..	217,589 ..	74,100
Singap. & Straits Settlements	154.790 ..	178,054 ..	175,294
Philippine Islands	144,074 ..	59,449 ..	77,498
Java	50,790 ..	154,012 ..	216,752
	For the Two Months ended 28th Feb.		
China (exclusive of H. Kong)	£493.137 ..	£688,666 ..	£669,880
Hong Kong	161,655 ..	448 595 ..	144,317
Ceylon —	81,408 ..	129,980 ..	151,385
Japan	59,812 ..	217,589 ..	190,954
Singap. & Straits Settlements	264.609 ..	264.305 ..	319,352
Philippine Islands	260.327 ..	120,498 ..	242,097
Java	98·729 ..	154,012 ..	324,116

MANCHESTER MARKETS.

Sam Mendel's circular says :—"The advanced prices now current check the previously existing disposition to make purchases, and we have now a quiet market." Quotations are :—Grey Shirtings, 7 lbs., 9s. 6d. to 10s. ; 8¼ lbs., 12s. ; Water Twist, Nos. 16-24, 1s. 4d. to 1s. 5d. ; Nos 28-32, 1s. 5d. to 1s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr. 23	Voltigeur	Krding	Singapore	Cuxhaven.
— 22	œur de Lion	Whatley	Samarang	Texel.
— 14	Manila	Alcatena	Macao	Havana.
—	America	—	Manila	New York.
—	Kurrachee	—	Sourabaya	Boston.
— 12	Belvidere	Jackson	Manila	Do.
— 27	John Lidgett	Polson	Foochow	London.
— 26	Schelde	Hoffman	Batavia	Deal.
— 29	Esperanza	Morrell	Foochow	London.
— 29	Helenslee	Brown	Colombo	Do.
— 28	Rinaldo	Liston	Manila	Liverpool.
— 11	St. Vincent de Paulo	Santos	Macao	Havana.
— 13	Banda	—	Yokohama	New York.
— 13	Portland	Peters	Hong Kong	Do.
— 13	Christian Rankin	Higgens	Nagasaki	Do.
— 13	Lorton	Fell	Yokohama	Do.
— 14	Blair Athol	Lopes	Padang	Do.
— 14	Empress	Penrice	Canton	Do.
— 15	Albert Victor	Thompson	Do.	Do.
— 16	Gemini	Pellot	Singapore	Do.
— 15	Galatea	Gerritz	Canton	Do.
— 16	Albatross	Kroger	Foochow, &c.	Do.
— 30	City of London	Watson	Colombo	London.
— 30	Pacific	—	Singapore	Liverpool.
— 15	Renown	Adams	Foochow	Boston.
— 29	John Watt	Poole	Doumain	Deal.
— 30	Impulse	Doughty	Do.	Falmouth.
May 1	Soon Hong	Kier	Nagasaki	London.
Apr. 29	Feliz	—	Manila	Cadiz.
May 1	Petchelee	Owen	Singapore	Liverpool.
— 2	Valdera	—	Colombo	Deal.
—	Recife	—	Yokohama	New York.
—	Andreas	—	Shanghai	Do.
—	Ernest and Maria	—	Canton	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr.22	Corypheus	Ross	Hong Kong	Cardiff.
— 22	Ocean Chief		Shanghai	underland.
— 23	Ousuri		Do.	Shields.
— 22	J. C. Schotel	Chevalier	Galle	Do.
— 25	Jamaica	Galt	Batavia	avin Ryan*
— 27	Bojan	Chase	Hg. Kg. & Canton	London.
— 23	Ormelia		olombo	Shields.
— 29	Weymouth	Norris	Shanghai	ondon.
—	Nicot	Amesz	Samarang	Amsterdam.
—	Sourabaya Packet		Sourabaya	Do.
— 30	Douglas Castle	McRitchie	Shanghai	London.
— 30	Janet Ferguson	Ritchie	Singapore	Do.
— 28	Nouch		Batavia	Deal.
—	Hendrika	Valk	Do.	otterdam.
—	Catharina Maria	Amerongen	Do	Do.
— 27	Bonnie Lassie	Hammond	Singapore	Liverpool.
— 24	Courier (s.s.)	Christian	Do. Hg. Kg.& Japn	Glasgow.
— 27	Kyppletz	Christensen	Japan	Lamlash.
—	Revick	Lorange	River Amoor	Hamburg.
— 9	Queen of the Seas	Reed	Hong Kong	New York.
— 16	Ashburton	M'Diarmed	Do.	Do.
May 2	Adeline	Hybert	Yokohama & Nagasaki	London.
—	Jan Van Galen	Braat	Batavia	Rotterdam.
—	Hugo and Otto		Shanghai	Hamburg.
—	Royalist (s.s.)	Hawksworth	Singapore	Glasgow.
—	The Cedars	Stonehouse	Hong Kong	Queenstown.*

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama : Fontenaye. For Yokohama and Nagasaki : Neville, Early Dawn. For Nagasaki : Eugene. For Shanghai : Tyburnia, Tamerlane, Patna, John Lidgett. For Hong Kong : Corea. For Hong Kong and Canton : Osprey, Red Deer, Southern Cross, Chetah. For Singapore : Sree Singapura. For Batavia and Sourabaya : Silentium. For Colombo : Saladin, Memento, Palmerston, Skimmer of the Waves.

At LIVERPOOL.—For Yokohama : Castleton. For Hong Kong : Coringa, Petchelee. For Shanghai : Thomas Blyth, Royal Minstrel, Dagmar, Our Queen. For Singapore : Eastern Chief. For Manila : Doriga, Bella Maria, Adolfo. For Batavia and Sourabaya : Susanna Elizabeth, Tahti. For Galle and Batavia : Peter Jordt.

At GLASGOW.—For Penang : La Plata.

SPOKEN.

ANNIE STOREY (ship), Clyde to Batavia, March 31, 5 N., 24 W.
JEHANGEER (s.), Foochow to London, 89 days out, April 8, 22 N., 39 W.
MIDNIGHT, New York to Hong Kong, April 7, 20 miles off Hatteras.
CORTGENE, (bq.), Rotterdam to Batavia, March 4, 25 S., 26 W.
HELEN NICHOLSON, London to Shanghai, March 29, 3 N., 23 W.
MARANNCAR (?) (bq.), Singapore to Falmouth, Dec. 26, 12 S., 104 E.
MAITLAND, London to Shanghai, Feb. 6, off Sandalwood Island.
KAGOSIMA, London to Nagasaki, Feb. 7, in the Ombay Passage.
SEAMEW, Newport to Shanghai, Feb. 13, off Pulo Gazas.
VANGUARD, Shields to Shanghai, Dec. 12, on the line 27 W.
CONDOR, Cardiff to Shanghai, Feb. 1, 3 S., 126 E.
ALMA (Prus. brig), Singapore to Genoa, 58 days out, March 5, 33 S., 15 E.
WHITE ADDER (s.), London to Shanghai, Feb. 19, 1 N., 132 W.
QUEEN OF MAY, Penang to New York, March 4, 35 S., 18 E.
PHILOMELA, London to Japan, March 31, 5 N., 24 W.
GROOTMEESTER GEN. (? Nationaal) Java to Amstdm. Mar. 20, 9 S., 14 W.
JOLIBA, Colombo to London, March 27, 1 N., 23 W.
ST. ANDREW'S CASTLE, London to Colombo, March 30, 24 N., 23 W.

FREIGHTS AND CHARTERS.

Previous quotations of rates of freight to the eastern ports are maintained ; coal freights from the northern outports remain firm, there being still a demand for vessels.

Current rates of freight for vessels on the berth :—To Yokohama : 40s. weight, 50s. meast. To Nagasaki : 50s. weight or meast. To Shanghai : 45s. weight, 45s. to 47s. 6d. meast. To Amoy : 45s. weight or meast. To Foo-chow-Foo : 45s. weight or meast. To Hong Kong : 35s. weight or meast. To Singapore : 30s. weight or measurement. To Penang : 40s. weight or measurement. To Manila : 40s. weight, 85s. meast. To Ceylon : 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows :—From Wear or Tyne per keel.—For Hong Kong : £46. For Singapore : £40. For Shanghai : £57. For Saigon : £50. For Yokohama : £50. For Batavia : £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore : £1 16s. For Shanghai : £2 15s. For Saigon : £2 8s. For Yokohama : £2 10s. Batavia : £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 20 tons Navy provisions, &c., and 1 ton medical stores from the Thames to Trincomalee and 230 tons Navy provisions to Hong Kong.

CASUALTIES.

Advices from Amsterdam, dated April 25, state that about 300 bales, and a large quantity of loose coffee, also 25 to 30 small boat loads of tin, have been saved ex the Baron van Pallardt van Rosendaal, Kramers, from Banjoewanjie, which was stranded on the East coast of Texel, April 22, and hopes were entertained of saving the remainder. The ship was under water to her deck.

The Ottolina, List, from Batavia to Rotterdam, arrived at Surinam March 25, leaky, and is lying at the mouth of the river.

The Corypheus (barque) of London, which sailed from Cardiff, April 22, for Hong Kong with coals, was towed into Appledore, April 28, leaky. The cargo will have to be discharged.

The Navigator (barque), Brockelman, from Liverpool to Batavia, which put in at Lisbon March 18, with foremast head gone, &c., has been resurveyed, and recommended to be discharged, to have her bottom examined, the master having reported the vessel to have struck three times on a bank near Fort St. Julian when coming in.

MISCELLANEOUS.

At CALLAO.—March 20, Octavia, Wilson, From Shanghai.

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CHARTERED BANK of INDIA, AUSTRALIA, and CHINA, Hatton-court, Thread needle-street, London.

DIRECTORS' REPORT

(for presentment at the Thirteenth Ordinary General Meeting, 17th April, 1867).

The Directors have to lay before the shareholders the general balance sheet of the Bank, made up to the 31st December last, which shows a net profit on the operations of the year amounting to £97,028. 17s. 10d.

This result the Directors deem satisfactory, considering the long continuance of the late crisis, with its depressing influence on every branch of Eastern business. That crisis not only led to more failures, but seriously prejudiced the realisation of the Bank's claims on the estates of firms which had previously suspended payment, especially those connected with Bombay. Under these circumstances the Directors, after instituting a fresh careful revision of all bad and doubtful debts, calculated up to the present time, have considered it their duty to write off the sum of £68,332. 14s. 8d. from profit and loss account, to be met in great part by the earnings of the year, but necessitating the further transfer of £10,000 from the reserved fund, which now only stands at as much more.

The Directors believe that the crisis in the East is now at an end, and knowing the excellent position of the Bank, and that its capital is quite intact, have no hesitation in recommending the shareholders to declare a dividend for the half-year ended on the 31st December last at the rate of 5 per cent. per annum, free of income-tax, which will leave the sum of £1,134 18s. 9d. to be carried forward.

In reference to the increased amount standing at the debit of bank premises, the Directors can congratulate the shareholders on now possessing in London a new and most convenient freehold building.

Mr. T. A. Mitchell, M.P., and Mr. John Jones, are the outgoing Directors on the present occasion, and being both duly qualified and re-eligible, offer themselves again to the choice of the shareholders.

The auditors, Mr. Alderman Dakin, and Mr. Jonathan Thorp, now complete their year of office, and present themselves for re-election.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

LIABILITIES and ASSETS, 31st December, 1866.

Dr.			
To capital paid up in full	£800,000	0	0
Reserved surplus fund £20,000 0 0			
Less carried to profit and Loss account ... 10,000 0 0	10,000	0	0
To amount due by the Bank, including bills payable, notes in circulation, deposits, and current accounts	2,387,660	13	8
To profit and loss, balance of this account, after payment of an interim dividend, providing for bad and doubtful debts, and paying all current charges, income tax, &c. ...	21,134	18	9
	£3,218,795	12	5
Cr.			
By cash and bullion at the head office and agencies	£1,012 095	12	8
By Government securities	30,242	6	0
By other securities, including bills receivable and loans	2,077,143	19	7
By bank premises and furniture at the head office and agencies	99 313	14	2
	£3,218,795	12	5

PROFIT and LOSS ACCOUNT for the year ended 31st December, 1866.

Dr.			
1866.			
Oct. 17.—To fifteenth dividend declared this day, being an interim dividend for the half-year to 30th June last, at the rate of 5 per cent. per annum	£20,000	0	0
Dec. 31.—To amount now written off to meet bad and doubtful debts... ...	68,332	14	8
To balance at date, proposed to be dealt with as follows:—			
Dividend (sixteenth) for the last half-year, at the rate of 5 per cent. per annum £20,000 0 0			
To be carried to profit and loss new account 1,134 18 9			
	21,134	18	9
	£109,467	13	5
Cr.			
1865.			
Dec. 31.—By balance brought from last account	£2,438	15	7
1866.			
Dec. 31.—By amount transferred from reserved surplus fund...	10,000	0	0
By net profits on the operations for the year ending this day	97,028	17	10
	£109,467	13	5

Examined and found correct.

THOMAS DAKIN,
JONATHAN THORP, } Auditors.

London, March 29, 1867.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

MINUTES of the THIRTEENTH ORDINARY GENERAL MEETING of the Shareholders, held at the London Tavern, Wednesday, the 17th day of April, 1867, THOMAS ALEXANDER MITCHELL, Esq., M.P., in the chair.

The advertisement convening the meeting, and the Directors' report, with the general balance-sheet and profit and loss account closed to the 31st December last, having been read, the following resolutions were successively put:—

Moved by the Chairman, seconded by W. Macnaughtan, Esq., and carried unanimously;

1. That the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted.

Moved by the Chairman, seconded by John Jones, Esq., and carried unanimously;

2. That a dividend for the half-year ended 31st December last, at the rate of 5 per cent. per annum (free of income-tax), be now declared, payable on and after the 24th inst.

Moved by C. B. Skinner, Esq., seconded by Thomas Lancaster, Esq., and carried unanimously;

3. That Mr. T. A. Mitchell, M.P., who now retires by rotation, be re-elected a director.

Moved by W. Macnaughtan, Esq., seconded by Robert Ellis, Esq., and carried unanimously;

4. That Mr. John Jones, who now retires by rotation, be re-elected a Director.

Moved by Captain E. Hight, seconded by W. H. Mann, Esq., and carried unanimously;

5. That Mr. Alderman Dakin be re-elected an auditor for the ensuing year.

Moved by Captain E. Hight, seconded by W. H. Mann, Esq., and carried unanimously;

6. That Mr. Jonathan Thorp be re-elected an auditor for the ensuing year.

A vote of thanks to the Chairman and Directors, for their able and zealous services, moved by W. H. Mann, Esq., was seconded, and carried unanimously.

T. A. MITCHELL, Chairman.

Warrants for the dividend above declared, payable at the City Bank, Threadneedle-street, London, on and after the 24th inst., will be issued forthwith to all the shareholders.

April 17, 1867.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1866-7.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.	Thomas Lancaster, Esq.
James Fraser, Esq.	Wm. Macnaughtan, Esq.
John Jones, Esq.	Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000
RESERVE FUND £250,000

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq.	Ellis Jas. Gilman, Esq.
George May, Esq.	D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.	
Jas. Murray Robertson, Esq.	

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 25, Old Broad-street.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London.

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

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To be paid up	Sept. 15, 1867	10,000,000 ...	£400,000
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Do.	Sept. 15, 1868	10,000,000 ...	£400,000
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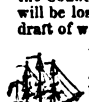

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day
JAPAN — Yokohama	Jan. 17	Mar. 13	Mar. 18
Nagasaki			Mar. 14
Hakodadi			
CHINA—Peking			
Tien-tsin			Mar. 18
Chefoo			Mar. 20
New-chwang			
Hankow			Mar. 22
Kiu-kiang			Mar. 23
Chin-kiang			
Shanghai	Jan. 26	Mar. 21	Mar. 26
Ningpo			
Foo-Chow			Mar. 24
Formosa—Tamsuy			
Amoy			Mar. 28
Swatow			
Hong Kong	Feb. 10	Mar. 23	Apr. 1
Canton			
Macao			
PHILIPPINES—			
Manila			Mar. 23
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—Labuan			Mar. 18
Sarawak			
JAVA—			
Batavia			Apr. 2
MALACCA STRAITS—			
Singapore	Feb. 26	Mar. 31	Apr. 8
Penang	Feb. 26	Mar. 29	Apr. 10

The next inward mail, with Hong Kong dates to the 15th April, is due in London on the 28th inst. Telegrams have been received in advance, and will be found in another page.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer China, arrived May 11.—From Ceylon: Mrs. Templar. Mr. Hickman, Mr. Dawson. Mr. Crohan. From Shanghai: Mr. W. H. Carter. From Hong Kong: Mr. E. C. Ray. From Singapore: Mr. A. Ritchie.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, May 4.—To Shanghai: Dr. C. Nissen, Capt. D. Nicoll. To Hong Kong: Lieut. L. C. Keppel, R.N. To Singapore: Mrs. Edgar and servant. To Ceylon: Mr. C. E. and Mrs. Kardlake, Captain Jervoise, R.E., Miss M. Layard and two second-class passengers. To Calcutta: Mr. J. S. Clark, Rev. A. M. Wilson, Capt. Winstanley, Capt. Walford, Mr. R. Shaw, Staff Asst. Surgeon Jennings, and four second-class passengers. To Madras: Mr. Drake, Mr. W. W. Ottaway, Lieut. H. P. Russell. To Bombay: Mr. C. R. Jones, Mr. A. F. McKellar, Major General Hon. A. Gordon, C.B., Lieut. Hume, and one second-class passenger.

From Marseilles, May 12.—To Yokohama: Mr. Barber, Mr. R. Goddard. To Shanghai: Mr. C. Hudson, Mr. Kioski, Mr. Wooyeno Riotaro, Mr. J. Bland, Mr. Momiela. To Singapore: Miss M. Marshall. To Penang: Lieutenant-Colonel, Mrs., and Miss Anson. To Ceylon: Mr. W. Morris. Mr. White, Mr. Weir, Mr. Sabonadiere. To Calcutta: Dr. J. B. Harrison, Miss Simpkins, Miss Cropley, Mr. Simpkin's two children, Mr. C. Gould, Dr. O'Donnell, Major H. Walker, Mr. T. E. Carter, Capt. F. A. Hunter, Mr. A. L. Da Costa. To Bombay: Miss Moyle, Capt. A. J. Vibart, Mrs. Law, Mr. W. R. Rice, Mrs. Henry Pitman, and three second-class passengers.

Per P. and O. steamer, from Marseilles, May 20.—To Ceylon (via Bombay): Mr. G. Tinn.

From Suez.—To Ceylon: Mr. A. O. Cowan. To Shanghai: Mr. J. Schabert.

Per P. and O. steamer Syria, from Southampton, May 20.—To Singapore: Mr. W. W. Cairns. To Hong Kong: Mr. C. W. Harris, R.N. To Ceylon: Mr. W. R. Noad.

From Marseilles, May 28.—To Singapore: Mr. T. E. Henny.

Summary of News from the Far East.

JAPAN.

The present mail brings no later advices from either Yokohama or Nagasaki that those received by the French mail delivered here on the 4th inst.

CHINA.

SHANGHAI.

From this port we have advices to March 26th (three days later). No further outward mails had been received. The following items are from the *North China Herald*:—

Great commotion still prevails in the silk market, in consequence of the dispute pending between Messrs. Jardine, Matheson, and Co. and the Silk Guild, regarding the transaction with Che-quai. The Guild has tabooed Jardine, Matheson, and Co. and Chapman King, and a case has lately come before the Mixed Court, in which terrorism was brought to bear to prevent a member of the Guild from completing a silk contract entered into with the former. The French and English Consuls have both expressed to the Taotai the indignation generally felt at the recent action of the Silk Guild. The intimation that no further dealings would be entered into with foreigners, save on a cash basis, was sufficiently impertinent in the face of the vast advantage the Chinese are deriving from foreign credit; but the subsequent edict of exclusion passed by the Silk Guild itself, against certain foreign Hongs, was a culminating piece of insolence which could not be allowed to pass unnoticed. Emphatic and well merited rebukes have been addressed by M. de Montmorand to the former, and by Mr. Winchester to the latter of these documents; which will, we trust, convince the Taotai and his *proteges* of the absurd course of action they are adopting. The old proverb anent the goose that laid the golden eggs, is here being more than exemplified. The owners of that invaluable bird slaughtered her in their efforts to secure larger stores of metal. The Chinese may possibly succeed in stopping supplies without at all injuring the bird. H.I.M. Consul pertinently observes that the Chinese merchants have quite as much, if not more, need of credit than European merchants. If that credit were suddenly stopped, in the way the former assert their intention to stop credit sales of silk, many native merchants would, we suspect, find themselves poor indeed. Taken at its actual value, the threat might well excite ridicule; it is only its insolence that causes annoyance. The silkmen themselves admit privately that it was never intended to enforce indiscriminately the rule so sweepingly enounced. It is only in the case of suspected Hongs that they dream of holding out for cash. Merchants in whom they have confidence may buy as before. The whole body of foreigners, therefore, are insulted in order to restrict dealings with a certain few. The clumsy folly of such a proceeding is only surpassed by the weakness of the Taotai in permitting himself to be made its exponent, and we trust the hint to this effect conveyed in the third paragraph of M. de Montmorand's letter will not be lost.

So far, however, the silkmen were at least within the bounds of legality. The abstract right of any man or body of men to ask ready money for goods is undoubted. Equally clear is the right of any man or body of men to refuse to sell goods to another if they don't choose. But an attempt to coerce a third party into the same course of action is altogether another matter. Combinations and monopolies may be recognised among the natives themselves; but even the silkmen could hardly imagine such a document as that produced before the Mixed Court would pass unquestioned. They could not be prevented from adopting a resolution to refrain from dealing with E-wo and Fuh-shing. But the open confession of punishment having been inflicted on the Ya-cheng firm, for taking a different view, invited the vigorous remonstrance by H.M. Consul which we publish elsewhere. In the meantime the action brought by the silkmen to recover the value of silk impounded by Jardine, Matheson and Co., as a set-off against Che-Quai's debt, is ex-

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citing great interest. The facts it will be remembered are simply these :—Che-Quai owed Jardine an enormous sum. He handed them a large quantity of silk for shipment. They retained the value as a set-off against his debt. The silkmen say he was only a broker and claim payment direct from Jardine's. The plaintiff's case has already occupied three days, the Court being always crowded with Chinamen.

The following notification has been issued by the Taotai with reference to the late attempts at coercion on the part of the Silk Guild :—

"Whereas the undersigned is informed by the British Consul, Mr. Winchester, that silkmen, on account of some disputed claims on foreign firms, are coercing third parties to cease dealing with those firms, and the Consul requests that this coercion may be prohibited, and, considering that trade between Chinese and foreigners ought to be completely free, no hindrance can be allowed that may interfere with the market. Therefore the undersigned directs the heads of this Guild to notify immediately to all merchants that they must conduct business fairly and justly, and that any recurrence of the obstruction will be dealt with severely and without favour.—Tremble ! A special Notification."

A proposition of something more than passing interest to those engaged in running steamers on the Chinese coast has been discussed in the columns of the *Shanghai Recorder*. The subject of its article is the advisability of taking steps to throw open a coal pit in the Gulf of Pei-chi-li—or, to correct its geography, the Gulf of Liao Tung—and it names Fuchau on the coast of the Shin-king province as the port in question. The idea of establishing a coal port somewhere in the North was first started at a meeting of the N. C. branch of the Royal Asiatic Society, and is likely to be amongst the most valuable of the suggestions which so frequently originate at the meetings of that valuable body. More even than discussions about railways and telegraphs, the proposal meets a real and existing want, and is moreover comparatively easy of accomplishment. We differ, however, from our northern contemporary as to the means to be adopted to induce the Chinese Government to throw it open to foreign trade. The *Recorder* advocates the idea of endeavouring to induce the Chinese authorities to exchange the ports of Kiung-chow (in Hainan) or Nanking, of the permission to trade at which foreigners have not as yet availed themselves, against a port in the gulf or at the entrance of the Yellow River. The surrender of any privilege already acquired would seem to be highly injudicious. And considering how short a time has yet to elapse before the revision of the Treaty tariff—and very possibly of certain articles in the Treaty itself—will be under consideration, it would be far preferable to wait until a negotiation upon this subject could be included amongst those which will inevitably come under discussion when that time arrives. There are many inducements which could be held out to the Chinese Government to consent to a coal port being opened. Even a small royalty payable to the authorities would yield no inconsiderable revenue while the steamers in its own employ would affect a material saving in this item by the increased facilities which would be furnished for the transport and shipment of this necessary means of motive power.

With regard to the locality of the new port, the first desideratum is doubtless to obtain good steam coal at a rate which would make its transport to the south profitable to the purchasers as well as to the producers and conveyers. That these conditions would be fulfilled at Fuchau is very possible, and it would therefore be the most advantageous port to select. It would, doubtless, be more politically advantageous to draw the coal from the neighbourhood of the capital, where it would soon be discovered that the present means of transit were insufficient to satisfy the demand, and where the Chinese coal dealers might be readily induced to back up any proposition for constructing a tramway for its conveyance. The distance of the mines, on the western side of the Gulf of Liao-tung, from the sea—between 150 and 200 miles—would, we fear, render any attempt to draw coal from thence a failure in the face of the smallest attempt to obtain it at Fuchau. The distance between that port and the entrance of the Peiho—some 280 miles—would be easily traversed, and the supply of coal for railway purposes would not, moreover, be dependent on the good or ill feeling of the natives in the neighbourhood of the works.

The price at which coal could be furnished at Tientsin or Taku from the Peking side of the gulf was estimated in 1862 at some six taels per ton. This includes its transport in small quantities for a distance of nearly 200 miles. If the mines at Fuchau could be successfully worked, the price would very probably be less than half, the actual transport expenses in the former case amounting to nearly two-thirds of the price, the cost per ton at the pit's mouth being nearly 2½ taels or 16s. English. Were European capital and European skill and energy to be employed in developing the resources of this hitherto unknown portion of Manchuria, there is little doubt that a source of industry would be opened up which would form not only a profitable speculation to those engaged in it, but would also tend towards the great end which all foreigners in China must desire to see accomplished—a clearer recognition on the part of its Government of the advantages to be derived from the employment of foreign skill and mechanical appliances in the Far East.

The sentence of death passed upon James Wilson for the murder of his companion MacGrath up the country, which was referred to H.B.M.'s Minister at Peking with a recommendation to mercy from the Jury, has been commuted to ten years penal servitude in Hong Kong, to which port the prisoner was sent on board the steamer *Aden*.

The steamer *Lancefield*, which left this port several months ago for Hong Kong to undergo repairs, returned on Saturday last under the new name of *Yung-Hai-U*, and is commanded by Captain Whiting, late of the *Varuna*. She has received very extensive repairs, and has had a third mast put into her, and now presents the appearance of a very handsome and comfortably fitted passenger ship. We believe she is intended for the Japan route, to form a junction with the P.M.S.S. Co.

It has been resolved to make a Botanical Garden, if possible, in the interior of the Racecourse. A place of general resort is much wanted here to supersede the time-honoured but rather uninteresting bund. The course itself is already a favourite promenade, but its attractions will be greatly enhanced if the bare and unsightly tract of land which it surrounds can be brought under cultivation. No more deserving claim for aid could have been made on the Recreation Fund than for this object, but a general understanding seems to have been come to that that unhappy deposit is hopelessly sunk. Subscriptions, therefore, have again to be relied on, and there is little doubt, we believe, that 200 persons will be found to readily pay $5 a year to obtain so pleasant a place of resort.

Dr. Macgowan started on the 14th March for Nanking, with a view of arranging, if possible, with the Chinese officials there in reference to his proposed telegraphic scheme.

HANKOW.

The *Hankow Times* of the 6th March says :—There has been during the past week a prevailing impression that the Nienfei have been returning on Hankow, and again threatening our peace. They certainly had come nearer to this place than they had been for some time before, some of them being stationed for a short time at Keting, a small place on the Hwangpe, near about 112 le from this. They had, however, no intention of coming to Hankow, nor was their return voluntary. They had made several attempts to escape out of the province, which they had found too hot to hold them, but had been pursued and headed by troops too strong to be attacked with any hopes of success. They are now said to be nearly all gathered together in a large body, and making with all possible dispatch for Kwang-tse, a heen bordering on the Yan-Hwang province, and the van has already crossed the border. If this intelligence is true, and we have no reason to doubt it, we shall soon be quit of the last of these pests, for this season at least."

AMOY.

(FROM A CORRESPONDENT.)

News reached here on the 27th March that the American barque *Rover* was wrecked on the Bashee Islands. The captain and crew, thirteen in number, embarked in boats and landed on the north coast of Formosa, near Tamsuy. Whilst seeking for shelter the hill savages came down and brutally murdered them —only one Chinese boy escaped. No farther particulars yet. General Le Gender, U.S. Consul at Amoy, leaves for Foochow tomorrow, whence he will proceed in an American sloop of war now there, to the scene of the murder. H.M.S. *Cormorant* has also gone to make inquiries.

The P. and O. steamer *Formosa* left here for Foochow on the evening of the 25th inst., and about 11.3 P.M. struck on a rock off the north end of Oksu Island, sixty miles from Amoy. She put back to Amoy, and though nearly sinking managed to reach this on the afternoon of the 26th, was beached here and temporarily repaired, and returns to Hong Kong to be docked.

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She is very much damaged. The third mate is reported as responsible for the accident, he having been instructed to call the captain at 11 P.M., or sooner in foggy weather or if he saw the land. At half-past eleven the captain awoke and came on deck. He saw the land ahead, and his order to 'bout ship came too late—she had struck. Inquiries will probably be instituted at Hong Kong.

A curious salvage case has arisen here which shows the necessity for shipowners to have properly qualified mates as wells as masters on board their ships. The *Oceania* of Belfast, from Sourabaya to Amoy, arrived here on the 1st inst., her master having died at sea. The mate, who had a certificate of service but none of competency, was unable to navigate the vessel, and falling in with the *Young Greek*, bound to Hong Kong, asked assistance of her master. The mate of the latter vessel took charge and brought her to Amoy. Shortly afterwards the master of the *Young Greek*, having completed his own voyage, came up here and claimed salvage of the *Oceania*. Under the new Order in Council, the provincial Consular Courts have no Vice-Admiralty jurisdiction, and in order to save the delay and expense of making the claim in the Supreme Court at Shanghai both parties agreed to submit it to the arbitration of Mr. Wardlaw, partner in the house of Tait and Co. here, and Mr. Gibson, of this Consulate, Mr. Cass, Superintendent of the Dock Company, being referee. The award of $1,500 to *Young Greek* was thus apportioned :—To owners, $700 ; master, $300 ; mate, $300 ; crew, 200—$1,500 ; each party to pay half the entire costs and expenses. Had a properly certificated mate been on board this expense would have been spared the owner of the *Oceania*.

HONG KONG.

Advices from this port are to the 1st April, three days later than those received by the French mail delivered on the 4th instant. No later dates from home had been received in the interval, but the French mail of February 17th was hourly expected. Telegrams from London extended to the 5th March. The news by the present mail is of course very meagre, but we glean the following items from the *Overland Trade Report* :—

Mature consideration of the manner in which the memorial on the Stamp Act, sent home in October last by the community, has been treated by the Colonial-office, has excited great indignation during the past fortnight. That this document, containing as it did so careful a review of the question, and signed as it was by the whole mercantile community with one or two utterly insignificant exceptions, should have been thrust into the paper basket without receiving a word in reply from the Secretary of State is felt to have been an insult to this colony. It has, in fact, not only been left unanswered, but has been contemptuously ignored by the Secretary of State in that part of his despatch where he says that he observes the arguments of the Governor in reply to the first memorial had been producing a marked effect on the public opinion of the community. At first it was natural that this sentence should lead to the idea that the Governor had unfairly overrated the influence of his own arguments in writing home, but further consideration will show that the extraordinary delusion of the Secretary of State cannot be explained in this manner. Whatever the Governor may have written it is manifest that the memorial of the Colonial-office, with its overwhelming list of signatures, must have been, at the time Lord Carnarvon's despatch was written, the latest indication before him of what was the actual state of public feeling in Hong Kong. The Governor, when writing the despatch to which this is an answer, knew of course what sort of document would go home by the same mail, and it is therefore impossible to suppose that he would do anything so obviously futile as misrepresent the facts at such a time, apart from every other consideration which leads to the same conclusion. This consideration, however, though exonerating the local Government, leaves in a still stronger light the gross discourtesy of the Colonial-office. So far as the vital point is concerned, public opinion on the Stamp Act seems to have remained unchanged, though the excitement on the subject has entirely died out. This has given place to a resigned feeling that there is now no help for it, and that the community has been beaten ; and that, however injurious the contemplated measures may be, there is now no use in saying anything more about them. Up to the present time the Governor has made no sign of his intention regarding the ordinance, and nothing is known as to the probability or period of its introduction.

The 2nd battalion of the 20th Regiment has sailed for the Cape in the *Golden Fleece*, the same vessel which brought the 73rd, the regiment now in garrison here. The departing regiment was in perfect health, and it is to be hoped that it may reach its destination in the same state ; but there are painful stories going about concerning the want of proper comfort and ventilation on board the *Golden Fleece* from which the 73rd suffered on their passage out. They lost some men on the voyage, though how far this is attributable to faults inherent in the ship, from which the 20th may suffer also, and how far to peculiar circumstances, it may be difficult or impossible to ascertain. At any rate it appears that the men have had a great deal to complain of on their voyage. They were unprovided with the clothing suited to the climates they had to pass through, and in parading on board under the burning sun of the Equator, they had to wear thick woollen and wadded clothes made for England, and forage caps. The gross negligence of the War-office in not supplying proper clothes can scarcely be dealt with too severely, but it may be questioned whether any lighter censure can be awarded to the commanding officer, who, circumstanced as his men were, insisted, as he appears to have done, on these terrible and distressing parades. The men, according to the statements which have been made, were harassed in the most irritating manner during the passage, required to appear constantly in pipe-clayed accoutrements, with the bandsmen in white coats, and harshly reproved if their clothes and belts were not as free from spot or stain as they would have been on a parade ground in England. To keep them in proper order on board a crowded transport in the tropics was of course next to impossible, as the work of cleaning them induced streams of perspiration, and wearing them afterwards was a torment. Now that they have arrived they are still without the usual serge tunics worn by soldiers in Hong Kong at this time of year, and have to attend the constant parades and drills which go on, in European clothes thickly padded and utterly unsuited to the place.

This is not the worst part of their position. The women, on the arrival of the regiment, were sent to the barracks at Stanley, and though there is half a company with them in which are some of the married men, a large number of the married men are in the town barracks, from which Stanley by the circuitous path amongst the hills is about ten miles. The men, however, are refused leave to go and see their wives! Since the regiment arrived on the 3rd of March only seven men have received leave to go to Stanley, and these have had but a day's leave each, the greater part of which in every case must have been taken up in the walk there and back. To make matters worse, the women are said to be in serious straits for ordinary provisions. The rations served out to them by the Government are meagre and insufficient for the wants of this climate, and the men have been reduced to a condition of complete penury by the expenses of their voyage out. It is usual for them to provide, out of the small surplus of their scanty pay, certain simple comforts for their wives, which indeed in a place like this may be called absolute necessaries. The men of the 73rd are absolutely unable to do this, and the women are consequently said to be in the condition of want described. It is but just as the present mail is going away that this state of things has been made public. That the community of Hong Kong would most gladly provide for the comfort of the women belonging to the garrison in any way which the rules of the service will allow, is a matter of course, and before long there is little doubt that one of two things will happen. Either the accounts which have appeared will turn out to be over-coloured, or arrangements will be made for the proper maintenance of the women, through the liberality of the colony. This, however, does not lessen the culpability of those who have denied the men, who at any rate believe their wives, in their own phrase, to be "starving," the opportunity of visiting them and ascertaining their position with certainty. The unreasoning cruelty of such a denial is a subject about which it is impossible to speak calmly.

During the past fortnight the Hong Kong Colonial Surgeon's report for 1866 has been published in the *Government Gazette*, and presents a very favourable review of the public health during that year. It appears that only 74 residents have died during the year, bringing the mortality down as low as 3·50 per cent. The police force has had much better health during the year 1866 than previously, the mortality and sickness being both below the average, the death-rate being only 1·78 per cent. With regard to the Civil Hospital, it is necessary to

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separate the patients into different classes to arrive at intelligible results. So far as the Europeans are concerned the rate of mortality has been very favourable, while in the case of the Indians it is but a little higher than the average. Amongst the Chinese patients, however, a frightful rate of mortality (33·56 per cent.) is observable. This is explained by the Colonial Surgeon on the ground that the great majority of the Chinese admitted to the hospital are only sent in in a moribund state. To recur to the feature of the report which is most interesting to Europeans, it appears from a comparative table at the end of the report that the death-rate amongst foreign residents during 1866 was lower than it has been since 1862.

The third annual report of the Seamen's Hospital has been published recently. This hospital, it will be remembered, is a gift to the town from the firm of Messrs. Jardine, Matheson, and Co., who never tire of using their colossal wealth for the benefit of the community amongst which they live. The new building, which was opened for patients during the past year, has now been in occupation about seven months, and the resident surgeon, Dr. Adams, reports most favourably on the effect of the superior situation in which it is placed, which has had a marked effect in lessening the amount of fever previously noticeable. The advantage of the thorough sanitary arrangements, and the ample bath accommodation, are pointed out.

Within the last few days a pleasure of an unusual kind has been afforded to the residents of Hong Kong by the arrival of a really good Italian Opera Company from Bombay. It is so seldom that any competent artistes find their way to such a remote region of the world as this that expectations are never raised very high beforehand when any new company arrives. In this case however a surprise of the most gratifying nature awaited the colony. The company, which is under the direction of Signor Pompei, although weak numerically, consists of thorough operatic singers, and though of course the operas have to be curtailed a great deal, especially in the matter of choruses, their execution in all other respects is admirable. The prima donna is a Madame Bouche, who but recently made her *debut* at La Scala, and is as yet unknown in England, having accepted her present Oriental engagement while still in Italy. She is an accomplished musician with great natural gifts, of whom more will certainly be heard eventually, in an enlarged sphere of action.

The American ship *Wild Rover*, from Boston October 31st, 1866, reports having come East-about and experienced a fine weather passage throughout. On the 22nd inst. when about 200 miles from Luzon at about 5.30 P.M., felt what was supposed to be the shock of an earthquake; the ship trembled violently as if she were grating over some hard substance, but there was deep water all about and no signs whatever of anything in the shape of a bank; the shock lasted for about three minutes, and was so violent that it was almost impossible to hold on to the wheel.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from Singapore are to the 8th April (three days later). The mail of 27th February was still the latest received, but telegrams from London *via* Calcutta extended to the 23rd March.

The change in the Government is already recognised as beneficial, and the new Governor, Colonel Ord, appears to have made an exceedingly favourable impression. The following is is from the *Straits Times*:—

The past fortnight has in a political point of view been the most important which these Settlements have witnessed for very nearly half a century, that is from the time of their incorporation. The Indian rule, which up till now guided their destinies, ceased to have power and effect on the 1st instant, when the formal inauguration of Singapore, Penang, Province Wellesley and Malacca as a Crown colony was carried into effect. The ceremony was, as compared with previous demonstrations here, an imposing one, and will serve to fix in the minds of the natives the date of a political change of which, though of the full effects they can only have a meagre conception now, it is to be hoped they will in all time to come participate in the advantages. It is needless to say that to those who have striven for many years to bring about the change the event was one possessing grounds for some measure of pride as well as congratulation. Nor was there long to wait for a practical illustration of the good effects of the new system, for on the day of the inauguration, the very first of its constitution, the Assembly passed a series of Acts which could not have become law under the old system without months of protracted agitation. The nominations for the Council made by his Excellency Colonel Ord, though wisely temporary in their nature, have the approval of all classes of the community, and there is little doubt that they will be permanently confirmed.

His Excellency held a levee at the Council Chamber on the 5th of April, which was numerously attended; and the impression created by the new Governor is decidedly favourable. A misunderstanding appears to have arisen regarding the position of the Indian Uncovenanted Servants who have been retained in the Colonial Service, in so far as their pensions are concerned. But we are of opinion that this misunderstanding cannot long exist. These servants have one and all earned their pensions in the exclusive service of the Straits, and their rights to pension are one of the obligations which the new Government inherits, against the heavy list of public works and improvements which it takes over for nothing. A reference in the matter is to be made, we believe, to the Secretaries of State for the Colonies and for India, but, from correspondence which has been published, the question appears already to have been decided in these quarters in the spirit which we have indicated.

By the French mail which left this port on the 4th April Sir P. Benson Maxwell took his departure on leave of absence for Europe. Sir Benson has been ten years Recorder of Penang, and one year that of Singapore, of which he is now, under the colonial system, Chief Justice. By an able and conscientious discharge of his duties he has conciliated the respect and goodwill of all classes of the community, who will honestly welcome his return to the Settlements. One good example he has set his contemporaries and successors is that of recording his judgments in the various cases of interest, which, owing to the modified character of the English law as administered among the natives here, are constantly cropping up. During the absence of Sir Benson Maxwell, Sir William Hackett, Judge of Penang, will officiate as Chief Justice.

Major-General Studholme Hodgson, Commander-in-Chief of the forces in the Straits, and Admiral Sir Henry Keppel were both passengers by the mail steamer *Ottawa*, which arrived here on the 31st March.

LATEST TELEGRAMS.

The Times of to-day publishes a telegram, dated Shanghai, March 26, which embodies the news brought by the French mail and published *in extenso* in our issue of the 4th instant. The following had been previously received:—

CHINA.

SHANGHAI, April 8.

The reports concerning the movements of the rebels in the north are of an alarming character, and apprehensions are felt for the safety of Nanothing (Nganking).
Tea, firm, but little doing.
Silk crop exhausted.
Total export, 41,375 bales.
Exchange on London, 5s. 11d.
Freights, 60s.

HONG KONG, April 15.

Grey shirtings, 6¼.
Water-twist, 16-24.
Total export of tea to date, 114,500,000 lbs.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

DURHAM—On the 6th May, at 4, Belgrave-terrace, Lee, S.E., the wife of William Durham, Esq., of Calcutta, of a son.
FEARON—On the 19th March, at Shanghai, Mrs. R. J. Fearon, of a son.
LARKEN—On the 25th March, at Foochow, the wife of Thomas Lancaster Larken, Esq., of a son.
NIVEN—On the 23rd March, at Carns Hill, Singapore, Mrs. P. J. Niven, of a son.

MARRIAGES.

FORD—NUNNS.—At Shanghai, by the Rev. Charles H. Butcher, John, eldest son of the late Mr. William Ford, of Huddersfield, Yorkshire, to Mary, youngest daughter of Mr. William Nunns, of Manchester.
ROBB—SANDILANDS.—On the 26th March, at Singapore, by the Rev. W. Jeffery, D. Robb, Esq., to Jane, eldest daughter of the late W. Sandilands, Esq., of Glasgow.

DEATHS.

DUNDAS—On the 7th May, at Dundas Castle, James Henry, son of Henry Dundas, Esq., aged 6 months.
HOCKLY—On the 29th April, at Plympton St. Mary, Caroline Rebecca, the dearly beloved wife of John M. Hockly, Esq., Harbour Master of Shanghai, aged 37.
HOWARD—On the 7th May, at 17, Belgrave-square, after a very short illness, Charlotte Anne, wife of Sir Ralph Howard, Bart.
JESSEN—On the 21st March, at the Seaman's Hospital, Hong Kong, H. P. Jessen, native of Germany.
MACKIE—On the 7th May, at Exmouth, Catherine Ceely, widow of Major-General George Mackie, C.B.
MYERS—On the 12th April, at Halifax, Nova Scotia, Colonel William Myers, late of the 71st Light Infantry.
NIVEN—On the 23rd March, at Singapore, Catherine, the beloved wife of P. J. Niven, Esq.
PEILE—On the 4th May, suddenly, at Bombay, in his 29th year, William Hall Peile, Manager of the Agra Bank in that city, and fifth son of Thomas Williamson Peile, D.D., incumbent of St. Paul's, Avenue-road. Friends will kindly accept this intimation.

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EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to Feb. 28, 1867	919887	51983590	46885075		12400163	112118715	43216
Corresponding period last season	1812250	48995563	46784080	747264	13666935	112008912	59319

SHIPMENTS SINCE.

Ship.		From.		
Mar. 16 ... Shakespeare	...	Foochow	... 661,400	
„ 18 ... John Bellamey	...	Shanghai	... 1,467,273	
„ 27 ... Tigre (Fr. mail steamer)	...	Shanghai, &c.	... —	1,185
„ 31 ... Rangoon (mail steamer)	...	Do.	... —	613

TO UNITED STATES.

							Pcls.
From June 1 to Feb. 28, 1867	...	...	...	...	...	31143657	519
Corresponding period last season	...	...	...	...	...	28955584	375

SHIPMENTS SINCE.

Ship.		From		
Mar. 9 ... Magellan	...	Shanghai	...	705,131

TO THE CONTINENT

							Bales
From June 1 to Feb. 28, 1867	...	...	...	...	...	1648750	67
Corresponding period last season	...	...	...	...	...	436360	433

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to Feb. 28, 1867	...	...	...	...	...	48746	106
Corresponding period last season	...	...	...	...	...	30418	457

SHIPMENTS SINCE.

Ship.		From		
Mar. 23 ... Tennyson	...	Hong Kong	...	37
„ 25 ... Ellen Southard	...	—	...	1,165

TO AUSTRALIA.

From June 1, 1866, to Feb. 28, 1867	2,715,498 lbs.
Corresponding period last year	10,436,897

SHIPMENTS SINCE.

Ship.		From		
Mar. 10 ... Ettrick	...	Foochow	...	344,600
„ 21 ... Edgar Ross	...	Do.	...	228,000

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,481
„ 1857 to 1858	76,990,255	68,315
„ 1858 to 1859	65,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,586	46,603
„ 1864 to 1865	131,236,870	32,313
„ 1865 to 1866	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to Feb. 28, 1867 ...	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to Feb. 28, 1867 ...	10141	25	...	1080	106	480

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to Feb. 28, 1867 ...	197062	80732	6249	17729	2635	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to Feb. 28, 1867 ...	850	...	56811	6824	4032	412651

SHIPMENTS SINCE.

Ship.					
Mar. 23 Tennyson	455	...	9.562	...	...	31.500
„ 25 E. Southard	349	...	4 806	...	18	22,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to Feb. 28, 1867...	170	...	3008	2718		...

SHIPMENTS SINCE.—None.

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 3½d.	4s. 4¼d.
„	4 ditto	4s. 3d.	4s. 4d.
At Shanghai	6 ditto	5s. 11d.	5s. 11¼d.
„	4 ditto	5s. 10½d.	5s. 10½d. to 5s. 11d
At Canton	6 ditto	4s. 4¾d.	4s. 5½d.
At Hong Kong	4 ditto	4s. 4d.	4s. 4½d. to 4s. 5d.
At Macao			
At Singapore	4 ditto	4s. 4½d. to 4d. 5d.	4s. 5½d. to 4s. 5¾d.
At Manila	6 ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 218 to 218½ per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. prem. Mexican dollars at Shanghai, tls. 74·6·5 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 2 per cent.; old, 8 per cent. dis.; Gas Company, 5 per cent. prem.; Hong Kong and Whampoa Dock, 25 to 30 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 85 per cent. dis.; China Traders' Insurance, 2 per cent. premium.

The following is from Sharp and Co.'s Circular:—

GOLD.—The receipts during the fortnight have been $490,000 value, and the exports $330,000, including the shipments per *Benares* on the 15th, and excluding those to leave on Monday. The recent arrivals have at once lowered the market from the extreme rates ruling during the early part of the mail.

SILVER.—$1,450,000 worth of Sycee has been received, and $1,420,000 exported, the capacity of India to drain China of the precious metals appearing unlimited. The present mail takes forward fully a million dollars in silver and gold.

DOLLAR CURRENCY.—The movements in dollars have been confined to to the receipt of $310,000 from the coast, and the export of $630,000 chiefly to India.

EXCHANGE.—The supply of sterling bills has again been very limited and it is considered that the trifling advance in rates is not attributable, to any present necessities. The business in rupees has been quite nominal.

DISCOUNT AND MORTGAGES.—Unexceptional securities are, as before quoted, 7 and 10 per cent. respectively.

SHARES.—Banks have advanced, especially the new shares, as presenting an opportunity for investment in an undoubted stock, with a small present outlay.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—In spite of the lateness of the season, some business has been done at rates rather easier at Canton, but considering an alleged decline in the quality of the leaf, unfavourable to buyers in the north. In some cases the season must be considered over, and the teamen are beginning to return to the interior. Canton: Considering the lateness of the season, a fair business has been transacted during the past fortnight. Prices have ruled somewhat easier as regards Scented teas; stocks, however, are pretty well exhausted, and but little desirable leaf is now to be met with in these kinds. Country Congous: A Parsee firm has taken 110 chests out an average chop Oonam at 22 taels; with this exception, nothing has transpired, and present stock is 20,472 packages. Country Greens: One small chop has been settled at 37 taels, which reduces the stock to about 5,000 packages. Canton-made Teas: Some 10,000 boxes Scented Orange Pekoe have been taken, say common to fine 17 to 25 taels; 3,300 boxes Scented Caper, common to fair medium 12 to 17½ taels, and 1,000 boxes Gunpowder 18½ to 20 taels. The teamen are now making arrangements for the new season, and already musters of new district Congou have been shown, but evidently in order to gather foreigners' ideas as to the range prices are to take at this port for the forthcoming season. Sales, &c., are reported as follows:—Country Congous, 110 chests at 22 taels; Country Greens, 427 half-chests at 37 taels; Scented Orange Pekoe, 10,000 boxes at 17½ to 25 taels; Scented Caper, 3,300 boxes at 12 to 17½ taels; Gunpowder, 1,000 boxes at 18½ to 20 taels. Stock 32 chops or 20,472 packages Country Congous, and 5,000 packages Country Greens.

FOOCHOW, 23rd March.—There are no settlements of tea to report.

SHANGHAI.—There is no vessel on the berth here for London, but a fair business has been doing in Congous, at full prices, notwithstanding. The inquiry for Green teas has been limited only by the undesirable character of the stock. The export of teas from this port and Hankow to Great Britain is about 4,300,000 lbs. above, and to America 2,400,000 lbs. above last year's to same date. Black Teas: There has been a fair inquiry for these, but the firmness of holders has prevented the exhaustion of the stock. Prices have been fully up to those paid during the previous fortnight, while the quality of the settlements shows a steady falling off. The majority of the teamen have now left to prepare the coming crop, and as their losses have been exceptionally heavy this season, there is every reason to expect a very large reduction in the laying down cost of the new teas The sales comprise:—3,000 chests, Ningchow, common to low medium at 18 to 23 taels, and 200 chests Hohow, common at 16 tls. Re-shipments, none. Stock, 5,000 chests. Total settlements, with re-shipments from the River Ports from 1st June, 1866, to date, 325,200 chests against 271,300 chests last year. Green Teas: A moderate busi-

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ness has been doing, again almost exclusively for America. The sales comprise chiefly common teas, for which very full prices have been conceded nothing fine being now left. Teamen, though anxious to realise, still refuse offers on a par with London value. Of the two vessels on the berth for New York, one is engaged full, and the other nearly so, and as there is nothing on the berth for England, an easier market is expected. About 18,000 packages of all kinds remain in stock, the bulk consisting of inferior Tekhing, and common Shanghai-packed teas, with the exception of Chinkiang, where some 3,000 half-chests of fine Moyunes are held for abnormal rates. The settlements comprise:—500 half-chests fine lines of a fine Moyune chop, taels 57; 3,300 half-chests medium Moyune to good Teenkai, taels 35 to 40.5; 2,500 half-chests medium Tekhing and common Moyune, taels 31.5 to 35; 2,100 half-chests common Taiping Tekhing and Shanghai-packed, taels 20 to 28; 600 half-chests common Pingsuey, taels 34. Re-shipments, none. Total settlements from 1st June to date, 358,000 half-chests, against 224,000 half-chests to date last year.

HANKOW.—The latest date is the 19th instant. One small chop had been shipped to Shanghai, and another parcel had been returned to the country to be mixed with new leaf, leaving 3,100 chests in stock.

KIUKIANG.—There had been no settlements; 730 chests Black and 1,909 half-chests Green had been shipped to Shanghai during the fortnight, leaving about 1,000 packages of both descriptions in stock.

YOKOHAMA.—Within the last few days the teamen have slightly given way in their demands, and a few settlements have been made both for the English and American markets; they consist of good medium to fine kinds. There are no transactions in the commoner grades, although the teamen are anxious sellers, and are willing to accept very low rates; yet foreigners do not seem to touch this class at present, owing to the large stocks in America, which cannot be worked off except at a great loss.

RAW SILK.—CANTON.—Very little has transpired during the fortnight, the only important settlement being some 300 cases re-reeled Cumchuck at $560 to 570, showing a decline of $30 on last quotations; arrivals have ceased, and the season altogether may be considered closed. It would be premature as yet to express any opinion on the prospects of the approaching season. Stock 20 bales No. 1 Tsatlee Reel, 100 bales No. 1 Loongkong, 200 piculs Kow-kong, 300 piculs Lacklow and Cumchuck, 300 piculs Seulam, and 800 piculs Punjum.

SHANGHAI.—The small purchases of China silk which have been added to settlements during the past fortnight have been taken chiefly as a method of remittance, and the prices paid have been so very irregular that it is almost impossible to give entirely correct quotations. The French mail steamer left on the 23rd instant, taking 444 bales of Japans for Marseilles (of which 119 were received from Nagasaki) and 315 bales for London; also 43 bales Chinas for France, and 324 for England. The present steamer has 400 bales engaged, and is expected to take about 500 bales Chinas and Japans. Settlements for the past fortnight: Chinas, 650 bales. Total settlements since 1st January: Chinas, 3,100 bales. Stock, 300 bales. The quotations are as follows:—Tsatlees, No. 3, 600 to 605 taels per picul; Tsatlees, Market No. 3, 560 to 570 taels per picul; Tsatlees, market No. 4, 540 to 550 taels per picul; Taysams, chops No. 2, 500 to 510 taels per picul; Taysams, chops No. 3, 470 taels per picul; Taysams, No. 4 5 and com., 400 to 430 taels per picul; Yuenfas, No. 1, 550 taels per picul; Yuenfas, No. 2, 530 taels per picul; Yuenfas, No. 3, 500 to 510 taels per picul; Yuenfas, No. 4 and com., 470 to 490 taels per picul; Hainins, 470 to 550 taels per picul. Exports: Chinas, from 1st June to 31st December, 1866: To Southampton, 20,442; Marseilles, 3,074; Bombay, 85; Hong Kong, 1,095; total, 24,696 bales.

YOKOHAMA.—Exchange since the last report has continued in favour of buyers; and purchases having been as large as a very small available stock could allow them to be, prices, which were very steady throughout the fortnight, close slightly in advance of last quotations. The settlements amount to about 600 piculs, consisting of 300 piculs of Hank Silk, among which are several parcels of fine Mybash, sold at from 900 to 920 dols., 150 piculs of Oshio and 150 of other sorts. Arrivals since the beginning of the month have taken place at the very moderate rate of about 25 piculs a day, and the unsold stock including the deposit in foreign hands still unredeemed may be estimatad at 450 piculs against 1,700 same time last year. Total settlements since the beginning of the season amount to 11,000 bales against 9,178 same time last year. If arrivals from this day to the end of June are not to be in excess of what they were during the same period last year, viz., about 1,000 bales, this quantity, in addition to the present unsold stock, would, if settled, give a total figure of 12,500 bales for the export of 1866 67. The quotations are as follows:—Mybash and Sinchu, best, $890 to 920 per picul; do., medium, $820 to 870; do., inferior, $750 to 800; Ida, none; Ooshio, best, $820 to 850; do., medium, $750 to 800; do., inferior, $650 to $710; Koshio, best, none; do., medium, $720 to 760; do., inferior, $640 to 680; Sodai, best, $780 to 730; medium, $660 to $680; inferior, $620 to 650; Echizan, best, $710 to 720; medium, $670 to 700; inferior, $560 to 620.

DRUGS AND OTHER EXPORTS.—CANTON.—Cassia Lignea: The nominal quotation remains $19.50, no stock being left on the market, but the first arrivals of the new season's supplies are expected about four weeks hence. Cassia Buds: $38, and 100 piculs offering thereat. Galangal: 300 piculs in stock, but neglected at $1.80. Cassia Galls: No change, $13.50, and supplies amount to 100 piculs. China Root: $3.50 to $3.75 for good trimmed quality. Vermilion: $39 per box of 50 catties. Cassia Oil: Stock 6 piculs quoted at $185. Musk, Aniseed and Aniseed Oil: No stock on the market.

CAMPHOR.—HONG KONG.—The holders asking from $30 to 31 per picul unpacked, which buyers are not inclined to pay, no transactions have taken place during the fortnight, and the stock on hand is about 800 piculs. No further supplies have arrived, but some 1,000 piculs are expected within four or six weeks.

CHINA GRASS.—SHANGHAI.—Reduced stocks. Fair demand among Chinese, at following quotations, viz:—No. 1, 16.5 taels; No. 2, 13 to 15 taels; inferior, 12 to 13 taels per picul.

MACAO. Cassia Lignea: No advices have been received as yet about the new crop, but supplies may be expected about the end of May. Meanwhile, in the absence of stock the quotation is nominally $19.50. Cassia Buds: There is a stock of about 40 piculs, but no demand, and in the absence of transactions the quotation is about $32. A sale of 40 piculs of Cassia Oil has reduced the stock to 11 piculs, for which dealers now ask $80. Owing to the high ruling prices the demand for Star Anniseed continues to be limited, and only 70 piculs have found buyers for shipment to the northern markets. Rates for new are $25, for old $23. About 250 piculs of each kind are on offer. Star Anniseed Oil: 4 piculs have been sold at $270. For the remaining 8 piculs holders ask $300, and will probably obtain the high price, as the demand is active. China Galls: New supplies are expected in addition to the stock of 220 piculs. 30 piculs have been placed at $12.50. Galangal: Quoted at $1.50, with a stock of 800 piculs, but no transactions. China Root: $3.50, nominal. Vermilion: $33.50 to $37.50.

CHINA AND JAPAN IMPORTS.

COTTON GOODS.—Grey Shirtings: These goods have been in fair request. Prices show a decline of 2½ cents since last report, a lot having been placed at $3.45 and $3.55, being the other extreme; the average price, however, is a trifle over $3.47½; a lot of slightly damaged were placed at $3.42½, but these are not included in the sales. White Shirtings: A comparatively large business has been in progress, much in advance of any corresponding period during the season, but prices are by no means satisfactory, and far from showing any margin to importers. Sales 50 to 60 reed at $2.83 to $3,15,66 to 68 reed $3.40 to $3.75 and Fine $5.90 to $6.50 T-Cloths: Stocks are at present comparatively small. A fair business has been done, and for the best chop as high as $2.98 has been obtained for 7lbs., which should have brought a corresponding price of from $2.80 to $2.85 for Eagle chop, but a majority of goods have been placed at an average under $2.75. Fancy Cottons: An improvement is noticed in the amount of business, but prices remain without any change. Transactions embrace Dyed Brocades at $4.90 to $5. 15. Turkey Reds at $3.30 to $3.95, and White Spots, at $3.80.

WOOLLENS.—A fair business has been in progress, but prices are a shade lower. Sales embrace Spanish stripes, at 98 cents. Camlets at $19.30 to 20. Lastings at $17 to 18.25. Scarlet long ells at $9.50 to 9.70, and Blankets 9 to 10 lbs. at $5.

AMERICAN GOODS.—The only sales reported include 1,050 pieces Grey Drills at $5.90 to 6. Cotton Yarn: The advance that took place in this article in the beginning of the fortnight seems to have had the effect of driving purchasers quite out of the market for the better qualities, and the inferior grades of Singapore cargo have been substituted. The present stocks are very limited, and there is no doubt but that before fresh supplies arrive high prices will have to be paid; two small lots of 16.24 and 38.42 were placed at $190 and $210 respectively.

METALS.—Have been in rather active demand, especially Nail Rod Iron, of which 9,000 bundles found buyers at $3.25 to 3.45, a considerable advance on last quotations. Hoop Iron has also been in fair request; sales include 4,000 bundles at $3.75. Iron Wire: Sales 468 bundles at $7.20 to 8.20. Tin Plates: sales 400 boxes at $7.50 to 7.55 per box.

COALS.—HONG KONG.—The arrivals have been confined to the Friede, from Formosa, with about 200 tons Keelung coals. Market firm. English, $13.50; Welch, $14.50; Australian, $8 75 to 9.

SHANGHAI.—The Coal market has shown more activity during the past fortnight; prices are higher and firm. The small arrivals, for sale, for Cardiffs have been sold at taels 17.5 per ton from ship. No supplies of English and North Wales coals have reached this port. Of Australian coals the arrivals have been small, and last sales have taken place at taels 9.5 per ton from ship to arrive. Supplies have been—505 tons Japan, 2,209 tons Anthracite, 1,796 tons Cardiff, and 540 tons Australian; total, 5,050 tons. The quotations are—English, taels 12 to 13 per ton; Cardiff, 16 to 17; Welsh, 14 to 15; American Anthracite, 12 to 12.5; Sydney, 9.5; Japan, 6; Formosa, 5.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, March 15, Havelock.

At SHANGHAI.—From London, March 17, Whiteadder, Chinaman; from Swansea, 19, Fort Regent; from Shields, 24, Vanguard; from Boston, 21, Nabob.

At HONG KONG AND CANTON.—None.

At MANILA.—From London, March 19, Angela; from Barcelona, 12, Carmen.

At SINGAPORE.—From London, March 24, Spirit of the Deep; April 4, Belle of Southesk; from New York, 7, A. J. Ingersoll (str.).

At PENANG.—None.

At SINGAPORE.—From Liverpool, March 27, Wealth of Nations; from New York, 28, Rover (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, March 18, John Bellamey.

From FOOCHOW.—For London, March 16, Shakspeare.

From HONG KONG and CANTON.—For England, via Cape of Good Hope, March 24, H.M.S. Scylla; 26, H.M.S. Princess Royal.

From MACAO.—For Havana, March 15, Onrust; 16, Altagracia.

From MANILA.—For Cork, March 19, Cinco Hermanes; for Havana, 15, Eulalia; Jose y Maria; for New York, 21, Hotspur; for Boston, 14, Cyclone.

From SINGAPORE.—For London, March 28, Ellen Radford; 30, Willy; for Boston, April 7, Dresden.

From PENANG.—For London, March 30, James Paton.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune.

At SHANGHAI.—For London, none; for New York, Borealis, Condor.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London, Acacia (full), Hugh Fortescue; for New York, Windward.

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At MANILA.—For London, Her Majesty; for Liverpool, Silesia; for Cork, Espana; for New York, Helena, W. G. Russell.

At SINGAPORE.—For London, Eastern Star, John Stanton, junr., Summer Cloud; for Liverpool, Mataura; for Bordeaux, Argonaute, Suzanne.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton of 50 cubic feet. To New York, £2 10s. to £3.

At SHANGHAI.—There is no vessel on the berth for London. To New York the rate is £2 10s. per ton of 40 cubic feet.

At FOOCHOW.—No vessel on the berth.

At HONG KONG and CANTON.—The market is somewhat firmer, while tonnage is not plentiful. For London the Hugh Fortescue has taken the berth at £2 10s. For coasting there is not much enquiry, small vessels are getting 82½ cents. to Tientsin, and 60 cents. to Newchwang. The circular of Geo. Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at sixteen, representing 9,701 tons.

At MANILA.—The Maria y Vicenta has obtained £4 for Rice to the Havanna; the Espana loads a cargo of Sugar and a little Hemp for Cork for orders, and a port in the United Kingdom, at £2. For London: Her Majesty has taken the berth at £3 for Sugar, the Hemp rate not having been fixed. The Geffrard obtains a lump sum of £1,400 to load a cargo of Hemp and Leaf Tobacco to a port in the United Kingdom for orders.

At SINGAPORE.—Tonnage in the harbour has been slightly increased, but there is still a very moderate supply of available tonnage. Rates to London are £2 per ton for dead weight, and £2 5s. light cargo.

At PENANG.—For London, there is no vessel on the berth and a considerable quantity of cargo has accumulated waiting for tonnage.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For.
Mar. 13	Agnes	Mauritius	Batavia
— —	Stornaway	Hong Kong	London
— 14	Finella	Glasgow	Batavia
— —	Patriot Queen	Liverpool	Singapore
— 15	Eenagezindheid	Amsterdam	Batavia
— 16	Sea Ripple	Swan River	Singapore
— —	Ariadne	Hong Kong	New York
— 19	General Havelock	Foochow	New York
— 20	Glendoveer	Manila	Falmouth
— —	Krimpen a d Lek	Macao	Havana
— —	Dahlkarlsa	Adelaide	Batavia
— —	Cormorant	London	Hong Kong
— 21	Earl of Dalhousie	Manila	New York
— 22	County of Lanark	Batavia	Rotterdam
— 23	Whinfell	Cardiff	Shanghai
— —	Hoang Ho	London	Shanghai
— —	Coromandel	Manila	Shanghai
— 25	Elphinstone	Sunderland	Shanghai

CASUALTIES.

BATAVIA.

The Hotspur, which left Manila on March 21 for New York, has been totally lost on Brouwers Reef, crew at Anjer. (Reported by telegram.)

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT INCLUDED IN THE TABLES.—May 7, at Brouwershaven, from Pasaroeang, Grootmeester Nationaal; April 25, at New York, from Foochow, Isabella Ridley; 26, from Penang, Ceylon; May 11, at Falmouth, from Java, Triton, Danube; 12, at London, from Colombo, Sultan, and Brinkburn.

DEPARTURES.—From Rotterdam, for Singapore, Otto; — for Batavia, Gravenhage (s.); May 6, from Sunderland, for Shanghai, Sydenham; 7 from Liverpool, for Shanghai, Thomas Blyth; 8, for Manila, Doriga; 10, from London, for Hong Kong, Korea; 9, from Liverpool, for Batavia, Susanna Elizabeth; 6, from Newcastle, for Singapore, Antje; 9, from Liverpool, for Shanghai, Our Queen.

LAID-ON.—At Liverpool, for Galle, Queen of England. At London, for Colombo, Teviot; for Shanghai, Talbot.

SPOKEN.—Southern Belle, for Hong Kong, April 4, 3 N., 32 W.; California, for Batavia, May 4, 48 N., 9 W.; Beemah (ship), Shanghai to London, 6 N., 20 W.; Sintjan (Dutch barque), Rotterdam to Batavia, 40 days out, Jan. 26, 11 S., 31 W.; Coulnakyle (ship), London to Shanghai, Feb. 17, 16 S., 30 W.; Tweelingen, Cardiff to Batavia, April 1, 3 N., 26 W.; Queen of the Sea, New York to Hong Kong, 23 April, 32 N., 41 W.; Victory, Shields to Shanghai, May 4, 48 N., 14 W.; Condor, Liverpool to Singapore, April 2, 3 N., 26 W.

CASUALTIES.—The Hotspur, Bryant, from Manila to New York, lost at Brouwers Reef, had 1,050 tons hemp and 500 tons sugar on board. The Ceylon, Brewer, from Penang, arrived at New York April 26, with bulwarks stove, having experienced heavy weather.

MISCELLANEOUS.—At Table Bay, March 23, Carnarvonshire, Richards, from Nagasaki, and sailed 27 for London; 26, Bangkok, Chappot, from Macao, and sailed 30 for Havana; 25, John Fraser, from Java.

Off Cape Point Lighthouse, March 28, Shallet, from Colombo, for London.

TEA.

(PRODUCE MARKETS REVIEW.)

With the approaching end of our tea season come the usual uncertainties respecting the prospects of our supplies for the next, the usual differences of opinion regarding the amount of stocks, and the usual apprehensions of consumption increasing with greater rapidity than the production, and therefore incapable of being satisfied without introducing elements of disturbance in the equilibrium of trade, and giving rise to violent and irregular fluctuations. For ourselves, we confess to have so often heard the same anticipations of a scarcity expressed, and have so often found them falsified by subsequent events, that like the country people in the fable, whom the boy so frequently alarmed with the cry of "wolf," we feel no very great apprehensions on this score; but as it is very likely that some of the trade may still suspend their judgments on this point, we venture to traverse the ground of argument once more, and propose to give reasons for the belief that the present year will be no exceptional one, and that our supplies will, under almost any possible combination of circumstances, prove more than equal to the demand. Our total demand resolves itself into the deliveries for home consumption, and the deliveries for export; and the average amount of both, obtained from an analysis of the last six years, is easily found for the last six months of the season, the period between April 1st and September 30th. We can in the same way ascertain the probable arrivals between the two periods; and deducting demand from supply, we can obtain a tolerably fair estimate of the probable stocks in the United Kingdom at the commencement of the new season. Taking the figures for the six months from April to September, both inclusive, we get a total of 44,455,473 lbs., the amount which we may assume to represent our total supplies for the corresponding period during the present year, though it is evident that we should be fully justified in taking an even larger amount than this, inasmuch as we have not taken into account the circumstance that our supplies are yearly on the increase. If to this sum we add the stock on the 31st of March, or 108,190,332 lbs., we get a total of 152,690,332 lbs. to supply our wants from April to the end of September. Having ascertained the extent of our supplies, we now turn to the demand. Estimating our monthly deliveries (for export and home consumption) at eleven and a quarter millions per month, we get a total of 67,500,000 lbs. for our demand, which subtracted from the sum total mentioned above, 152,690,332 lbs. gives a remainder of 85,145,805 lbs. Taking therefore these figures as our basis, we think it may be fairly assumed that the stock on September 30th will be at least 80,000,000 lbs., and may even range as high as 85,000,000 lbs. Considerations from an opposite point of view lead us to almost identical results. 1. The quantity of tea from Chinese ports afloat and not included in stock is 24,000,000 lbs.; 2. From India, about 2,250,000 lbs.; 3. The stock in Chinese ports to March 14th (the date of our most recent advices from China), 8,500,000 lbs.; 4. The quantity of Chinese tea which has probably still to come down to the ports from the country, about 9,000,000 or 10,000,000 lbs.; 5. 3,000,000 lbs. or even 4,000,000 of Indian tea. These figures added together give a total of about 44,000,000 lbs. to represent our supplies to the end of September. To those who appear to think a stock of 85,000,000 too small when compared with the stocks of the three preceding years, after taking the increased consumption into account, we reply that the figures of a previous date, representing the period before the American war, are much nearer to the amount of stock that we ought to have, as these figures represent the condition of the tea trade before it was thrown into confusion by the American war. We shall approximate even nearer to the actual state of the supply and demand if we take also into consideration the relative increase of supplies as compared with the increasing demand. Comparing the probable stock of 80,000,000 lbs., or 85,000,000 lbs. with former years, we learn from official sources that the amount of stock in the United Kingdom on the 30th September, of the years 1861, 1862, 1863, 1864, 1865, 1866, was 66,280,318 lbs.; 65,909,949 lbs.; 83,176,427 lbs.; 86,274,583 lbs.; 81,639,089 lbs.; 83,862,890 lbs. respectively. From these figures it will be seen that it is only for the last four years that we have had such heavy stocks on the 30th of September. It is true that the deliveries have increased more than in proportion to the accumulation at that particular date, but surely a stock of 80,000,000 lbs., or nearly seven months' deliveries, at the threshold of a new season, and with constantly increasing supplies, is more than sufficient for any possible calls upon it. The production of fine tea is at all times comparatively limited; hence the better kinds are usually rather scarce towards the end of the season. It is thus, no doubt, that the idea arises of a scarcity of tea generally, though we need hardly point out that no necessary relations exist between the demand for fine and for inferior kinds. The tea market is, in fact, a series of markets, each being, in its action, almost wholly independent of the rest. When the tea market generally is spoken of, the market for the commoner and medium grades of Congou is meant, these being the kinds mostly in demand, and consequently the most plentiful.

The figures given in the Board of Trade Returns for the month of March have this remarkable property—that advocates of distinctly opposite and even conflicting views may find in them corroborative testimony to the truth of their own theories. Those who affect to believe that the supply of tea will be small may point to the apparently progressive decrease in our imports, which for the month ending March 31st were 14,830,634 lbs., against 15,625,769 lbs. in the year 1866, and 15,730,049 lbs. in 1865. Those, on the other hand, who take larger views, and decline to judge of the character and architecture of a house by the inspection of a single brick, remark the considerable increase in the imports for the three months. The deliveries for home consumption for the single month of March and the first three months of the year, are in excess of those for the year 1866, and considerably greater than those of 1865. A similar increase, however, exists with regard to the stock, which is 108,190,322 lbs., twelve millions in excess of that of last year, and barely more than five millions in excess of the stock at the same period in 1865.

INDIAN TELEGRAPHS.—Colonel Glover, the temporary head of the Indian Telegraph Department, has come to the rescue of the telegraph in a report which defends its character and efficiency. In December last the percentage of serious errors in 29,968 Indian messages was only a quarter, and trivial errors 2¼, while in 1,978 Indo-European messages it was 9½, of which 1½ were serious. Since 1850, when the first wire was laid, the telegraph has cost £1,218,843 of working expenses, in addition to £1,354,328 of capital. Allowing for free messages sent by officials, the revenue has been £708,887, showing a loss of more than half a million sterling, besides the interest on capital. In a few months we are promised a special wire for Indo-European messages between Kurrachee and Bombay, if not between Bombay and Calcutta.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, MAY 13, 1867.

THE CHINA STATION.

IN a recent article on the subject of the China Squadron, we have had occasion to comment on the extraordinary proposals made by Mr. CHILDERS, Mr. STANSFELD, and other economically-disposed members of the House of Commons, with the view of reducing the expense, and therefore the efficiency, of our naval establishment in the Far East. Although these produced no apparent effect at the time, and the estimates were passed without reduction, it was evident that the advocates of retrenchment had a good many supporters on the Opposition benches, and that many of those who approved of the scheme were not unwilling to try the experiment on the China squadron first—probably on the principle that as charity begins at home, so parsimony should commence as far, abroad as possible. As we then observed, praise, not blame was due to the present board of Admiralty for their determination to supply Admiral KEPPELL with a new and more powerful class of gunboats, and generally to maintain and even to increase the efficiency of the force at his command; and, we might have added, still greater praise would have been their due had they resolved to send out at least one powerful armour-plated vessel instead of, or in addition to the *Rodney*. We doubted, however, whether such a course was at all likely to be adopted in the face of the urgent demands made for economy, and it is with as much surprise as pleasure that we hear of their Lordships' decision to send the *Ocean*, a fine iron-clad frigate of 4,047 tons, and 1,000-horse power, and carrying 24 heavy guns, from the Mediterranean station to reinforce the China squadron. This has been characterised as a bold step, but we have already an ironclad flagship in the Pacific, and another on the West India station, and why not one in China waters also? It is well known that Spain has several armour-plated ships in the Pacific, and from the Pacific to China is no great distance. Russia too will soon have one or more such vessels in these waters, and the United States, if occasion required, would soon have a fleet of monitors there, by the most insignificant of which the poor old *Rodney* could be "knocked into a cocked hat," as the phrase is, in ten minutes. But the *Ocean* is really a magnificent vessel; she is already heavily armed, but is now ordered to Malta to fit four more 300-pounder guns, of 9 tons each, after which she will be more than a match for any foreign ironclad she is likely to meet with. The *Army and Navy Gazette* says the *Pallas*, certainly a more handy vessel, of little more than half the size of the *Ocean*, would be better suited for the voyage; but we are quite content with the latter. She has already proved herself a good sea-boat, and we doubt not will reach her destination with speed and safety.

LIGHTHOUSES FOR THE COAST OF JAPAN.

A STATEMENT recently appeared in the columns of a weekly paper to the effect that, at the request of the SHIOGOON, Her MAJESTY'S Government had undertaken forthwith to construct eleven lighthouses at different points on the coast of Japan. The report, however, is not quite accurate. It is no doubt very desirable that the 11th article of the Convention of Yedo, by which the Government of Japan engaged to provide all the open ports with whatever lights, buoys, and beacons might be necessary to render navigation safe in approaching them, should be carried out as speedily as possible. At present nothing whatever has been done towards it, nor is it likely that the native Government will be able to carry out the scheme properly without European aid. We are glad, therefore, to be enabled to state that the assistance of the English Government has been asked, and that the matter is now under consideration; the subject is, however, one of a complicated character, and will require careful and technical examination before any active operations can be commenced. It is no little source of satisfaction, too, that in carrying out these improvements, British skill and industry will have a chance, and that in this instance the French monopoly of Government contracts has been broken through.

MAIL COMMUNICATION WITH THE EAST.

UP to the present time nothing satisfactory has transpired regarding the impending change in the mail service. The matter was brought to the notice of the House of Commons on the 10th by Mr. CRAWFORD, who asked the SECRETARY to the TREASURY if the present weekly postal communication with India by way of Bombay was to be discontinued after the despatch of the mail from London on the 26th of May, and if he would lay upon the table copy of the advertisements and forms of tender for the new postal services to India and China recently issued from the Post-office. To this Mr. HUNT answered on behalf of the Government that the Peninsular and Oriental Company having given notice of their intention to withdraw the extra steamers running between Suez and Bombay, the Indian service, until further notice, will, after the despatch of the mail from London on the 26th of May, be as formerly, twice a month to Bombay, and twice a month to Calcutta. The result of this is that our communication with Bombay reverts to its former position, while that with China remains for the present *in statu quo*.

THE GOVERNORSHIP OF LABUAN.

WE understand that Mr. J. POPE HENNESSY, late M.P. for King's County, has been offered the Governorship of Labuan and Consul-Generalship of Borneo. The salary of the joint offices is £1,100 per annum. We do not yet know whether the appointment has been accepted. Little notice has been taken of the matter by the London papers, but the Irish journals are less reticent. The *Cork Examiner* says:—

> It would be cutting blocks with a razor to banish a man of the varied gifts of Mr. Hennessy to a remote and savage domain like this, when it is remembered what faithful and brilliant service he did during seven years to the Conservative party while they were in the cold shade of Opposition. It would seem the grossest ingratitude to discharge his claims in this way. At the time when he gave his fealty to the party talent was scarcely to be found in its ranks, and certainly for the skirmishes of debate they were able to show no equal to him. The services he then rendered might fairly be expected to have reaped something like a corresponding reward. This is especially the case when we remember the way luck fell in showers upon the present Government. Since they got into office it has seemed to rain appointments. Nor was the stream composed of unconsidered trifles, but of the very richest and most tempting that lie in the gift of a Government. Out of these could they have found nothing for a man like Mr. Hennessy save a place such as might be counted in the patronage of a member of Parliament?

The *Irish Times* also disapproves the appointment, and says:

> Until we see the announcement in the usual authorised shape, we can scarcely believe that a gentleman whose Parliamentary career has been so distinguished, and who has been universally regarded as one of the most promising among the younger members of the Conservative party, should be offered by his political friends the governorship of a tropical colony so insignificant that many had to look to a gazetteer in order to discover in what part of the world it lay.

THE Berlin correspondent of *The Times* states that the Amour telegraph line, which was to be one of the connecting links in the grand scheme of a Russo-American cable, has been finished in its entire extent from Nicolaieffsk on the Pacific to Novgorod harbour in the bay of Possiet. It is proposed to continue it to Nagasaki and Shanghai.

THE *London Gazette* of the 7th instant contains a notification to the effect that "the QUEEN has been graciously pleased to appoint ABEL A. J. GOWER, Esq., now Her Majesty's Consul at Hakodadi, to be Her Majesty's Consul at Nagasaki; and MARCUS OCTAVIUS FLOWERS, Esq., to be Her Majesty's Consul at Hakodadi."

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THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(MONEY MARKET REVIEW.)

The Chartered Mercantile Bank of India, London, and China, as appears from the annual report of the directors, earned in the year 1866, with the addition of a small balance brought forward, no less than £104,934, upon a paid-up capital of £750,000; and it paid £75,000, in two half-yearly dividends of 5 per cent. each. On the other hand, the reserve fund has been reduced from £250,000 to £145,902. To explain in detail how this occurred would require a recapitulation of the events of the disastrous year 1866, for which we have neither room nor inclination. It is enough to say, that through the incidents and the consequences of those disastrous events in India and China, the directors of this bank, notwithstanding all their sacrifices of time and anxiety, have been unable to prevent a considerable loss. Hence the draft upon the reserve fund.

The course of trade during and after the American civil war directed the employment of capital to the productions of India and China, and with the change came a period of excessive competition in banking. This proved injurious, in so far as the demand for produce here stimulated producers and merchants in the East to the utmost exertions to move their produce and goods to market, and to hold speculatively where they could not satisfactorily realise. It is, of course, easy to argue after the event, that the danger of such a course should be foreseen in the midst of it; but who is sufficient for these things? There never yet was found a body of men engaged in a pursuit the chief weight of which is the responsibility of making profits for those whose capital is embarked in it, willing voluntarily to incur the odium that would inevitably have followed from their own shareholders for neglecting their opportunities. Shareholders must not, now that they are, in some degree, on the dark side of the cloud, forget that in the halcyon days they demanded high dividends, and that high dividends can only be earned by incurring the full average risks of the mercantile season. On the other hand they must, in common equity, prepare themselves for the casualties of exceptional seasons, against which no human foresight can completely guard. They must also remember that one of the first principles of a reserve fund is that it is a sort of insurance of their dividend against such exceptional casualties. Owners of a profitable business, they have gained a very large profit, which has been absorbed by exceptional losses; but the reserve or insurance fund has effected its main purpose of securing the dividend, and they have safely emerged from the temporary yet serious troubles which necessitated their having recourse to it. Considerations of this kind must especially be kept in view after such a year as 1866.

Having said thus much as to the past, it becomes us to look to the future; and, on doing so, we at once see the silver lining of the cloud which looked so black from the other side. The Chartered Mercantile Bank of India, London, and China have all along met their position manfully. Though at the expense of a material reduction in the usual profits, they have curtailed their business at all points; and it would, as we understand, have been unnecessary to make so great a draft upon the reserve had not the Bombay losses of 1865 exceeded the provision made for them at the time. However, the result of these reverses was a determination to ascertain the real state of affairs; and, with a view to a thorough examination into them, Mr. Robertson, the chief manager, *personally inspected every branch in India, China, and Japan.* Up to the end of 1866 the statements from the managers of the several branches, and also the books in London, upon which the balance-sheet and profit and loss account are made out, were examined by independent auditors, Messrs. Coleman, Turquand, and Co., and they have certified to their correctness; while the shareholders' auditors testify that the bills of exchange, bills discounted, and other securities held by the bank, are available, and that "sufficient deductions have been made for all bad and doubtful debts, according to the statements received from the several branches in India and China." Nothing can be more conclusive than these certificates; and the directors assure us in their report that the result of Mr. Robertson's personal examination of the branches has been perfectly satisfactory. We receive these assurances with entire confidence. It is evident, therefore, that a new epoch has commenced in the history of the bank, and that it has commenced under favourable conditions. The worst has passed, and is provided for; and, whilst the business has been curtailed, it has yet been fostered. Not a single permanent connection has been lost. And, while the Eastern trades, like our home trades, are now being managed with a soberness which we have sometimes thought equivalent to a want of ordinary enterprise, we must bear testimony to the fact that this feature offers the greatest security for the permanency of banking profits. The exchange business of the Chartered Mercantile Bank is a valuable possession, and it will grow with the expansion of trade, for we cannot contemplate trade long remaining so nearly stationary as it now is. It is most unlikely that speculative impulses can for many years be so strong in the Eastern trades as they proved to be consequent upon the direction imparted to them by the American war. Nor can any political event be anticipated in the East likely to produce disturbing elements either in the course or in the expansion of trade. The natural seasons may be bad or indifferent, but they may also be good or bounteous, we cannot tell; but experience has shown that there are sufficient compensations over so wide an area to create an average, so that banking profits are seldom affected injuriously by bad seasons; while we all know they are strengthened and confirmed by good. Opening thus on a new period, with such rational prospects, and with a position ascertained apparently to the utmost minuteness, we may reasonably congratulate the shareholders on the advantages within their reach. They have a reduced reserve, it is true, but they are in the right and only path to replace it without infringing upon the regular distribution of profit. The reserves of other banks, and banks in London, too, have, on occasion, been partially or wholly absorbed, but replaced and even increased. There is no reason whatever for doubting that the like result will follow in this case. At all events the examination we have been able to give to the history and to the present condition of the Chartered Mercantile Bank of India, London, and China satisfies our mind that, with the sound business it possesses, not only are these things within reach in a comparatively short period, but that it has a promising future before it.

Naval and Military.

It is stated that Captain M. S. Nolloth, late senior naval officer at Hong Kong, will receive the appointment of commodore and senior officer in the Indian Ocean, as successor to Commodore Hillyar, on that gallant officer's receiving the active flag rank, for which he is now qualified. In the meanwhile Captain Nolloth is appointed to the St. George (coastguard service). This appointment has been received with satisfaction by naval officers, who felt indignant at the announcement made in the House of Commons by a late official that service in Hong Kong and Rio de Janeiro was not to be considered "active," while that in the home ports, the Mediterranean, and other healthy stations, was to be so considered.

Rear-Admiral Hastings R. Yelverton, C.B., has struck his flag on board the armour-plated screw steamship Caledonia, 30, Captain the Hon. Fitzgerald A. C. Foley, in Plymouth Sound. Rear-Admiral F. Warden, C.B., has been appointed to the command of the Channel Squadron, vice Rear-Admiral Yelverton, whose period of service has expired.

Letters have been sent out from the Admiralty to all the principal shipbuilding firms and companies of eminence, including the Thames Shipbuilding Company, the London Engineering Company, Messrs. Wigram, Messrs. Laird Brothers, of Birkenhead, Messrs. Napier, Glasgow, and Messrs. Palmer and Co., of the Tyne, calling upon them to tender for the construction of two armour-clad ships of 3,700 tons, of a novel and improved description. Not only will these ships be plated with the thickest iron that can be placed on their sides, but the armour will be carried so low down that, except under most exceptional cases, their bottoms will be perfectly safe from the fire of an enemy. They will be provided with the heaviest known artillery, which they will be enabled to fire in a direct line with the keel.

Her Majesty's screw storeship Supply, Staff Commander C. Bawden, has arrived at Spithead from Ascension, with naval invalids, and a cargo of returned stores. The invalids were transferred to the Victory flag-ship, in Portsmouth harbour, soon after arrival, and the Supply received orders to proceed round to Woolwich to land her cargo of stores, &c.

The Chanticleer, unarmoured screw sloop, 950 tons, 200-horse power, Commander W. S. Bridges, sailed from Spithead on the 4th instant for the Pacific, and would call in at Plymouth Sound on her way down Channel.

The new screw sloop Dryad, 4, at Devonport, is ordered to be put into commission, with a complement of 130 officers and men, for service in South America.

As an instance of the great anxiety evinced by naval officers for employment, and the great difficulty of obtaining it, all the captains on the 14s. 6d. list, and even a little below it, who are not now serving and are duly qualified, were candidates for the command of either the Donegal or the St. George almost without exception. This will show the anxiety felt for employment.

The iron frigate Warrior, ordered for commission at Portsmouth, was undocked at that port on the 4th, to make room for the iron frigate Minotaur, Capt. G. P. Goodenough, flagship of the Commander-in-Chief of the Channel Squadron, Rear-Admiral F. Warden, C.B. The Minotaur will be docked to have her four-bladed screw and hull below the water line examined, previous to making her final speed trials at seagoing draught of water over the measured mile in Stokes Bay.

A batch of guns of various calibres, ranging in diameter of bore up to seven and nine inches, manufactured by Sir W. G. Armstrong and Co., at Elswick, for the Egyptian Government, have been placed on the T pier at Woolwich, in readiness for embarkation for Alexandria, to be shipped on board the Coycyra, to call at the pier for that purpose.

The hired sailing troopship *Cospatrick*, Commander James A. Elmslie' R.N.R., has arrived at Spithead from Kurrachee, having sailed thence on the 29th of January, and called in at St. Helena on the 24th of March. She has brought to England 175 invalided soldiers from Her Majesty's regiments serving in India, with 15 women and 38 children.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 8.

Since the last mail the Parliamentary business has been of little importance; the different Budgets having passed after a very short and insignificant debate. Our Lords did not move for a party-fight, which might have caused a Ministerial crisis, which at this moment would have been most unfortunate. Even the Budget for the Colonial Department was, like all but one, carried unanimously, and only a few objections were urged regarding the abolition of the alternative chartering of merchantmen on account of the Government to convey produce from the East Indies to our harbours, and the abolition of furnishing samples of coffee from the auctions of the Trading Company; as in all matters the Minister promised to reconsider the measures. He, however, declined to own that the miserable condition of our merchant marine was due to this measure, and with regard to the fact that no coffee samples were now furnished he stated that this resulted only from the fact that this caused too many expenses for the Exchequer. After these matters had been disposed of the House adjourned until a further convocation.

The Second Chamber will meet on the 14th inst.

A personal fact between Mr. Cremers (member of the First Chamber) and Mr. Keuchenius (member of the Second Chamber) caused much discussion in the papers. The first said in the House of Lords that Mr. Keuchenius should have said, after having proposed his motion, when the remark should have been made that this motion did not agree with his principles—"I do not care for that, but Myer shall not go to the East." As usual in these cases, it was proved that Mr. Cremers was a great talker—no more.

His Majesty the King and the Royal family have returned to the Hague from their trip to Amsterdam.

Amongst the rumours current in well-informed circles appears this,—that our Cabinet has the plan to restore the departments of public worship;

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ergo, another step backward with regard to the separation of the Church and State, so long and so fervently wished for. Better is the idea to establish a department for public works.

In the masonic lodge *l'Union Royale* great solemnities took place in consequence of the death of Jkr. Frans Alexander Knight van Rappard, so well known by his friends in India.

The great slaughter amongst the cattle in those provinces attacked by rinderpest that was finished on the 1st of May has had a good result. In the week ending the 27th April 362 head of cattle were attacked, against 614 and 761 in both the previous weeks. In some places the peasants offered so much resistance that military force was required, and in the village Schoonrewoerd the soldiers were obliged to fire, so that two peasants were killed and some others severely wounded.

I think it is quite unnecessary to ring still the changes on the theme, "Is it peace, is it war?" For the present the peace current continues to prevail, only disturbed by some pessimists who have no trust at all in the London Conference; and it is even said that the meeting at London will be adjourned. The utmost uncertainty prevails with regard to what will be proposed at that diplomatic conference, and the Luxembourgers themselves do not know what they wish and what is their interest. To-day a deputation of inhabitants of the town of Luxembourg arrived at the Hague, and started, after a long conference with the Prince-Stadtholder, Prince Henry, for London to deliver an address to the Conference, begging that the neutrality of the duchy might be proclaimed, and its independence and inviolability of its territory warranted by handing it over to Belgium, who in that case would have to pay an indemnity of 5,000,000 guilders to the Grand Duke. Another rumour says that these are not guilders, but francs; and still others state that the sum is not fixed at all, and that the amount will be settled by the Conference when it accepts the proposal of the deputation. That the fear of war was most imminent some days ago is proved by the fact that it was officially announced at the Exchange here that the insurance brokers had resolved not to insure vessels except with a stipulation referring to war (free from molest). This news, which was telegraphed to Batavia and caused so much confusion, was quite right. That the political atmosphere is not yet quite sound is, so the pessimists say, proved by the fact that measures are taken by our Government to finish with the utmost speed the public works destined for the principal line of defence of the Netherlands.

The trade report for the year 1866, published by the Consul at Singapore in the *Javaische Courant*, in which was stated that the agency of the Rotterdam Bank, that was established there, promised to become very lucrative, made a very favourable impression here. By this fact again it was clearly proved that the ex-director Hinsberg, by publishing his well-known pamphlet, endeavoured in vain to prejudice this bank by underhand means.

No particulars are published here about the Paris Exhibition, and the number of Dutchmen who are going to visit the French capital is very limited. It was with great pleasure that we heard that two of our *peintre-artistes*, viz., Messrs. Alma Tavema and Jozef Israels, were rewarded with medals, and that a beautiful picture of Mr. C. Bisschop was bought by Princess Mathilde.

Mr. F. S. Jacob resigned as manager of the East India Railway Company; Mr. J. Groll was appointed in his place.

Her Majesty has consented that Mr. D. de Graeff van Polsbraek, Dutch Consul-General and Political Agent in Japan, and Mr. L. F. Kleintjes, Chancellor of that consulate, should accept the insignias of the Daneborg's Order conferred on them by the King of Denmark.

An exchange building was opened in Hengelo (the Dutch Manchester) some days ago.

A brilliant exposition of pictures was opened here last Saturday; for the first time the work of an English artist was exhibited here, namely, that of Mr. William Melby.

Within a few days a meeting will be held at Roosendaal by Belgian and Dutch litterators and other gentlemen, to consider what means the nationalities of both the countries could be maintained.

On the 22nd 125 soldiers will be forwarded by the *Java Packet* to the Far East.

A good deal is said about the measure of the Ministers of the Colonial and Financial Departments, who rejected the proposal of the special commission to appoint a liberal minister (rev.) for the service in India. Our Minister of Finance being orthodox declines to appoint a liberal man; the Minister of the Colonies stated that he did not care much for this matter.

COMMERCIAL.

Coffee.—The confidence in this article was highly improved in consequence of the peaceful prospect. There was an active demand, whilst on the 24th of April, when the Trading Company offered its 102,694 bags in auction, speculation was still so checked that only the half of this quantity could be sold. The parcels now in the second hand were all sold at gradually improving prices, so that the quotation now is 1½c. higher than in the former week. The Trading Company however declines to operate without a further advance, and refused even an offer for 6,000 b. with an advance in price of 2c., and in consequence of this behaviour there are but a few private parcels brought in the market. The private transactions since the auction include 14,000 b. Java, and 3,778 b. Padang per several vessels and at several prices. The quotations of good ordinary Java is now from 39½ to 40½. Total stock, 576,300 b., amongst which 499,848 b. of the Trading Company, who will sell on the 22nd 73,900 b.

Sugar.—Raw: After the market had strongly been influenced by the unsatisfactory state of politics, there was an important improvement, since it was announced that the Conference should meet in London. The transactions, however, remained unimportant, because holders decline to operate without any considerable advance on the last prices, say 2f. under March value, that were paid for 2,000 mats Java. Not only the improved state of politics urges the holders to show great firmness, but there is for England from Mauritius only a very reduced quantity afloat, whilst also the last beet-root crop in France has partly failed. The unsold stock of raw sugar of the Trading Company is 72,720 mats against 112,875 mats in 1865, and the private stock 41,449 mats.

Rice.—Since the 12,000 bags cargo ex Johan were sold at 8¼f., only a limited business has been done, including 935 bags Java ex Majestic, and 2,708 bags Java ex Baltimore.

Spices.—The good qualities sell slowly, and in general the market is inactive, but nothing is offered at lower prices. The unsold stock on the 1st inst. was:—Nutmegs, 466 casks; Mace, 420 casks; Cinnamon, 195 fard.; and Pepper, 1,462 bags; whilst the stock on warrants was: Nutmegs, 4,788 casks; Mace, 736 casks; Cinnamon, 771 fard.; and Pepper, 183 bags.

Tea.—The Trading Company offered for sale on the 2nd inst. 8,544 ¼ and 330 ½-chests Java; nearly the whole quantity was sold, except 178 ¼-chests Pecco, 8 lots Congo and 11 lots Pecco Congo, at the following prices:—

904/4		ch.	Boei	from	39	to 71c.
563/4		„	Congo Boey...	„	50	88
2579/4	13/12	„	Congo	„	49	86
354/4		„	Pecco ditto	„	75	79
1474/4	13/12	„	Souchong	„	57	107
451/4	131/12	„	Pecco ditto	„	72	123
884/4		„	Pecco	„	76	158
20/4	50/12	„	Oranje ditto...	„	107	131
902/4		„	Thunkay	„	53	138
86/4		„	Schin	„	51	66
277/4		„	Hysant	„	56	140
50/4	8/12	„	Uxim	„	42	167
113/4		„	Joosjes (G. B.)	„	92	117
7/4		„	„ (F. B.)	„	166	169

On the same day was offered for private account some small parcels Java, that were sold as follows:—

Trademark Madjo, 18/4 k. Congo at 71c., 14/4 k. Souchon at 74c., 4/4 k. Pecco, at 136c., 3/6 k. ditto at 139c.

Trademark Nangoeng, 51/4 k. Congo, 65 to 66c., 17/4 k. ditto at 61c., 26/12 k. ditto at 27c., 317/4 k. Souchon, 103 to 105c., 68/12 k. Pecco, 157 to 168c.

On the 3rd of May another auction of Java tea took place for private account, which gave the following result:—

485/4	chests			Boey	sold at	44c.	to 75c.
1488/4				Congo ...	...	43	92
15/4	606/8			Kempoey ...	...	55	130
103/4				Souchon Boey	...	70	78
3847/4		50/12		Souchon ...	...	61	121
40/4				Pouchon Boey	...	47	48
34/4				Pouchon ...	...	72	88
	204/8	116/12		Pecco Kempoey	...	115	141
280/4	94/8	142/12	132/16	„ Souchon	...	66	180
272/4	124/8	1158/12	281/16	Pecco ...	...	79	260
5/4				Orange Pekoe	...	87	—
269/4				Tonkay ...	...	43	103
72/4				Schin ...	...	52	68
277/4				Hysant ...	...	66	138
9/4	15/8	52/12		Uxim ...	...	68	196
	37/8	126/12		Joosjes (F B)	...	171	199
	22/8	20/12		„ (G B)	...	158	194

Only 5 ¾-chests Congo were bought in at 50 to 55c., and 10 ¼-chests Kempoei at 65c., and 109 ¼-chests Souchon at 65 to 75c.

Tobacco.—Java.—The market is inactive; the business has been confined chiefly to the supply of the immediate want of consumers. Stock of Java, 6,463 bags, and 195 bags Manila.

Arack.—80 casks Sourabaya, ex Ferdinand and Louis, and 100 casks Sourabaya ex Camperdown, were sold at secret but firm prices.

Indigo.—The Trading Company offered on the 1st and 3rd May 1,128 Java for sale, which were all sold. Compared with the prices paid last autumn the result was as follows:—Ordinary, from 10 to 40c. lower; good ordinary, from 10c. lower to 20c. higher; middling, from 10 to 40c. higher; fine, from 20 to 50c. higher; finest, 80c. higher. On the same day was sold for private account—117 cer. Guatemala, at 320 to 425c.; 85 cer. Mexican, 260 to 400c.; 311 ch. Java, at 280 to 650c.; 10 ch. Bengal, at 510 to 520c.

Java Cochineal.—The 166 ch. offered by the Trading Company were sold as follows:—No. 1, at 245 to 265c.; No. 2, at 210 to 230c.; No. 4, at 130 to 195c.; No. 8, Zaccatille, at 175 to 255c.; No. 9, at 170 to 210c.

Rattans.—There is a very large stock, and the demand is only very limited. Only the following parcels were sold:—100 piculs ex Jessie Jamieson, 178 piculs ex County of Argyle, 300 piculs ex Felicia, 175 piculs ex Almelo, 90 piculs ex Peter Rowland, and 118 piculs ex Oscar.

Tin.—The political complications at home and abroad rendered all operators disinclined to do business of any kind, and transactions have therefore chiefly been confined to actual necessities. During the last few days the aspect of things has quite changed under the prospect of continued peace. The sellers of last week are now buyers again, consumers operate more freely, and there is also some demand for export. The statistics of the Trading Company are satisfactory, but still the stock is large, and the spirit of speculation is so dead, that when any realisation of importance requires to be made, no speculators can be found. Since the last mail were sold at Banco: 1,000 slabs at 51½f.; 1,400 do. at 51f.; 300 do. at 51f.; 1,000 do. at 51¼f.; 2,300 do. at 51½f.; 200 do. at 51¾f.; 1,100 do at 52¼f.; 3,000 do. at 52½f.; 1,000 do. at 52¾f.; 1,500 do. at 53f.; 300 do. at 53¼f. Of Billiton were sold 500 slabs at 50f. Stock on warrants, 99,347 slabs against 61,850 in 1866; unsold stock, 35,948 slabs against 66,165 in 1866; floating, 11,000 piculs.

Drugs.—Camphor, there is much demand but no stock. Cassia Vera: The 609 bags imported per Almelo were sold at secret prices. Cubeben: 383 bags ex Felicia were sold. Gutta Percha: A parcel of 10,000 kilo. ex Jozeph Willem were sold at prices that did not transpire; next week 16,000 kilo. ex Joachim and 4,000 kilo. ex Carolina will be brought in the market. Oleum Cajaputi: 1,000 bottles ex Rothley were sold at secret prices.

Manila Hemp.—106f.

Hides.—Without transactions in waiting for the several parcels that will be offered by inscription within a few days.

SHIPPING INTELLIGENCE.

Departures.—Brouwershaven, 26th April: Catharina Maria, Anna Digna, Noach, Huydecoper, Jason; all for Batavia; Hendrika, for Samarang; Stad Schiedam, for Melbourne. Helleveet, 26th April: Jedo, for

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Singapore, *via* Cardiff; Ymuiden, for Java, *via* Cardiff. Texel, April 26: Jacob Roggeveen, for Batavia; Sourabaya Packet, for Sourabaya; Aria and Betsy, for Java, *via* Cardiff; Nicot, for Samarang; Ocean, for Singapore, *via* Cardiff; Maria Adolfine, for Bombay, *via* Cardiff; Bestevaer, for Java, *via* Cardiff. Zierikzee, 25th April: Gronowet, for Java, *via* Cardiff. Browershaven, 29th April: Jan van Galen, for Batavia; Otto, for Singapore. April 30: Susannah, for Batavia. May 2nd: 'S Gravenhage, for Batavia. May 2nd, from Texel: Insulinde, for Batavia; Alcyone, for Sourabaya. Brouwershaven, May 3rd: Kortenaar, for Batavia. Hellevoet, 3rd May: Mary Goddard, for Padang. Texel, 3rd May: Doesborgh, for Macassar: Zeebloem, for Singapore. May 5th: Henriette, for Padang.

ARRIVALS.—At Texel, April 24th: H.M.S. Zoutman, from Batavia. April 29th, at Zierikzee: De Schelde, from Samarang. April 30th, at Brouwershaven: Petronella, from Banjoewangie. May 4th: Leopold, Graaf van Lunburg Stirum, from Banjoewangie. May 7th, at Brouwershaven, from Passaroeang: Grootmester Nationaal.

PASSENGERS OUTWARD.—From Java, per Sourabaya Packet, Mrs. H. Steup and two children, Messrs. M. M. Versteeg, A. Ketelschlager, S. Klonne, E. Vaneker, and J. M. Kenens; per steamer Gravenhage, Colonel Jkr Flugie van Aspremont, Captain van Swieten and family, Lieutenant Boes and family, Lieutenant Smallenbach, the medical officer Gutteling, the second Lieutenant Heinsch, Mrs. Steenbergen and six children, Mr. Vreede Bik and family, Mr. van der Valk and family, Mr. Ilcken and family, Mr. Scharp de Visser and family, Mr. Struyck and family, two Messrs. de Quay and family, Mr. Hajenius, Mr. Buisson de St. Remij, Mr. Scheurbein, Mr. C. G. Kramer, Mr. J. Hinlopen, Mr. Schneider, Mr. H. van Gessel, Mr. Rindhoven, Mrs. Ledeganck with a child and governess, Mrs. van Berkel and daughter, Mrs. Stort, Mrs. Salmon-vas Dias, and Miss Sassenberg, besides 300 soldiers; per Alcyone, Mrs. E. van Wicheren, A. Moraan, K. J. Valkenhoff, J. Neukerchen, Misses E. B. Greswich and J. Kooiman; per Insulnide, Mr. Brouwer and family, Mr. Bleekrode and family, Messrs. Polak and Bousfar, Mrs. Quant and two children, Mrs. van Gent and daughter.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, MAY 7.

By order of the Imperial Government the shareholders of the Russian-American Company are convened to hold a general meeting next week, probably the last they will ever hold, as it has transpired that the object of the meeting is to receive the official announcement that the company is dissolved by the sale of the Russian territory in America to the Government of the United States, and that they are therefore called upon to wind up their outstanding affairs and liquidate as soon as possible. The first question, however, that they will have to settle at the meeting will be a decision as to whether proprietors of ten shares bought within the last six months are entitled to vote and take part in the discussion of the company's affairs or not. If negatived the number of the shareholders will be but very limited, as most of the shares have changed hands since their value became depreciated, and there are but few in possession of the original owners and standing in their names, whilst a large proportion have been transferred by a simple endorsement *in blanco*, like a bill of exchange, and passed through so many hands that it is impossible to control any knowledge of the present possessors. There are 7,444 shares of the original value of 150 roubles each when issued. There was a time when they were sold at 500 roubles, but they have sunk so low that two months ago they were offered for sale on the St. Petersburg Exchange at 80 roubles, and since then have not been quoted in the share lists, though now that it is known that the territory occupied by the company is sold, the shares have somewhat recovered, and may be had at par, as it is hoped that some compensation will be given out of the proceeds of the sale of Russian America, even though the purchase money be paid not in cash, but, as it is understood, in ships of war. This great fall in the value of the shares was not in consequence of any mismanagement on the part of the directors, but to the state of uncertainty that has for so long existed as to the duration of the company, whose privilege expired in 1861, and was only renewed last year, so that for five years they were suspended, like Mahomet's coffin, between heaven and earth, which of course paralysed their commercial enterprise and almost annihilated their credit at Hamburg, London, and San Francisco; whilst since 1862—till which year their dividends were never less than 18 roubles—no dividend has been paid. The shareholders now complain that the Russian Government has not only destroyed their privilege, but sold their property; for the colonies were purchased singly in the year 1789 by Schelechow, the original founder of the company, and the transaction was simply confirmed by the Empress Catharine. The company had to provide for and pay the salaries of their civil and military servants, and it was only in the beginning of this century, when the value of the paper rouble fell to 30 per cent., that they were permitted as a great favour to exchange annually 45,000 half imperials in gold at the nominal value. As above stated, the company's charter was renewed in 1866, together with the promise of an annual subvention of 200,000 roubles, as they had fallen terribly in debt, to the extent of 1,000,000 roubles. The shareholders therefore are in hopes that the Emperor will not allow them to be losers by their enterprise. Their ships will be sold for what they will fetch, but no more business will be transacted. In the Washington treaty it is stipulated that three years are to be allowed for them to wind up their affairs and realise their property; but it is believed that no Russian subjects will remain in the colony after the expiration of that period, as none of them are landed proprietors but only tenants in occupation of the company's lands. The expense of bringing home the officials, clergy, and soldiers, will be heavy, and it is therefore at present quite uncertain whether, after paying all these charges out of the sale price, there will be any surplus left.

COMMERCIAL.

COFFEE.—As the fear of an immediate war has subsided, an animated demand has sprung up, the prices are firm and for some descriptions higher. Sales of the week, 23,000 bags. The imports this year have been 31,300,000 lbs., against 21,800,000 lbs. at the corresponding period last year. Present stock 19,000,000 lbs., against 19,500,000 lbs. last year.

SUGAR.—Raw continues in a depressed state, but for Refined there is more inquiry.

RICE.—There is an improved demand for cleaned grain, whilst prices remain without alteration.

SPICES.—Cassia Lignea in demand, and 7,000 chests of the late arrivals have been taken at 11 sch. banco. Prices of Pepper well supported, but transactions of limited extent.

TEA.—Calm, with a fair consumptive sale. Prices firm, as stocks are low, and but little is expected to arrive. Good Congou commands 14 sch. banco, ord. to mid. Souchong, 20 to 24; Pecco, good mid., 24; Young Hyson, 36 to 38.

SPELTER.—The market has been very irregular. At the beginning of the week 3,000 centners for spring delivery, were sold at 13.12, and 5,000 centners in loco, at 13.15. Prices then receded, and 10,000 centners were taken at 13.7½, since which they have somewhat recovered, the quotations being 13.10, both for delivery and in loco. Quantity arrived this year, 158,000 centners, against 152,000 in 1866.

DISCOUNT.—The panic on the Stock Exchange has subsided and the prices of most funds have nearly recovered their former position. A good deal of silver in bars has been withdrawn from the Bank, the discount has risen to 3½ per cent.

SHIPPING INTELLIGENCE.

ARRIVED.—Voltigeur, from Singapore.

SAILED.—Ceres, to Macassar and Hong Kong; Hugo and Otto, to Shanghai.

LOADING.—Freya, for Singapore; Emma, for Penang and Singapore; Arizona, for Manila; Overmann, for Hong Kong; Mikado, for Yokohama and Nagasaki.

Monetary and Commercial.

Until very lately great hopes had been entertained that the firm of Dent and Co. would be enabled to surmount their difficulties. It is with great regret that we have to announce that these hopes have proved unfounded, and that at a meeting of creditors convened on the 8th instant, it was deemed advisable to accept a composition of 2s. 6d. in the pound, payable only within two years and a half from the 30th of June next, in relation to which the annexed resolutions were adopted:—

"I. That the proposition made by Mr. Chumley, on behalf of Messrs. Dent and Co., of China—the payment of a composition of 2s. 6d. in the pound within two and a-half years from the 30th of June next in discharge of the debts of the firm—be, and is hereby, accepted by the creditors here present conditionally upon the payment being secured by an assignment of the assets enumerated in the annexed schedule to trustees, on the understanding that if those assets realise more than the sums set against them as the estimated value thereof, so as to enable Messrs. Dent and Co. to pay a larger composition out of those assets than the 2s. 6d. before mentioned, the excess to be divided among the creditors rateably and conditionally upon the requisite number of creditors assenting to this arrangement; and on the further understanding that it be in the judgment of the trustees as to the time when and manner in which the assets shall be realised, and whether a partial division should not take place from time to time on account of the composition.

"2. That Messrs. Freshfields and Newman be requested, in communication with the chairman of the meeting and the members of the committee, to prepare a deed giving effect to these arrangements, subject to such modifications as they may consider essential to giving effect to the foregoing resolution.

"3. That Messrs. Alexander Turing, William Lemann, and Victor Kresser be appointed the trustees, with power to add one to their number, and to appoint a substitute or substitutes. The number of trustees never to be less than three.

"4. That Messrs. Thomas Dent, Edward Pereira, and William Henry Harton be appointed a committee in London to correspond with the trustees in China."

In the matter of Overend, Gurney, and Co. (Limited), the adjourned appointment upon the application of Mr. Oppenheim for a £10 call came on before Vice-Chancellor Malins on the 4th instant, who, after hearing the solicitors for Mr. Oppenheim, for the liquidators, and for the opposing contributories, directed the call should be made as asked, of £10 per share, payable on the 25th of June next.

The following is the ninth annual report of the directors of the Chartered Mercantile Bank of India, London, and China, to be presented at their general meeting on the 21st instant:—

The directors now submit to the shareholders the audited balance-sheet profit and loss and reserve fund accounts, for the year ending 31st December last. From these it will be seen that the profit amounts to £102,221 3s. 2d., to which has to be added £2,713 14s. 2d., brought forward from the previous year, making a total of £104,934 17s. 4d. A sum of £75,000 has been paid in two half-yearly dividends of five per cent. each. The shareholders will probably have anticipated from the disastrous events of 1866, that the result of the bank's operations for that year have been unsatisfactory. Looking forward to the possibility of continued danger, the directors considered it their duty to curtail as much as possible their business at all points, and it will be seen from the accounts that this policy has been strictly carried out, though at the cost of a very material reduction of the usual profits of the bank. In the report of last year it was stated that losses of an exceptional character had been incurred at Bombay in 1865. Full provision was made for them on closing the accounts for the year, in accordance with the report received from the branch, but the amount proved to be insufficient, and this added to losses incurred in 1866—though these have been comparatively small—has necessitated a heavy sum being withdrawn from the reserve fund, which now stands at £145,902 14s. 8d. The directors, however, express the

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confident opinion that all further danger having now passed away, a prosperous future may be fairly reckoned on, more especially as the previous excessive banking competition is much reduced, and the great laxity consequent thereon no longer exists. Since the date of the last report, Mr. Robertson, the chief manager, has personally inspected every branch in India, China, and Japan, and the directors are gratified in being able to state that the result of his inspection has been perfectly satisfactory. The directors retiring on this occasion are Mr. George Garden Nicol and Mr. James Murray Robertson, who, being eligible, offer themselves for re-election, and the court recommends them accordingly. The shareholders will have to appoint auditors for the current year. GEO. G. NICOL, Chairman.

Accounts from New York report the failure of Messrs. Watts, Crane, and Co., for a large amount, and the drafts on London of their Liverpool correspondents have been returned unpaid.

At the meeting of the Standard Life Assurance Company at Edinburgh the new proposals for the past year were stated to have been 2,013 for an aggregate of £1,190,281, yielding in new premiums £38,918. The accumulated fund is £3,700,005, and the annual revenue £675,267.

The report of the Universal Life Assurance Society stated the new policies for the past year to have been 278 for an aggregate of £306,314, yielding in new premiums £13,251.

The report of the Metropolitan Life Assurance Society stated the new policies of the past year to have been 236 for an aggregate of £196,595. The accumulated capital is £1,160,853.

Messrs. Emile Erlanger and Co., of Paris, have brought out a new 7 per cent. Tunisian loan of £4,000,000, in bonds of 500f. or £20 each. One half the amount is to be reserved for the conversion of former loans in a manner hereafter to be proposed by the Government. The other half is offered to the public at the price of 63, or, reckoning the advantage from the instalments extending over five months, at 62. The bonds are to be redeemed within 30 years by drawings at par, and are secured by special hypothecations. Subscription lists are opened at Paris, Frankfort, Lyons Marseilles, Amsterdam, Brussels, and Berlin.

Considerable fluctuations have taken place in Union Bank of London shares, and they were at one time negotiated as low as 37. It is stated that sales have been effected on the ground that as the bankers of the London, Brighton, and South Coast and the Great Eastern Railways, they have made advances to these undertakings. There seems no reason whatever for the decline in price, and it is understood that the bank is more than fully secured, everything they hold being in the shape of preference shares with ample margins. There has since been a sudden recovery in the value of the shares of £2 per share, and the price closed with much firmness at 38½ to 39½.

A scheme has been brought forward to establish an Open Stock Exchange (Limited) for the purchase and sale of public securities. The project appears in some respects to be a rival to the London Stock and Share Company, and the circulars issued are signed "Joseph Aspinall, manager; late manager of the London Stock and Share Company."

The following is from the London Stock and Share Company:—

"At the last auction the following were some of the sales made: Agra Bank (£3 paid), at £2 15s. per share; Agricultural Hotel Company (£10 paid), at £2 12s.; Bedford Pantechnicon (£7 paid), at £1 9s. 6d. to £1 16s.; Berks and Hants Extension Railway (£10 paid), at £1 6s. to £1 17s.; China Steam and Labuan Coal (£13 10s. paid), at 12s.; Confederate States Loan, at £5 12s. 6d. per cent.; Copiapo Extension Railway (£10 paid), at 5s. to 6s. per share; Dagenham Docks (£8 paid), at 10s.; European Assurance (10s. 6d. paid), at 4s. 8d.; Guildhall Taverns (£10 paid), at £4 to £5 5s.; Hercules Insurance (£2 paid), at £10s. 6d.; Imperial Land and Marseilles Debentures (£20 paid), at £6 15s. to £8; International Hotel (£5 paid), at 10s.; Langham Hotel (£10 paid), at £8 10s.; London and County Land and Building (£2 paid), at 6s. to 7s.; Chatham and Dover Railway (Metropolitan Extension) preference B stock, at 29½ per cent.; National Provincial Marine Insurance (£4 paid), at 3s. per share; New Devon Consols Copper (£11 10s. paid), at £4; Novara and Lake Orta Railway shares (£10 paid), at 2s. 6d.; ditto, 7 per cent. bonds of £500 each, at 2 per cent.; Reinnie Laxey Mining (£4 paid), at 7s. per share; Vale of Neath Junction Railway (6 paid), at 24s., &c.

Accounts from New York report the failure of Messrs. Watts, Crane, and Co., for a large amount, and the draughts on London of their Liverpool correspondents have been returned unpaid.

ARTICLES OF IMPORT.

TEA.—We have still to report a very quiet state of things in our market, although perhaps there has been latterly rather more inquiry from the trade, but as yet without leading to any large business. Prices, however, for all kind have been firmly maintained, importers, in the present position of supply and demand, showing less inclination to sell. The deliveries continue on the same large scale as before, and the quantity afloat now being not more than about one month's consumption, we look for a better tone shortly. Congous: Siftings show no material change, there being a moderate demand for them at about previous prices. Broken leaf show no alteration. Fair to good common are saleable at from 11½d. to 1s. per lb. Fair to good flavory kinds have been sold at about former rates. Good to fine Kaisows have met with a fair inquiry at fully previous prices. Common to fair black-leaf kinds have sold to a fair extent at the decline last quoted. Fair to good medium show no great alteration, the finer parcels among them, perhaps, being rather more looked after. Fine to finest have sold in small parcels at fully former prices. In new-make Canton kinds there is no new feature to notice. Oolongs remain firm at the recent advance. Souchongs have been dull, the demand for them being less active than before. Flowery Pekoes remain steady. Scented Capers continue to command full prices. Scented Orange Pekoes have been rather more in demand at the low prices current, but as yet there is no improvement in prices. Green: The demand has been active, and prices have ruled exceedingly steady, especially for Moyune; but all kinds rule much above an average value, and it will be necessary for operators in China to buy with a good margin on current rates to ensure profit, as the comparatively favourable results of the bulk of this season's import are likely to stimulate supplies being sent on early; and should such be the case, a very different range of prices will rule next autumn. Again, the increasing and improved manufacture of Japan leaf, though there is yet much to be achieved before they equal China grown, but which is capable of being cured to attain this end, must tell against high prices, should supplies again be liberal. In coloured Japan leaf several large parcels have come to hand, via Shanghai, from Nagasaki, mostly of Young Hyson which, being of desirable quality, have sold at satisfactory rates. In uncoloured leaf there has been more offering than for some time past, but business has been checked in consequence of the extreme prices asked. The Public Sales of China Tea which commenced on the 7th comprised 22,995 packages, of which 16,484 packages were printed without reserve. The sales passed off with fair spirit at fully previous prices. The stock in the United Kingdom on the 30th ultimo was estimated at 99,500,000 lbs., against 113,500,000 lbs. last year, and the quantity afloat as follows:—

					lbs.
Oct.	5	Agamemnon*	Shanghai		1,003,045
,,	11	Charlotte	Foochow		842,900
,,	19	Beemah	Do.		1,072,625
,,	24	Dilpussund	Canton		819,000
,,	24	Bankside	Do.		510,000
,,	27	Bucton Castle	Foochow		1,260,300
,,	28	Jas. Shepherd	Shanghai		1,089,773
,,	30	Tavistock	Foochow		707,600
Feb.	1	Stornaway	Canton		312,594
,,	9	Red Riding Hood	Foochow		1,003,151
,,	12	Sea Bird	Canton		443,100
,,	24	Carioca	Yokohama		202,980
Mar.	1	Burmah	Shanghai		1,414,387
,,	16	Shakespeare†	—		—
					lbs. 10,681,455

* Put into Singapore for repairs. † Particulars not yet ascertained.

SILK.—We have still a very quiet market in Silk; occasionally a small parcel or two is sold, but it might almost be stated that the market has been uninterruptedly quiet. At one moment there was an appearance of a resumption of business, but the apprehensions of war were too seriously entertained to be promptly dismissed. Just now is the period of hatching and "education" of the worms for the new crop in Europe, and although there is no expectation that it can be good—scarcely equal, indeed, to last year, in consequence of the very limited supply of "seed"—still at present all that is going on well. The critical moment is not yet reached in the larger districts of production, but there is no general apprehension of danger. The reported prices of cocoons are, of course, an uncertain element upon which to form an estimate, still they are more or less an index of opinion, and they are reported high. In the meantime the deliveries are very small, in a measure, perhaps, in consequence of the Easter holidays, but until some better feeling exists they cannot be much otherwise.

	Usual Imports.					
	s.	d.		s.	d.	
CHINA:—Tsatlee, No. 1 & 2	31	0	to	33	0	
,, No. 3 & 4	25	0	to	29	6	
,, Hangchow	24	6	to	25	6	
Yuenfa and Hamin, No. 1 & 2	27	0	to	30	0	
,, ,, ,, No. 3 & 4	17	0	to	27	0	
Taysaam, No. 1 & 2	27	0	to	29	0	
,, No. 3 & 4	19	0	to	26	0	
Long Reel	21	0	to	23	0	
Skeins	20	0	to	21	0	
Canton	20	0	to	22	0	
JAPAN:—Mibush & Sinchew, No. 1 & 2	32	6	to	34	0	
No. 3 & 4	28	0	to	31	6	
Ida, Bricks, No. 1 & 2	30	0	to	34	0	
No. 3 & 4	24	0	to	28	0	
Sodai, No. 1 & 2	30	0	to	32	0	
No. 3 & Inf.	27	0	to	30	0	

COTTON.—An improvement in the Liverpool Market which set in shortly after our report of the 26th ult. has had a good effect upon the London sales, and although a slight reaction was at one time observable, the demand generally has continued brisk, and quotations for all East India descriptions show an advance of ¼d. to ½d. per lb. The London sales have comprised a total of about 6,880 bales on the spot, and 7,600 to arrive, out of which 20 bales fully fair China realised 10¼d., 50 bales fully fair Rangoon 8d., and 50 bales medium fair Dhollerah, 8¾d. per lb. No China or Rangoon sold for arrival, but 300 bales Dhollerah guaranteed fair were placed at 9d., the ship being named. The total import of East India from 1st January to 2nd May was 42,114 bales; of China, 1,048 bales; stock on 2nd inst., 47,929; of China, 767 bales.

COFFEE.—The unsettled state of political affairs on the Continent had for some time a depressing effect on the market, and prices for Ceylon—both Plantation and Native—gave way on the average 1s. per cwt. Subsequently, however, the advice from Holland that the Trading Company refuse to sell the bought-in portion of their recent sale unless at an advance of 2 cents on the taxations (40 cents for good ordinary Java), has led to a return of firmness and increasing activity in the market for Colonial descriptions, and produced a reaction in Ceylon of 2s. to 3s. per cwt. on the reduced prices. The following have been the public sales:—1,940 casks, 1,183 barrels and bags Plantation Ceylon at 70s. to 80s. for fine ordinary to low middling, and 81s. to 88s. for middling to good middling colory; 354 casks, 3,976 bags Native Ceylon at 57s. 6d. to 60s. 6d. for common to good ordinary, and 64s. to 68s. 6d. for fine bold. By private contract a good business has been done in both descriptions. Total stock of Coffee in the United Kingdom on the 3rd inst., 10,140 tons, against 10,790 last year; of Ceylon, 6,700, against 6,010 tons.

COIR YARN.—A fair demand is still experienced, and the following sales have taken place at auction in addition to extensive private transactions; 65 bales and 126 tons Ceylon Yarn at £31 per ton for medium, and £24 10s. to £27 10s. for common and good common; 544 coils Ceylon rope averaging 2½ to 5 inch, realised £29 15s. to £30; and 5 tons Ceylon Fibre were bought in at £50 per ton.

COCOA-NUT OIL.—The market still remains extremely flat; the private

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business is unimportant, and at auction 66 casks fine to very fine Ceylon met with no offers and were bought in at £50 to £51 per ton. Stock 1st inst., 5,780 tons.

CUTCH.—At auction 870 boxes fine unmixed Pegu were held for firm prices and withdrawn, and 419 bags very common Penang realised 15s. to 18s. per cwt. Stock, 403 tons.

DRUGS.—Anniseeds: At auction 23 cases slightly mouldy China Star were bought in at £6 per cwt.; stock 538 chests. Camphor: An advance of 5s. to 10s. has been established, and 200 chests China have been taken realising £5 10s. to £6 10s. per cwt.; stock 1,828 chests. Cardamoms: Of 20 cases and 39 bags offered at auction 5 bags Ceylon sold at 2s. 10d., and the remainder was bought in at 3s. to 3s. 2d. per lb. Cantharides: Four cases China were bought in at 4s. 6d. to 5s. Cubebs: Market extremely flat, and 735 bags fair stalky Singapore offered were all either withdrawn or bought in at 50s. per cwt.; stock 1,180 bags. Galls: Extremely dull, scarcely any business, and 543 boxes Japan withdrawn for want of bids. Rhubarb: Slightly declined, and of 170 cases and chests China offered at auction 140 packages sold realising for fine (2 cases) 9s. 6d., good medium, 3s. 11d. to 4s. 1d.; fair small, 4s. to 4s. 6d.; medium small, 3s. to 3s. 7d.; ordinary, 2s. 6d.; small ordinary, 1s. 9d. to 1s. 11d. per lb.

GUMS.—Benjamin: Quotations for Siam are ruling £2 to £3 per cwt. lower, and 64 cases at auction realised, good seconds in block, £24 to £24 5s.; fair, £22 5s. to £22 15s.; dark hard block, £12 10s. to £13; siftings in block, £10 to £10 10s.; sandy siftings, £9 15s. per cwt. Of Sumatra 13 cases rather dark seconds were bought in at £9. Copal: At auction 46 chests fair bold mixed Manila sold at 32s. 6d. to 33s. per cwt. Damer: The market is firm, and out of 263 cases Singapore at auction one-third sold at 79s. 6d. per cwt. for good picked, and 73s. for fair to good.

HIDES AND SKINS.—The sales of East India Hides during the past month have been 80,767 Hides. The quantity offering has been moderate, and the clearances are restricted, by only one public sale having been held, at which, though the demand was not active either for consumption or export, the greater part sold at from former prices to ¼d. per lb. advance. No Batavia Hides have been offered, but of Singapore, &c., 1,815 Penang Cow Hides and 357 Penang and Singapore Buffalo Hides have been sold at. about late prices. Ox and Cow Light 7d. to 9¼d. per lb.; Heavy 5d. to 7d. per lb.; Thirds 4¼d. to 4½d. per lb.; Buffalo Hides Best, 5¼d. to 6d. per lb.; Seconds and Light 4¼d. to 4½d. per lb.

HORNS.—Buffalo Horns are 2s. to 3s. lower, and 25,755 horns (30 tons) Siam sold as follows:—Averaging 600 at 49s.; 755 to 687 at 44s. to 45s. 6d.; 998 to 936 at 42s. 6d.; and 1,350 to 1,289 at 39s. Deer Horns are firm, and 8,944 horns (105 cwt.) Ceylon realised 61s. to 68s., and 1,012 horns (19 cwt.) Siam 53s. 6d. per cwt.

INDIA RUBBER.—Market firm, with a slight advance in prices; of 27 baskets Singapore at auction one-third sold at 1s. 8¼d. to 1s. 8½d. per lb. for fair quality, and 1s. 4¼d. for Borneo. Limited quantities have sold privately at full rates.

JAPAN WAX.—Good qualities obtain advanced rates, and of 234 boxes at auction one-third sold, fine saucers at 93s. to 93s. 6d. and 77s. to 85s. greasy.

MANILA HEMP.—This market exhibits a downward tendency, and there have been no sales by private contract since our last report. At the auctions 610 bales Tobasco and Albay of direct import were bought in at £52; of 180 bales of indirect import 70 bales sea-damaged realised £49. 15s. to £50. 15s., and the sound portion was withdrawn; and of 476 bales Sunn 250 sold at £15. 10s. to £15. 15s. per ton. Stock, 951 tons.

PLUMBAGO.—The market for Ceylon continues firm, and of 281 barrels offered 180 sold—good fair lump at 23s. 6d.; medium lump, 17s. 6d. to 18s. 6d.; bright chips, 14s. 6d. to 16s.; small chips, 11s. 9d.; good bright dust, 10s. 6d. per cwt.

PEPPER.—Black: This market is steady, but quiet, with private business limited; at auction a few bags common Penang sold at 2⅞d. per lb. out of 1,558 bags offered, and 311 bags Singapore were bought in. White: Fine qualities scarce and advanced; common sorts in limited demand. Of 250 bags Singapore one-fourth sold at 6⅝d. to 7d. per lb. for fine, and 5¼d. for ordinary.

RICE.—The tendency to advance observed in our last has since been well maintained, and the sales effected on the spot have been at a further improvement, viz.:—About 25,000 bags Rangoon at 12s. 7½d. to 12s. 9d. The demand for arrival is unabated, and the following transactions have resulted, viz., a cargo of 1,600 tons Rangoon for Liverpool, three of 2,000 tons for the Continent, and one of 1,200 tons Bassein for this port, all at 11s., besides two of Nakrenzie, 2,000 tons, at 10s. 9d. landed terms, also one of 1,000 tons at 10s. 4½d. for the Continent. Later a sale was reported of 1,700 tons Nakrenzie at 10s. 7½d. for Liverpool, also one of 1,200 tons for the United Kingdom at the same price.

SPICES.—Cloves: 20 cases Penang were bought in at 1s. per lb. Cinnamon: The quarterly sales which took place on the 29th ult. comprised only 1,310 bales Ceylon, which went off with a brisk competition at an improvement on the January rates of 1d. to 5d. per lb., the better qualities realising the greatest advance, viz.,—ordinary to fine firsts, 1s. 10d. to 2s. 4d., superior, 2s. 7d. to 2s. 10d., seconds 1s. 6d. to 2s. 2d., superior, 2s. 8d., thirds, 1s. 1d. to 2s., and fourths, 11d. to 1s. 4d. Mace: Firm prices were obtained for Penang at auction, and 5 cases realised good medium 2s. 9d., medium 1s. 10d. to 1s. 11d. per lb. Nutmegs: Rates have slightly declined. At auction 53 cases Penang were taken, realising as follows:—Averaging 112 to the lb., 1s. 2d. to 1s. 3d.; 90-86 to the lb., 1s. 4d. to 1s. 6d.; 79-76 to the lb., 1s. 9d. to 1s. 11d.; 70 to the lb., 2s. 10d.; and 68-67 to the lb., at 3s. 4d. to 3s. 6d. per lb.

SUGAR.—Since our report of the 26th ult. a fair demand has prevailed, and in the business done the previous value has been maintained. The alteration of duties and drawbacks, which came into operation on the 1st instant, has so far produced no material change; quotations remain as before; in the instances where the duty has been reduced sellers appear to secure the advantage, but in that where it has been raised importers have to bear the loss. Cargoes afloat are still abundant, and a continuance of the disposition on the part of holders to realise, combined with a fair inquiry, has resulted in very large sales at steady to full rates. The East India offered has consisted solely of Madras, Penang and Manila being entirely absent. The stock of sugar in the United Kingdom on the 1st inst. was 73,510 tons, against 81,220 last year; of Penang, 540 tons, against 1,880; and of Manila 28,780, against 20,490 tons.

TAPIOCA.—The following sales at auction are reported:—15 cases fine white Singapore, at 5½d.; 256 bags Singapore, at 4d. to 5d. for good and fine; 175 bags fine Penang, at 5d. per lb.; and 59 bags fine large Singapore Pearl, at 28s. 6d. to 29s. per cwt.

MISCELLANEOUS.—Beans: 9 packages good medium Tonquin sold at 1s. Cowrie Shells: At auction, 221 bags good small Ceylon were bought in at 30s. Ebony: Of 104 logs (41 tons) Ceylon, one-fourth sold at £5 15s. to £6 2s. 6d., and the remainder was bought in at £10 per ton. Orchella: 3 bales Ceylon realised 44s. Rattans: 8,617 bundles Singapore, sold, good medium at 3s. 8d. to 3s. 10d.; good common, 2s. 7d. to 2s. 9d. per hundred. Roots: 40 bags Colombo were bought in at 40s. Sapanwood: At auction, 6 tons sea-damaged Siam realised £10 2s. 6d. to £10 5s., and 16 tons dirty Manila, £7 5s. Satinwood: 52 logs (31 tons) Ceylon were bought in at £9 per ton. Tortoiseshell: At auction, of 2 cases (134 lbs.) Penang 1 case sold at 10s., and 3 cases (315 lbs.) Manila were withdrawn. Turtleshell: 1 case (131 lbs.) Singapore sold at 5s. per b Vermilion. 90 boxes China were bought in at 2s. 7d. to 2s. 8d.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to nail rod, £7. 12s. 6d. to £8; hoops, £8. 12s. 6d. to £9; sheets, single, £9. 15s. to £10; Staffordshire bars, £7. 12s. 6d. to £8 10s.; rails, £6 to £6. 5s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £83 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£89 for block; £90 for common bars. Tin plates, best charcoal I.C., 30s. to 31s. 6d.

LEAD, &c.—English pig, W.B., £22; shot, patent, £23; sheet, £21; spelter, £21 to £21. 5s.; zinc, English sheet, £26 10s. to £27; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—We have again had a dull month in the metal trade. The fear of Continental war checked the demand generally, and when buyers are few there is a fine opportunity for "depreciating buyers" to talk down prices, of which they took care to avail themselves. As continued peace seems now probable, we think some improvement may be looked for. Iron: Welsh was quiet in the beginning of the month, but is now firmer. Staffordshire: For best brands there has been considerable demand; second-class makers have been but poorly supplied with orders. Copper appears to have suffered more severely than any other article in this trade. Although the price at the commencement of the month was as low as could be remembered by any one now in the trade, yet when war became probable a further reduction was submitted to. Chili Bars were offered at £70; the price is now a little firmer, at £71 to £71 10s.; Burra, £84; Wallaroo, £82; and Tough, £78 to £80; Ores, 14s. to 14s. 6d. Tin: The general depression in trade has had its effect on this article also. The English Smelters reduced their price £3 per ton on the 15th ult., and a few pressing sellers of Straits appearing, some sales were made as low as £81 10s. for round, and £82 10s. for square; these, however, were quite exceptional transactions. In Holland, the price went back to 51 guilders, but on the prospect of peace, it speedily rallied. The last advices make the market strong there at 53. Here we had some considerable business up to £84 10s. for Straits, and holders now ask £85. Tin Plates have been much easier, and all makers have had to give way. The shipments for April were 140,000 boxes, against 110,000 boxes in 1866, and 100,000 in 1865. By the Board of Trade returns the exports January to March were 16,407 tons in 1867, against 18,912 tons in 1866. Lead: The price has slowly but steadily improved, and the demand, though not active, has been good; WB is £22; Ordinary Brands, £20 to £20 5s.; Spanish Soft, £19 15s. Spelter: With the prospect of peace Spelter receded, and is now £21 to £21. 5s. for parcels.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 1	Petronella	Leicher	Banjoewangie	Brouwershaven.
— 2	Leopold Gr. v. Limberg Stirum	Kenker	Java	Off Dungeness.
— 1	Ankera	Ogrist	Maulmain	Scilly.
— 5	Falcon	—	Sarawak	Liverpool.
Apr. 14	Avon	Vildosola	Macao	Havana.
— 14	Luisika	Gordia	Do.	Do.
— 23	Canvass Back	Johns	Shanghai	New York.
May 5	Teviot	—	Ceylon	Off Plymouth.
— 2	Sjotrollet	Hoglund	Batavia	Copenhagen.
— 8	Joliba	Simpson	Colombo	London.
Apr. 20	Bilbaina	Izauritza	Macao	Havana.
— 24	Egmont v. Hoorn	Frudden	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 3	Ensign	Duncan	Cardiff and Shanghai	London.
—	Bernhard Carl	Luders	Singapore	Hamburg.
—	Cheribon		Java	Bremen.
—	Racer		Foochow	Newcastle.
— 4	Saladin	Rankin	Colombo	London.
— 4	John C. Munro	Bannister	Cardiff and Shanghai	Do.
— 4	Van der Palm	Woude	Hong Kong	Ramsgate.
— 2	Englishman	Brown	Do.	Newport.
— 3	Sockbomsten		Batavia	Shields.
— 3	Dagera d		Do.	Do.
Mar 23	Colonist	Gifford	Galle	Buenos Ayres.
May 6	Spree Singapura	Tosh	Singapore	London.
— 6	Eugenie	Pixon	Nagasaki	Do.
—	Insulinde	Dunker	Batavia	Amsterdam

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DEPARTURES—*continued.*

Date.	Ship.	Captain.	For	From
— 7	Princess of Wales	Sheppead	Newport & Shanghai	London.
—	Mary Goddard	V. Neuhuys	Padang	Rotterdam.
—	Susanne	Vonck	Batavia	Do.
—	Zeebloem	Gollards	Singapore	Amsterdam.
—	Alcyone	Kruisinga	Sourabaya	Do.
— 4	Lamartine	Pineau	Galle	Newport.
— 2	La Plata	Gibb	Penang	Glasgow.
— 3	Marguerite	Godfrey	Galle	Sunderland.
— 8	Fontenaye	Crook	Yokohama	London.
— 7	Adelaide (s.)		Japan	Do.
— 5	Eddystone	Coates	Galle	Cardiff.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Neville, Early Dawn. For Shanghai: Tyburnia, Tamerlane, Patna, John Lidgett, Cora Linn. For Hong Kong: Corea, Art Union. For Hong Kong and Canton: Osprey, Red Deer, Southern Cross, Chetah. For Singapore and Penang: Florence Nightingale. For Batavia and Sourabaya: Silentium. For Colombo: Memento, Palmerston, Skimmer of the Waves.

At LIVERPOOL.—For Yokohama: Castleton. For Hong Kong: Coringa, Petchelee. For Shanghai: Royal Minstrel, Dagmar. For Singapore: Eastern Chief, and Panic. For Manila: Bella Maria, Adolfo. For Batavia and Sourabaya: Tahti. For Galle and Batavia: Peter Jordt. For Ceylon: Peter Symonds. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (s.).

SPOKEN.

ELIZABETH (Dt. ship) Sngapr. to N. York, 53 ds. out, Feb. 25, 34 S., 28 E.
ARGO, Rotterdam to Batavia, Mar. 3, 10 N., 34 W.
COSMOS, Havre to Saigon, Feb. 24, 2 N., 108 E.
WM. CHANDLER, Swansea to Singapore, March 30, 4 N., 24 W.
BONNIE LASSIE (bq.), Lvrpl. to Sngpr., 10 miles NNW. of the Smalls.
LOCHLEVEN CASTLE, Clyde to Singapore, April 27, 32 N., 17 W.
0,132 1ST D. P. (Dut. bq.) Bali to Rotterdam, March 4, 35 S., 23 E.
QUEEN OF THE EAST, Manila to New York, March 29, 1 N., 29 W.
OUDERKIRK (Dut. ship), Rotterdam to Batavia, April 1, 5 N., 23 W.
GROOTMEESTER NATIONAAL, Java to Amsterdam, Mar. 20, 9 S., 14 W.
WILHEM KISKER (?), Macao to Havana, April 23, 47 N., 17 W.
ROXBURGH CASTLE (?), Java to Holland, April 29, 44 N., 9 W.

FREIGHTS AND CHARTERS.

Outward freights to the Eastern ports have a slight downward tendency, owing to the amount of tonnage which has arrived since our last issue. We have no material change to note in the coal freights from the northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 45s. weight, 45s. to 47s. 6d. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight or meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £52. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

CASUALTIES.

The Corypheus (barque), of London, from Cardiff to Hong Kong, with coals, which was reported April 28, as having been towed into Appledore, leaky, is making half an inch of water per hour, the cargo will not be discharged.

The Royalist (s.), from Clyde to Singapore, arrived at Queenstown, May 4, short of coals, but left again on the May 6.

The Hotspur, Bryant, from Manila to New York, has been totally lost, at Browers Reef, crew at Anjer.

MISCELLANEOUS.

At ST. VINCENT.—April 5, Hayo Maro (s.), Carnes, from London, and left 6th for Japan. March 29, Dragon (s.), Gibbon, from Glasgow, and left 30th for China.

At TABLE BAY.—March 25, Peiho, and sailed 30th for China.

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From Shanghai, on the departure of the first steamer to Tientsin till the freezing of the river Peiho.

C. MITCHELL GRANT.

Agency in London—"London and China Telegraph" Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

DYSENTERY, CHOLERA, FEVER, AGUE, ETC.

CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

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At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

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BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

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The Bank of England.
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The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854 and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	50,000,000 ...	£3,200,000
Capital paid up	... ...	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867		10,000,000 ...	£400,000
Do. Mar. 15, 1868		10,000,000 ...	£400,000
Do. Sept. 15, 1868		10,000,000 ...	£400,000
Reserved Fund	... ...	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion), LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The NINTH ANNUAL GENERAL MEETING of the Shareholders of the Chartered Mercantile Bank of India, London, and China, will be held within the Banking-house, No. 65, Old Broad-street, City, at one o'clock precisely, on TUESDAY, 21st instant, in accordance with the terms of the Deed of Settlement.

By order of the Directors,

WILLIAM BEATTIE, Assistant Chief Manager.

London, May 6, 1867.

PERRY and CO.'s PATENT

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The CHEAPEST INK.
The BEST INK.
The PERMANENT INK.
The 1d. Packet equal to a 6d. Bottle.
The 1s. Bottle makes Two Quarts.

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PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

P. and Co. call special attention to their Bostonite being much better adapted to all the uses that Ivory Tablets and Porcelain Slates are now applied. The smooth and pleasant nature of the writing upon Bostonite will not fail to secure it the preference over all other articles of a similar nature now in use. The Bostonite Slates possess the great advantage of being very light, and at the same time are not liable to be broken.

PERRY and CO.'s PATENT BOSTONITE PLAYING CARDS, 2s. 6d. per pack BOSTONITE TABLETS and SLATES from 6d. each.

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THE ANNUAL DINNER

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On TUESDAY, 21st MAY,

At Half-past Seven o'clock.

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Gentlemen desirous of joining the Club will please apply to Messrs. Willis, it being necessary that all who have not previously been present at the Annual Dinner should be proposed by a Member of the Committee.

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MEMORIALS OF JAMES HENDERSON,

M.D., F.R.C.S., Edinburgh, Medical Missionary to China. With Portrait.—London: James Nisbet and Co., 21, Berners-street, W.

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Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

DEVOTED specially to Ethnography, History, Literature, and Commerce of Asia, Africa, and Oceiana.

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By a special permit all goods by these steamers from th 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

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For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

N.B. The extra service between Suez and Bombay in correspondence with the steamers leaving Southampton on the 4th and 20th, and Marseilles on the 13th and 28th of the month, will terminate with the departures from Southampton on the 20th, and Marseilles on the 29th May.

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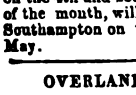

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The 19th of every Month at 2 P.M. for—

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For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

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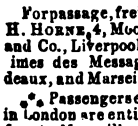
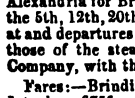


THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions, 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month.

The COLORADO, 4,000 tons, leaves SAN FRANCISCO with mails and passengers July 3rd, 1867; to be followed monthly by the other steamers of the line.

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STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

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VIA THE ISTHMUS OF PANAMA AND SAN FRANCISCO.

THE WEST INDIA and PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the PANAMA RAILWAY COMPANY and the PACIFIC MAIL STEAMSHIP COMPANY for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

THE NEXT DEPARTURE WILL BE:—

From Liverpool	20th May.
Leaving San Francisco ...	3rd July.
Due at Yokohama	22nd July.
Due at Shanghai	27th July.
Due at Hong Kong ...	29th July.

The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

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Liverpool to Yokohama, Hong Kong, and Shanghai, £18 5s. per ton of 40 cubic feet.

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Further particulars can be obtained on application to J. M. LLOYD, Secretary.

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Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	John Lidgett	A1 15 yr.	E.I.D.	May 22.
Shanghai	Jas. Shepherd	A1 13 yr.	W.I.D.	To follow.
Hong Kong & Whampoa	Chetah ...	A1 13 yr.	E.I.D.	With des.
	Art Union ...	A1 13 yr.	E.I.D.	With des.
Hong Kong ...	Red Riding H	A1	W.I.D.	With des.
Kanagawa	Neville	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	Date of Sailing.
Shanghai	Tamerlane..	A1 12 yrs.	18th May.
Shanghai	Talbot	A1 13 yrs.	10th June.
Hong Kong & Whampoa	Ospray ...	A1 10 yrs.	15th May
Ditto	Sthn. Cross	A1 13 yrs.	To follow.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Shanghai ...	Dilpussund	A1 15 yr.	E.I.D.	To follow.
Hong Kong & Whampoa ..	Red Deer..	A1 10 yr.	E.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Early Dwn	A1 11 yr	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

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Colombo ...	Skimmer of the Waves	396	A 1 11 yrs.	W.I.D.	May 25
Colombo ...	Palmerston .	978	A 1 15 yrs	W.I.D.	To fol.
MalabarCst	Life Brigade	245	A 1	W.I.D.	May 15
Bombay ..	Haddington	1459	AA 1	Victor.	May 15
Bombay ...	KooriaMoria	1112	5-6ths L.11	E.I.D.	May 15
Bombay ...	Jes. Gilbert	635	3-3rdsL. 11	E.I.D.	To fol.

No. 22, Great St. Helen's, E.C.

To follow the "Saladin," will sail May 25.

DIRECT for COLOMBO, the well-known fast-sailing ship SKIMMER OF THE WAVES, A1 11 years, 396 tons register, J. HAMMOND, Commander; lying in the London Docks. This fine vessel, well-known in the Colombo trade, has the greater portion of her cargo engaged, and offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR COLOMBO, CEYLON, DIRECT, will have immediate despatch, having the greater portion of her cargo engaged, the magnificent Montrose clipper-ship MEMENTO, A1 nine years, 464 tons register, built under special survey, WILLIAM LYELL, commander, loading in the West India Docks. This splendid vessel has superior cabin accommodation for the comfort and convenience of passengers.

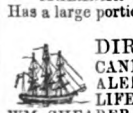
For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill. E.C.

COLOMBO DIRECT, the well-known clipper ship TEVIOT, A 1 13 years, 433 tons register; JOHN WHEELAN, Commander; loading in the West India Docks. This splendid vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For passage apply to W. H. Tindall, 5, Tokenhouse-yard, and for freight or passage to F. Tallack, 23, Birchin-lane, E.C.

MALABAR COAST.—FIRST SEASON SHIP.

Has a large portion of her Cargo engaged, and will sail May 15.



DIRECT FOR MANGALORE, CANNANORE, CALICUT, COCHIN and ALEPPE, the fine, fast-sailing British Ship LIFE BRIGADE, A 1, 245 tons register, WM. SHEARER, Commander; West India Docks. This beautiful nearly new ship offers a first-rate opportunity to shippers of Season Goods.

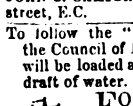
For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Janet Mitchell."—Has the greater portion of her cargo engaged, and will sail May 15.

FOR BOMBAY DIRECT, the splendid clipper ship HADDINGTON, Aal (belonging to the Peninsular and Oriental Steam Navigation Company), 1,459 tons register, G. BROWNE, Commander; East India Docks. This vessel is well-known in the Bombay trade for her very rapid passages.

For Freight or Passage apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington." Under engagement to the Council of India for the Conveyance of Stores, and will be loaded according to their regulations, at an easy draft of water.



FOR BOMBAY DIRECT, the well-known fine fast-sailing British-built Ship, KOORIA MOORIA, 5-6ths L. 1. 1., 1,112 tons register, W. ADAM, Commander; East India Docks. This splendid vessel is newly coppered, and now in her loading berth, will sail May 15.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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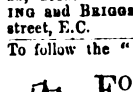

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 246.] LONDON, MONDAY, MAY 27, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day
JAPAN — Yokohama	Jan. 26	Mar. 21	Apr. 1
Nagasaki			Apr. 5
Hakodadi			
CHINA—Peking			Mar. 23
Tien-tsin			Mar. 26
Chefoo			Mar. 28
New-chwang			
Hankow			Apr. 3
Kiu-kiang			Apr. 4
Chin-kiang			Apr. 4
Shanghai	Feb. 17	Apr. 8	Apr. 9
Ningpo			Apr. 6
Yoo-Chow			Apr. 9
Formosa—Tamsuy			
Amoy			Apr. 10
Swatow			
Hong Kong	Feb. 26	Apr. 8	Apr. 16
Canton			
Macao			
PHILIPPINES—			
Manila			Apr. 8
COCHIN-CHINA—			
Saigon			Apr. 11
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			Apr. 6
JAVA—			
Batavia			Apr. 17
MALACCA STRAITS—			
Singapore	Mar. 16	Apr. 19	Apr. 23
Penang	Mar. 11	Apr. 10	Apr. 25

Telegrams are in from Shanghai via Kiachta to 26th April, and via Galle from Hong Kong to 29th. The next mail would leave Hong Kong on 12th May, and telegrams may be shortly expected. The French mail of the 28th April from Hong Kong may be expected on the 4th June.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ripon, arrived May 25.—From Hong Kong: Mr. D. Reid, Mr. E. Swatte, Mr. Addyman. From Singapore: Mr. and Mrs. Heuss, Mr. J. D. Hooglands, Mr. and Mrs. Ernst, Mrs. Wiedenholt, Miss Bersak, Miss Soet. From Ceylon: Mr. and Mrs. Blackett, three children and two servants, Mr. Donvan.

To Southampton, per P. and O. steamer Nyanza, expected to arrive June 2.—From Hong Kong: Mrs. Clifton's child, Mrs. Andrew's children and servant, Mrs. Armstrong, Mr. C. Story, Asst.-Com.-Gen. Long, Mrs. Markham's child and servant, Mr. W. Mann, Mr. Asmunsen, Dr. J. G. Kerr, wife and child, Don Manuel Fervier. From Singapore; Capt. Twigge, R.E., Capt. Knafftt, Capt. E. Preeler. From Penang: Capt. Harrison, Mr. and Mrs. Haswell. From Galle: Mr. Fladlater, Mr. McEmery, Mr. Roberts, Capt. Roddy, Mr. Parsons.

By last mail to Southampton, per P. and O. steamer Tanjore, arrived May 19.—From Shanghai: Mr. Morrison. From Hong Kong: Capt. Bankshead's European servant, Mrs. Gye and two children, Capt. Gash, Mr. and Mrs. Murrow, four children and two servants, E. Bodwell, Mr. Wood. From Penang: Capt. Wynde.

By last Bombay mail, to Marseilles, per P. and O. steamer Delta, arrived May 20.—From Hong Kong: Mr. Adams.

To Southampton, per P. and O. steamer Massilia, expected to arrive May 28.—From Hong Kong: Mr. and Mrs. Jameson and two children, Mr. Beart.

PASSENGERS OUTWARD.

Per P. and O. steamer Syria, from Southampton, May 20.—To Singapore: Mr. W. W. Cairns, one second-class passenger. To Hong Kong: Mr. C. W. Harris, R.N., Mr. G. T. Archer. To Penang: One second-class passenger. To Ceylon: Mr. W. R. Noad, Surgeon and Mrs. Touch, Mr. R. F. de Saram, and one second-class passenger. To Calcutta: Mr. Ernest Porcelli, Mrs. A. Johnson, Mr. M. J. Marshall, and four second-class passengers. To Madras: Major G. Whitehead, Lieut.-Col. G. Harkness, Mr. and Mrs. J. Browne, two sons, and child, Mrs. Gosling and two daughters, Staff Assistant Surgeon McCrystal. To Bombay: Mr. E. Bigg, and four second-class passengers.

From Marseilles, May 29.—To Yokohama: Mr. Barber. To Shanghai: Mr. and Mrs. William Forbes. To Singapore: Mr. T. E. Henny, Mr. John Thompson, Mr. T. J. Banner. To Penang: Mr. D. Brown. To Ceylon: Mr. G. Tinn. To Calcutta: Lieut. L. W. Taylor, R.H.A., Colonel Holroyd, Mr. Leumann, Mr. R. M. Inglis, Mr. A. Lang, Col. Guthrie, Mr. L. Inglis, Mr. F. Inglis. To Madras: Col. J. J. Jenkins, Capt. R. A. W. C. Stewart. To Bombay: Capt. and Mrs. Ryan, Ensign McCausland, Capt. W. Ryan, Capt. H. S. Anderson, Mr. Hulbert, Mr. J. G. T. Scott.

From Suez.—To Calcutta: Capt. Burlton.

Per P. and O. steamer Ceylon, from Southampton, June 4.—To Hong Kong: Lieut. Taylor. To Ceylon: Mr. G. Hedges.

From Marseilles, June 12.—To Ceylon: Mr. J. Braybrooke, Mr. D. J. Henderson.

From Suez.—To Ceylon: Mr. J. S. Alston.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have advices from this port to the 1st April. The outward mails of January 26 were delivered on the 21st March, with London telegrams to the 16th February. His Excellency the French Minister has returned from Osaka. The *Guerriere* went down to fetch him, and returned on the 28th of March. His prolonged absence has naturally given rise to much conjecture. Before he went to Osaka, it was well known that he was opposed to the opening of the port, and was doing all he could to prevent, or at least to postpone it. It is now surmised that yielding to the inevitable, he has been consoling himself by selecting at the new port the best sites for his own residence, and for a concession for his compatriots. He had several interviews with the Shiogoon, who also received the Admiral and officers of the French ships, treating them with similar courtesy to that shown to our own Admiral and his officers by the princes of the Inland Sea.

The *Japan Herald* says:—The improvements promised by the December Convention are being fast proceeded with by the Japanese Government. The extension of the Bund to Benten is going on simultaneously with the filling in of the swamp at the end of the settlement nearest to Yoshida Bashi. The directions in which the filling in is being done are so numerous, that the earth boats are seen everywhere. They are not only on the canal, which has again been diverted from its ordinary course for them, but in the open harbour, from the hills on this side of the Kanagawa viaduct they are constantly passing in and out of that end of the creek, the long bridge that was closed against foreigners having been removed to facilitate their passage. Off Benten junks are daily arriving with hewn stone for the face of the Bund, and no fault can be found with the authorities for the want of energy.

We have seen a design prepared by Messrs. Whitfield and Dowson for the Japanese Custom-house. It is in European style and of a solid and imposing appearance. Should the Government adopt it or any other equally substantial and extensive, they will give proof that they have confidence in Yokohama's progress whatever foreigners think of it.

The *Japan Times* publishes the text of the edict lately issued, announcing the final abandonment of hostilities against Chosiu. It runs as follows:—"With reference to an Imperial order, directing that military proceedings on the part of the troops employed in the chastisement of Chosiu should be temporarily left in abeyance, at this time orders have been given that the troops are to be disbanded, on account of the national mourning for the Mikado. The above orders were issued at Kioto on the 27th February."

There is no doubt (says the *Times*) of the authenticity of this document, nor can we be in any way surprised at its publication. Throughout the war we held and freely expressed the opinion that Chiosiu would prove the victor. This is now officially acknowledged, as is in no way remarkable, especially when we consider the unwillingness manifested by the present Shiogoon, even before the death of his predecessor, to involve himself in a struggle with a prince whose powerful connections, geographical position, and known resources rendered the result of the contest hardly doubtful.

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CHINA.

TIENTSIN.

Dates from this port are to the 26th March. The ice broke up on the 1st, and the first steamer arrived on the 6th, carrying cargoes chiefly for Chinese. On the subject of coals, &c., a correspondent writes:—

"In time I hope we shall have coals cheap enough, when the Government will permit machinery to work the mines, tramways among the mountains, and railways in the plains. All this I still hope to see before I leave China. Wensiang said to Mr. Hart, lately:—'Fifty years hence you will be trying as much to stop us as you are now trying to urge us on.' I have no doubt that there is some truth in this, but at present there is much need of information in the highest quarters; for instance, a great Mandarin of this district has been travelling to Newchwang, and on his return had an interview with the Emperor. The boy sat on his throne but opened not his mouth, while the Empress—which of them I don't know—was behind a screen and conversed with the Mandarin. Amongst other questions, she asked him if he was going by boat to Tientsin; mind, this was in mid-winter when the ice is generally some fourteen inches thick.

"I heard from a gentleman at Peking, who had it from a Mandarin said to have composed and presented it, that an address to Mr. Hart upon his leaving for England ran something to this effect in true Oriental style:—'That Mr. Hart was as necessary to the Empire as a ship is to a river or a ridge-pole to a house.' I believe Mr. Hart is greatly liked by them, and I think deservedly so."

Advices from Peking report that an extensive fire has occurred in the portion known as the Ta-sha-la and the Sien-yu-k'oh; about two hundred houses have been burnt. The neighbourhood is that in which the largest number of shops is situated, and nearly all the houses destroyed were occupied by tradesmen. Three theatres were also burnt down. The origin of the fire is not known. The Chinese complain about the unusual dryness of the weather. An epidemic of a peculiar description has been making much havoc among the inhabitants; the nature of the disease is that it brings forth two large swellings, one on each side of the neck, which produce great inflammation, and carry off the patient in from two to three days after the disease sets in.

There is a good demand at Tientsin for damasks, chintzes, velvets, long ells, Spanish stripes, lastings, figured and plain Orleans; but as yet the traders do not feel inclined to do anything in grey shirtings, t-cloths, white shirting, drills, spots, and brocades; and as holders of these goods are anxious to realise, rates have given way the last few days. Lead, tin plates, quicksilver, and window glass can be readily sold. Gallnuts, isinglass, tobacco leaf, and camphor are in good demand. There is a fair demand for opium at our quotations, holders selling readily.

CHEFOO.

Efforts are being made to establish a sanitarium at Chefoo, which is considered one of the most healthy spots on the coast. The cost of carrying out the present scheme is estimated at taels 6,000, of which taels 1,600 have been already subscribed. The building is calculated to accommodate 20 persons.

The following charters have been arranged at Chefoo since the Chinese New Year:—

Claro Babuyan, 10,000 piculs, to Swatow, 27 days, $3,750; *Aurora*, 5 500 piculs, to Swatow, 20 days, $2,100; *Johann Heinrich*, 4,000 piculs to Tientsin and thence to a southern port, 35 days, 70 cents per picul; *Abbotsford*, 12,500 piculs, to Newchwang and Swatow, 30 days, $6,000; *Nuuanu*, 4,000 piculs, to Hong Kong, 20 days, 40 cents per picul.

SHANGHAI.

The dates are down to the 9th April. The London mail of 11th Feb. arrived out on the 29th March; the French mail of 17th on the 8th April.

The following report on the great silk case is from the *Trade Report*:—The conclusion of the proceedings in the action at Shanghai by the Silk Guild against Messrs. Jardine, Matheson and Co., and the arrangement of a compromise, have been the leading events of the past fortnight. The settlement agreed to, which anticipated the delivery of a judgment in the case, had the effect of dividing the loss between Jardines and the Guild, and has been considered to show great liberality on the part of the English firm. The trial lasted eight days, and the evidence was enormously voluminous, so that it would quite impossible to reproduce it within the limits of this report. Moreover, its general effect is easily described, in a manner which will perhaps be more intelligible than a report which would occupy twenty or thirty of these columns. The brief outline of what was currently supposed at the time to be the framework of the case, which was given in the last number of this periodical, proved to be erroneous as the evidence proceeded. It was generally stated that a Chinese merchant or broker named Chequai had become heavily indebted for sundry transactions to Messrs. Jardine, that they bought 600 bales of silk through or of him, and then refused payment on the ground that he was indebted to them for the amount of their value. It turns out that this was a complete misrepresentation of the facts. Chequai was a Chinese merchant who did business on an enormous scale, partly, no doubt, on the strength of his well-known connection in business with Jardine's, and partly by the help of a native bank called the Newo Bank, in which he was a partner, and in which it was always generally believed, and in the course of the late trial admitted, that Jardine's were also partners. The purchase of the silk in dispute, however, was not made through Chequai so far as Jardine's were concerned. It was an ordinary business transaction directed from Hong Kong, and the managing partner in Shanghai instructed a public silk inspector, Mr. Robison, to buy the required quantity. Mr. Robison went to Chequai and bought them of him without inquiry whether the silk was Chequai's own, or whether he was acting as a broker, a circumstance about which, according to the custom of the trade, it did not apparently lie within Mr. Robison's province to inquire. Messrs. Jardine paid Chequai, according to their custom in such cases, by cheques on Newo Bank, that story of an old debt from Chequai to them being purely fictitious. The state of the account current at the time showed a comparatively trivial balance against the native merchant. It happened, however, that Chequai had made away with all the assets of the Newo Bank, of which he had—and this is the wonderful part of the story,—been allowed to take the entire management. Once in every few months a profit and loss account was laid by Chequai before one of the partners in Jardine's, but it is evident that this account was never checked or tested, and Chequai was thus at liberty to do what he pleased both with the funds in the bank, and the unlimited credit of the great firm on which it rested. Messrs. Jardines kept a running account at the bank for meeting cheques, and in the course of the month of December had paid into this account money enough to pay all the cheques they drew in payment for the silk. When the last two cheques however, for tls. 100,000 and tls. 75,000 respectively, were presented there were no funds to meet them. The cash in the bank had all disappeared.

The allegation which the silkmen who had actually found the 600 bales which Jardine's took over from Chequai endeavoured to establish was that the silk had already been bought from them, and that consequently the payment to Chequai was no payment to them. However, this theory broke down as the trial advanced, and it became clear that Chequai had been their agent, not Jardine's, consequently payment to him as their agent had been a valid payment for the silk. In the private negotiations, which went on *pari passu* with the trial, they partially admitted this, but contended that, even if it were granted, their claim was met by payment to Chequai; still even Chequai had not been paid the last tls. 175,000, as the bank was already insolvent when the cheques were drawn. In consideration of this Messrs. Jardine agreed to pay the tls. 175,000 over again, on condition that the Silk Guild handed over to them all Chequai's assets then in their possession, which amounted to about tls. 100,000, and this was the compromise arranged. Luckily for Messrs. Jardine, it does not appear that the Newo Bank was involved in any transactions which will bring further loss upon them, and no claims to any amount have been made since its failure.

Some regret has been expressed that the adjustment of the case by private agreement should have prevented the Chief Judge from delivering a judgment, which might have had the effect of settling many disputed points in connection with the responsibility of agents, and especially Chinese middlemen, in commercial transactions. In the *Supreme Court and Consular Gazette*, however, a paper published at Shanghai, and well known to be under the inspiration at least of Sir Edmund Hornby, an article has appeared since the trial, which may probably be taken to throw some light upon what this judgment would have been. In view of the unfounded stories that

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were put in circulation, it is satisfactory to read in this, "We are glad, however, to be in a position to state that it [the judgment] would have relieved the English firm of all imputation of an intention or desire to act unfairly by the silkmen, or from any wish to save themselves the loss of a few thousand taels by the sacrifice of others."

Accounts from Hungchow state that the missionaries are thinking of flying to Ningpo. Our correspondent speaks of Nienfei, but we are not aware of any banditti being in that neighbourhood, and fancy the outbreak must be a local one.

The news with regard to the movements of the Nienfei is of an alarming nature. Roving bands have combined and are laying waste a considerable portion of country between the Yangtze and Yellow Rivers, and advices have arrived through a native source that the insurgents have succeeded in completely circumventing Li Footai and his army in the north, between the Provinces of Shangtung and Honan and near the Yellow River; and that he will either have to succumb from want of supplies, or to fight his way out of his present position. They have captured the walled town of Ta-Tung, about fifty miles above Nganking, and two miles inland. From this place regular communication under the supervision of the Foreign Customs has been kept up with the river steamers in the interests of the passenger trade, and this is now put an end to. The rebels are said to have captured a large number of junks, and are holding the canal from Ta-Tung to the river. The Customs officers left for safety.

Major Doyle, who is in command of one of the Imperial contingents, who had taken them some 400 miles into the interior, was deserted by the Chinese soldiers, his own body guard turning against him. Tseng-Kwo-Fan is expected shortly. The city (Nanking) is almost undefended, nearly the whole of the drilled men having been taken northwards; and although there are three parks of good artillery, in the event of an attack there are few but coolies to man them. It is stated that such a contingency is by no means remote, as the rebel forces are daily increasing in strength, and the Imperialists are almost powerless against them, The time is probably not far distant when the state of China will have retrograded to the same point at which it stood ere the Taiping rebels were expelled from Nanking; and the chief success which attended the old opposition will have proved to be but of short duration, Nanking, the great prize, having again slipped from the Imperial grasp.

The following items are from the *North China Herald*:—

About five-and-twenty British subjects, who have not obeyed the registration edict, have been summoned before the Supreme Court but no fine was imposed, on their promising to comply.

An application for a new trial in the case Rowbotham *v.* Wilkinson and Co. has refused.

An Englishman named Harris, belonging to the ship *Eunice Nicholas*, has been murdered by a Dane named Summers, in a Chinese brothel on the French Concession.

The new Gymnasium has been opened for exercise lately, and we congratulate its members on the change which they have been compelled to make. Their expulsion from the Main Guard has certainly caused them much expense, and necessitated an increase in the subscription, but the present quarters are so far more convenient and roomy than the old that few will regret the change.

A programme has been published of a volunteer rifle meeting, to be held on the 1st May, which shows that some interest is still felt in the corps, although a large majority of the members appear little enthusiastic themselves, the parades being usually lamentably meagre. The prizes are not so large as those competed for last November; they are, however, quite sufficient to stimulate competition and lend interest to the result. Seven, varying in value from 100 taels, presented by the merchants, to 20 and 30 taels with which to console the unfortunate, will be shot for on two consecutive days by members of the Rangers and Rifles, and a third day will be arranged for the Customs' Corps.

The new company which has been formed for the navigation of the Yangtsze have added the steamer *Rona* to their list, but have chartered the *Express* to their opponents the S.S.N. Company. The steamer *United Service* has been purchased under the auspices of the same firm for 25,000 taels, and will be worked on the Tientsin line.

The accounts laid before the shareholders in the North China Insurance Company fully justify the directors' congratulations on the steady increase in business which has marked its career. On a capital of Tls. 1,250,000, of which only a quarter of a million is paid up, it made a profit during the past year of Tls. 342,000, after having paid losses to the amount of Tls. 480,000. To avoid misapprehension, the report must be compared with that issued in November last. A balance was then shown to be in hand of Tls. 380,000, whereas there remains now only Tls. 342,000; but the claims paid during the last half comprise nearly all the losses sustained during the year; only Tls. 6,000 of which were included in the returns of the first half. At present, we believe, there are no pendencies, so that the amount now in hand represents nearly the actual profit realised out of the 855,000 taels received in premia. The business of the company has been nearly one-fourth greater during 1866 than during the previous year, only 622,000 taels having been received in premia during 1865. A large proportion of the 480,000 taels paid away represents losses sustained on the various ships that persisted in attempting the dangers of the Yangtsze—losses which, as it has been generally agreed to double the rate of premium hitherto charged, will, it may be hoped, not recur. Shipowners, moreover, will probably find the same difficulty in effecting insurance on their vessels at Lloyd's for the Yangtsze voyage, that shippers are now subjected to in respect of cargo; and a double check will thus be provided. The report and balance-sheet will be found on another page.

The *Shanghai Recorder*, of April 1, says:—The *Wachusett* came into port on Saturday last from a cruise up the Yangtsze; she stopped a few days at each of the other ports, and a week at Kewkiang, by the request of the Taoutai, on account of the near vicinity of the rebels who came within ten miles of the city, and after burning several villages above Kewkiang finally retired. We are glad to state that the *Wachusett* reports everything quiet at Kewkiang at the time of leaving, but we learn upon good authority that roving bands of Nienfei have combined and are laying waste a considerable portion of country between the Yangtsze and Yellow Rivers. The *Wachusett* towed the lightship, which had been wrongly placed near Chinkiang, to its proper position.

The *Consular Gazette* has the following news from Peking:—By a recent decree, Hsu-Chi-yu, one of the Ministers of the Yamen of Foreign Affairs, and author of a geography of the world, is appointed head of the T'ung Wen Kuan, or School of Languages and Foreign Knowledge, established under the wing of the Yamen. It has been rumoured that this post was to be given to Pin. A censor named Chang Shong-tsao has remonstrated against the Yamen's proposal to invite the licentiates of China to study astronomy and arithmetic on the ground that these sciences are the province of the Astronomical-office and the Board of Works, and that attention to them would be hurtful to letters in particular and morality in general. The Emperor overrules the censor's protest in a very decided tone. We shall give the decree on another occasion.

Mr. W. B. Preston, owner of the *General Sherman*, who was one of the unfortunate victims in the attack upon that vessel by the Koreans, and left a wife and family, had insured his life for $10,000; and the insurance offices only wait proof of his death before paying the amount to his widow.

A meeting of the French Gas Company was held on the 1st April, M. Morel in the chair. The chairman explained that the company were 16,000 taels in debt, but that of this sum 4,000 taels, due on consignments of stock from Europe, could stand over. It was thought necessary that some means of meeting the 12,000 taels should be at once devised. A shareholder proposed that a subscription list be sent round to the different shareholders. The chairman felt sure that not more than half the sum wanted would be obtained in this way, and proposed that a committee of five, three to be shareholders and two members of the board, be chosen to consider the best way of raising the necessary sum. This proposition was agreed to, and a committee, consisting of the Rev. Pere Aymeri, Dr. Galle, Messrs. Heinsen, Krayer, and Monnier, having consented to act, the meeting adjourned until the 10th.

HANKOW.

The *Hankow Times* gives the following account of Nienfei movements:—

A fortnight ago we described the Nienfei as retreating with all possible despatch across the borders of the Ganhwuy province, and expressed a hope that perhaps we might congratulate ourselves on being rid of the pests altogether. The result has unfortunately proved that we were a little premature in thus solacing ourselves upon our escape. At that very moment they

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had just succeeded in burning Wusueh, a large town and Customs' station between this and Kiukiang, and soon after they showed themselves in such force opposite to the latter city that the Chinese authorities and people were thrown into a state of immense consternation, and the commander of the United States corvette *Wachusetts*, then on her way down the river, deemed it prudent to give the port the benefit of his protection for a few days. H.M.S. gunboat *Weasel* happened, fortunately, to be on the spot likewise.

Whilst opposite Kiukiang the Nienfei showed symptoms of an inclination to move along the bank of the Yangtsze downward towards Ganking; but they must have altered this intention, for they retraced their steps in this direction, laid siege to Hwank-chow-foo last week, burnt Yanglo on the 25th, and on the following day reached Shehkow, 14 miles from this, and their nearest point of approach at the beginning of last year. In the course of this sudden countermarch they are reported to have slain a mandarin of the high rank of Fantai, and to have put *hors de combat* no less than 2,000 of the regulars sent against them. Tseng, the Futai of this province, is also beleagured in the city of Hwang-chow-foo, and is reported to have been so closely pressed that he narrowly escaped capture whilst entering that city. What they propose to do next it is impossible to conjecture. Of course it is not probable that they will venture further this way, but their near approach is already having the usual effect of driving hosts of miserable refugees into our vicinity and stopping all local trade. H.M.'s gun-boat *Weazel* returned into port to-day.

The U.S. steamer *Wachusetts* visited Nanking a few days ago from Hankow, having Dr. Macgowan, the telegraph commissioner, on board. We learn that at Hankow Dr. Macgowan had communications with the authorities there on the subject of telegraphs, and also at Nanking, to inform them that the East India Telegraph is making arrangements to submerge a cable to connect Hong Kong and Shanghai in accordance with Imperial sanction. Dr. Macgowan, it is said, also notifies the mandarins that the shore end of his cable will be extended from Woosung, along the foreign road, to the company's office at Shanghai.

KIUKIANG.

Kiukiang letters speak of great depredations by rebels on the north bank of the Yangtsze, where they have captured a small market town, named Ta-tung, about fifty miles from Nganking. The *Wachusetts*, at the request of the Taotai, remained several days at Kiukiang, his Excellency being apparently under apprehension that the Nienfei might cross. There is great alarm through an extensive region on the north side of the river.

HONG KONG.

The dates are now down to the 15th April. The London mail of 26th February arrived out on 8th April.

H.M. gunboat *Havoc* reports that in consequence of information received, she proceeded up the Broadway and West River on the morning of the 8th. At 40 miles from the sea, off a creek leading to the town of Kongmun, the piratical junk of which she was in search was seen at anchor, but directly the gunboat hove in sight she made sail and tried to escape up the creek. Finding, however, that she would be overtaken, the crew ran her on shore and deserted her. A party was landed from the gunboat, but the pirates, about 20 in number, dispersed and escaped into the country. The junk was identified by the master of the fishing-boat *Kingho* No. 496, as the one that had robbed him on the 28th ult., and the four men taken by this gunboat on the 5th in Rocky Harbour are probably a part of her crew. The *Havoc* brought in the junk (which has a partial cargo on board) for adjudication.

Shortly after the *Parsee* left the Sandwich Islands it was discovered that the treasure room had been entered and some of the boxes broken open; on further inquiry it turned out that a plot had been hatched by some of the crew to murder the captain and officers and all not connected with the plot, after which they were to take possession of the treasure, scuttle the vessel and take to the boats. On making these discoveries strong measures were taken and all those connected with this diabolical conspiracy were put in irons, not, however, it is reported, before some blood had been spilt in the struggle. Most of the mutineers were afterwards released in order to work the ship, but three of the ringleaders were brought into port in irons.

Rumours are afloat that Nanking, the ancient capital of China, the city of the famous porcelain pagoda, Nanking once the rebel-ridden, is about to be opened to foreign trade As the event takes place under the provisions of the French Treaty, a French Consul will, of course, be the first appointed by foreign Powers. A Customs official will doubtless ere long be, if not already, appointed, and, in accordance with the usual march of events, a Consul or Vice-Consul will probably be deputed, on the part of the British Government, to exhibit to the eyes of the unsophisticated Nankingese the uniform of the Hong Kong police.

A letter appears in the *Daily Press* condemning the practice of engaging tonnage in the clipper ships for the new teas, thereby compelling purchases in a given time from the Chinese, whereas foreign merchants should be as free to hold offers as the Chinese always are.

Hong Kong has had an unusual quantity of public amusement since the departure of the last mail, the Opera Company having commenced the promised performances. These have been successful in the highest degree, no singers of equal ability and artistic experience having ever visited China previously. A troupe of Japanese jugglers has also been performing with great success.

H.M. surveying vessel *Rifleman* reports having been in search of and discovered the rock on which the S.S. *Corea* was lost.

A report is current that the U.S. gunboat *Ashuelot* has visited Tamsui (Formosa) and bombarded some place in the vicinity, in retaliation for the murder of the crew of the American ship *Rover*. We are unable, however, to give further particulars.

About two o'clock of the 1st an accident occurred at Scandal Point similar to that which took place about eighteen months ago, when some soldiers belonging to the 9th Regiment then stationed here were killed near Murray Barracks. Gangs of convicts have for some time been engaged in cutting away the hill at the Point, and they were thus employed as usual this forenoon, when a great portion of the earth gave way, and fell upon about a dozen of the convicts. Two were dug out dead, and taken to the Civil Hospital; six were removed in chairs to the hospital at the gaol, having, although seriously injured, recovered considerably from the application (external and internal) of spirits after they were got out from amongst the rubbish. Two or three were slightly bruised, but suffered more from fear than from their bodily injuries. It is expected that all those taken to gaol will recover. The man who was longest under the fallen earth, curiously enough, is among the latter; and though weak, seems by no means fatally injured.

Three gangs, in all thirty-six convicts, were working at the hill, but only the number above stated were under the embankment at the time; upon eight of these the slip directly fell, while two or three were at a safer distance, and got off consequently with comparatively little harm. When the earth fell, the other convicts appeared as if paralysed, and instead of at once endeavouring to rescue their fellow prisoners, stood vacantly looking at each other and the wreck caused by the miniature avalanche. The chain-gang guards did what little they could until assistance arrived from the barracks, in the shape of about twenty or thirty soldiers, who, turning up the earth in a remarkably short time, saved the six unfortunate Chinamen from what would very soon have been their grave.

The gunboat *Emilie*, launched some time ago by Messrs. Riach and Co., made a trial trip round the island on the 9th of April. It was a pleasant trip, the weather being lovely, and everything went off as smoothly as could be wished. Not a jar occurred in the working of the engines, and the most sanguine expectations of the builders as to the power and speed of the pretty little craft were fully realised. We understand that the *Emilie* has been sold to the Chinese authorities at Canton, and will be employed by the Chinese Government as a cruiser in the Canton waters in search of smuggling, coolie, and piratical junks.

There was a very good muster of the Hong Kong Rifle Association at the butts on the 11th of April, and the following are the scores obtained by the competitors for the various prizes:— The prizes in the first match were won by Mr. M. Moore and Mr. Cohen, scoring 42 and 37 points respectively. The Consolation prize was won by Mr. H. J. Holmes with a score of sixteen points; and the prize to be shot for with any rifle was won by Mr. Cohen with a score of 26 points; in this prize Mr. Moore made excellent shooting against the Whitworths with his long Enfield.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 28th April. The English mail of the

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11th March arrived out on the morning of the 12th April, and the French mail, with London letters to the 16th March, arrived on the morning of the 19th, with telegraphic dates to the 3rd April. By private steamer from Bombay telegrams to the 5th had been received.

The following summary of news is from the *Overland Straits Times*:—

Beyond the passing of the five local ordinances by the Legislative Council, on the first of April, little has transpired of political significance. The new Government will doubtless be anxious to feel its way a little bit before advancing upon wholesale reform—if, indeed, any such extreme is required. So far as we have gone everything has worked smoothly, and no inconvenience been suffered by the changes of office entailed by the new system. A considerable number of superior officers of the old Government have been retained on acting appointments, which in some cases will most probably be confirmed as permanent. Disturbances have broken out in the province of Klang, which borders Malacca in the Malayan Peninsula, and parties are warned in the *Government Gazette* against any species of participation. The precise nature of these disturbances does not appear, but they have undoubtedly a depressing effect upon the internal trade of the Peninsula, which at this point consists of the products of the tin mines. His Excellency the Governor proceeds to Malacca, and it is most probable that he will make some effort to put an end to this petty internecine strife. It is a question whether our position in respect to the neighbouring native States does not require us to follow the example of our Dutch neighbours, and support a resident in each of the most important of them, or, perhaps, have one colonial officer as a commissioner to visit each periodically. The result would not only be the security of British interests, but the extension and protection of trade generally.

A sort of hiatus has taken place in the prosecution of public works. The water supply, which was projected about two years and a half ago, proceeds but slowly to completion, and grave doubts begin to be expressed as to the ability of the structure to perform what is required of it. It was one of those undertakings which would have greatly benefited by a little discussion before it was entered upon, instead of being carried through the recommendation of a single officer. There has been some talk of the erection of a Government house, as the building now used for the Governor's residence is a private property not in every respect suited for the purpose. No site, however, for such an edifice should be hurriedly fixed upon, as there are many considerations to be taken into account before the Government should be committed to the expenditure of such a large sum of money as a creditable erection of this nature would require.

Admiral Sir Harry Keppel took his departure in H.M.'s *Salamis* for Hong Kong on the 15th April. He will visit Labuan and Sarawak on his way. The barracks at Tanglin, which have so many years remained empty, are now being got ready for the wing of the infantry regiment which is to be stationed here, and which may be expected to arrive in a few months. Sir William Hackett, Judge of Penang, who has been appointed Acting Chief Justice of Singapore during Sir Benson Maxwell's absence, arrived from Penang last week, and has taken his seat upon the Bench. The weather has been hot, but relieved by copious showers of rain.

LATEST TELEGRAMS.

CHINA.

(Received on 16th May.)

HONG KONG, April 29.

Grey Shirtings, 6½ catty, $3.50c.
Water-twist, 16-24, $1.85.
Tea, nothing doing.
Exchange on London, 4s. 5⅛d.

SHANGHAI, April 23.

Grey Shirtings, 6½ catty, 2.50 taels.
Tea—Congou, quiet.
Silk unchanged.
Exchange on London, 6s.
Freights—Tea, 60s.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BECKER—On the 9th April, at Beach-road, Singapore, Mrs. A. Becker, of a son.
BERG—On the — May, at Hamburg, the wife of Captain P. H. Berg, late of China, of a son.
HÖLLER—On the 20th May, at Elgin-terrace, Nottingham, the wife of Nils Höller, Esq., Shanghai, of a daughter.
LANESBOROUGH—On the 22nd May, at 72, Lower Leeson-street, Dublin, the Countess of Lancsborough, of a daughter.
MAGNIAC—On the 23rd May, at 10, Upper Brook-street, the wife of Charles Magniac, Esq., of a son.
NORTH—On the 18th May, at 16, Arlington-street, the Hon. Mrs. North, of a daughter.
PASS—On the 12th April, at Singapore, Mrs. S. C. Pass, of a daughter.
PUSTAU—On the 19th May, at 12, Palmaille, S.S. Altona, Holstein, Mrs. Wm. Pustau, of a daughter.
RICHARDSON—On the 6th April, at Swatow, Mrs. T. W. Richardson, of a son.
SMALE—On the 22nd May, the wife of J. Jackson Smale, Esq., of Lincoln's-inn, barrister-at-law, of a son.
SMITH—On the 21st April, at Sherwood Cottage, Tanglin, Singapore, the wife of Wm. Buchanan Smith, Esq., of a daughter.
ULLETT—On the 16th May, at Wascotes Hill, the wife of R. B. Ullett, of a daughter.
WEBB—On the 17th May, at Kippington Park, the wife of Edward Webb, Esq., of a son.

MARRIAGE.

FORBES—CLARKE.—On the 8th May, at Trinity Chapel, New York, by the Rev. John Murray Forbes, D.D., Frank B. Forbes, of Shanghai, China, to Isabel, daughter of William M. Clarke, Esq., of New York City.

DEATHS.

FIELD—On the 17th May, at his residence, Portswood, Hampshire, James Seward Field, for 35 years Commander in the Peninsular and Oriental Company's service, lately commanding the s.s. Poonah, second son of the late James Field, M.D., M.R.C.S., and nephew of the late Joshua Field, F.R.S.
HAMMER—On the 12th April, at Singapore, Mr. Hendrik Mouritz Hammer, aged 37 years.
LECRAS—On the 29th March, at Hong Kong, Francis Lecras, late carpenter of the ship Queen of the Age, aged 43 years.
ODOBERTIS—On the 20th April, at Singapore, Rev. Brother Odobertis, aged 32 years.
ROSS—On the 31st March, after a long and painful illness, Mary, the beloved wife of Alex. Ross, of Messrs. Ross, Thompson, and Co., Wanchai.
WILKINS—On the 4th April, at Hong Kong, George Wilkins, formerly proprietor of the Commercial Billiard Rooms, aged 58 years.
WILLGOSS—On the 10th April, at Yokohama, Japan, of typhoid fever, Mr. Henry Willgoss, of Bradnor Villa, Surbiton, Surrey, aged 41.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1, to March 31, 1867	919887	54865250	47546475		12400163	115731775	46789
Corresponding period last season	1112250	49829983	46784080	747284	14250935	112724432	60318

SHIPMENTS SINCE.

Ship.	From.		
April 6 ... Acacia	... Canton	... 314,725	
„ 8 ... Emeu (Ml. str.)	... Shanghai, &c.	... —	1,108

TO UNITED STATES.

		Pcls.
From June 1 to March 31, 1867	... 32267632	519
Corresponding period last season	... 30389550	—

SHIPMENTS SINCE.

Ship.	From	
April 2 ... Borealis	... Shanghai	... 1,167,974

TO THE CONTINENT

		Bales
From June 1 to March 31, 1867	... 1676397	—
Corresponding period last season	... —	—

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

	Tea pkgs	Boxes
From June 1 to March 31, 1867	... 49948	106
Corresponding period last season	... 43118	504

SHIPMENTS SINCE.

Ship.	From	
April 4 ... Gem of the Ocean	... Hong Kong	... 30
„ 13 ... Garland	... „	... 708

TO AUSTRALIA.

From June 1, 1866, to March 31, 1867 ... ... 10,737,798 lbs.
Corresponding period last year 10,436,897

SHIPMENTS SINCE.

Ship.	From	
April 7 ... Finke Senior	... Foochow	... Cargo not given

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,481
„ 1857 to 1858	76,990,255	68,316
„ 1858 to 1859	65,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,887
„ 1863 to 1864	117,463,586	46,603
„ 1864 to 1865	131,236,870	32,313
„ 1865 to 1866	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to March 31, 1867	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to March 31, 1867	10541	75	400	1660	506	480

SHIPMENTS SINCE.—None.

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TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to March 31, 1867	197062	80732	6249	17729	2635	...

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to March 31, 1867	1654	...	71179	12524	4050	446151
SHIPMENTS SINCE.						
April 3 Ship. Gem of the Ocean	259	...	2 354	...	1,254	—
„ 13 Garland	288	...	2,004	...	750	2,000

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to March 31, 1867	170	...	3008	2718		...

SHIPMENTS SINCE.—None.

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 3⅝d.	4s. 4⅛d. to 4s. 4⅜d.
„	4 ditto	4s. 3¼d.	4s. 4⅛d. to 4s. 4¼d.
At Shanghai	6 ditto	5s. 11¼d.	6s. 0d. to 6s. 0⅛d.
„	4 ditto	5s. 11d.	5s. 11⅛d. to 5s. 11⅜d
At Canton	6 ditto	4s. 5⅞d.	4s 6⅛d.
At Hong Kong	4 ditto	4s. 5⅞d.	4s. 6d.
At Macao			
At Singapore	4 ditto	4s. 4½d. to 4d. 5d.	4s. 5⅛d. to 4s. 5½d.
At Manila	6 ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219 per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 74½ per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 2 per cent.; old, 8 per cent. dis.; Gas Company, 5 per cent. prem.; Hong Kong and Whampoa Dock, 20 to 30 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, 2 per cent. premium.

The following is from Sharp and Co.'s Circular:—

Gold.—The arrivals have been $320,000 worth, and the amount sent away $460,000, including the shipments per *Rangoon* on the 1st inst. and excluding those to leave on Monday; the purchases have been to a fair extent for this and the Calcutta steamers and at slightly advanced rates.

Silver.—In addition to large direct shipments south, Shanghai has supplied Hong Kong with a considerable quantity of Sycee, which has been eagerly purchaed at our quotation. The total receipts for the fortnight represent $1,490,000, and the exports $860,000, excluding about 15 lacs additional to be sent to India per *Emeu, Clan Alpine*, and *Thunder*.

Dollar Currency.—Amount inwards, $290,000; outwards, $460,000. The Mint is again at work coining Hong Kong Dollars from the Silver Ichiboos received from Japan. These have come in large quantities, and are turning out very well, although the weight for weight exchange arrangement of the treaty, for native and foreign coins "of the same description" appears more applicable to the old "Boos" than to the new, the former on assay giving as high as 997 silver and the latter as low as 875.

Exchange.—This market has at last taken a start with an advance of 2 per cent. in which however rupee bills have not participated. The total of amounts placed has not been large, excepting the Commissariat operations, by which the aggregate has been swelled. Six months' credits have again gone mostly into the hands of private buyers.

Discount and Mortgages.—Money is still difficult to obtain on mortgage, although rather a better feeling is observed; short loans are eight per cent.

Shares.—In these there has been but very little movement; rates are unchanged.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—The following report is from the *Overland Trade Report*:—Owing to the unusual prolongation of the past tea season there is nothing heard as yet of the prospects for the next. While in other years the markets have generally been clean swept of old teas long before now, this year there have been settlements up to the present date, and small remaining stocks are still on hand at some of the ports. Practically, however, the season is of course over, and there will be nothing of interest under this head until the arrival of intelligence relating to the new crop. CANTON.—At length there are some settlements to report in the long neglected stock of country Congous. Early in the fortnight 3 chops were taken; these were soon followed by settlement of 9 others, and within the last few days 6 more have found buyers, making in all 18 chops, or 12,093 packages, and leaving a stock on the market of 14 chops or 8,319 packages. Prices of settlements have ranged from 18 to 24.5 taels, and classes may be quoted common to good medium. Country Greens: There are no further settlements to advise, and stocks remain 5,000 packages. Canton-made Teas: About 1,000 boxes new make Canton Congou have been settled at 24 taels; fresh musters are now coming freely forward, and various offers are pending, but nothing of importance has yet transpired. About 1,500 boxes Scented Caper (old season) have been taken, and 2,500 half-chests Pouchong have also been settled, the last-named being for the American market. Scented Orange Pekoes and Canton Greens have not attracted any attention whatever. The new Canton Greens and Scented are expected in about a fortnight. Sales, &c., are reported as follows:—Country Congous, 18 chops, at 18 to 24·5 taels; Country Greens, none; Scented Caper, 1,500 boxes, at 12 to 20 taels; Pouchong, 2,500 half-chests, at 20 to 22 taels; Tayshan Congou, new make, 1,000 boxes, at 24 taels. Stock 14 chops, or 8,319 packages Country Congous; 5,000 packages Country Greens.

FOOCHOW.—Two small chops 161 chests of good common Congou have been settled during the past fortnight, at 15.5 to 17 taels, and the Finke Senior has sailed for Australia, completing the export from Foochow for the season. The quantity of treasure, opium, and lead sent into the interior for the purchases of the new teas is considerably less than usual, particularly as regards the last named article. Several of the principal teamen propose to leave Foochow for the upper districts in the course of a few days.

SHANGHAI.—The business in Congous has been very limited, but prices have been well maintained. A small business also has been done in Green Teas, purchases being at lower rates and chiefly for England. Black Teas: Holders have been firm for prices, which at this late season few buyers have been willing to concede, and settlements have been very trifling in consequence. Green Teas: There has been very little inquiry for these, a few small settlements for the English market being the only business reported. With the exception of 3,000 half-chests held at Chinkiang, and about 1,000 half-chests here, nothing but common and undesirable tea is left in stock. The prices paid for this, as exhibited below, show a fall of nearly two taels, but a larger concession is required to enable buyers for England to enter the market with confidence.

HANKOW.—One small chop common Oopack had been sold at tls. 14, and two taken in barter at tls. 15.7.5, making, with a small shipment on native accounnt, a total export for the fortnight of 700 chests, and reducing the stock to 2,400 chests.

KIUKIANG.—There had been no settlements, and of Black Tea no shipments, but 700 packages Green Tea had gone forward to Shanghai. 3,000 packages Green Tea are still expected from the country.

CHINKIANG.—The native merchants have not yet shown themselves ready to meet foreign buyers, so that no transactions have taken place, and about 3,000 packages Green Tea remain in stock.

NINGPO.—There is little to report of the operations during the fortnight. The exports include 562 piculs Pingsuey. The teamen will shortly be setting out for the Foochow districts unless the disturbed state of the country delays their departure.

YOKOHAMA.—The transactions in the tea market have been but moderate; purchases have been made at rather easier rates, and lower prices may be looked for before any great business can be done. The stocks show a great reduction, owing, it is said, to the large quantity of common kinds which have been unsaleable here for some time, and consequently sent to Yedo for transmission to Nagasaki. It is also affirmed that there is only a small amount of tea in Yedo, consisting of good medium to fine kinds, consequently no great business is expected until after the new season commences, unless the teamen give way very considerably in their demands. The settlements for the fortnight are estimated at 1,200 piculs. Quotations and stocks are as follows: Good common, $15 to 20, 400 piculs; medium, $21 to 25, 800 piculs; good medium, $26 to 30, 900 piculs; fine, $31 to 34, 600 piculs; finest nominal, $35 to 40 none.

RAW SILK.—CANTON.—The market continues very quiet, and settlements for the fortnight have been on a very limited scale. In about three weeks to a month the new crop may be expected. The weather is now again favourable, and it is reported as probable that prices will rule considerably lower at the opening of the coming season. Settlements for the fortnight and stocks are as follows:—Tsatlee Reel, No. 1, 20 bales, $600; Loong-kong, No. 1, $560; Kowkong, 10 piculs, $430; Lacklow and Cumchuck, $520 to 530; Re-reeled Cumchuck, 240 boxes, $540 to 560; Seulam, 5 piculs, $380; Punjum, 200 piculs, $130 to 140; Pierced Cocoons, $90; Waste Silk, No. 2, 60 bales, $65. Stock 100 bales, No. 1, Loong-kong; 100 piculs, Kow-kong; 200 piculs, Lacklow and Cumchuck; 200 piculs, Seulam; 600 piculs, Punjum.

SHANGHAI.—The near approach of the New Season's crop, and a general desire on the part of holders to realise, added to adverse advices received from the home markets, have caused much lower prices to be accepted for the small settlements which go forward by this mail, about one-third of which are said to have been taken in barter, or shipped on native account, rendering correct quotations almost impossible. It is not probable that any more Silk will be brought down from the country this season.

YOKOHAMA.—Prospects of a small crop and of peace in Europe, and the continuance here of an exceptionally low rate of exchange, have maintained a steady demand for all sorts of silk. The settlements of the fortnight amount to nearly 600 piculs, and would have undoubtedly been larger had not the supply, chiefly in the finer grades, been far from adequate to the demand. Arrivals have been only 500 piculs, and the unsold stock is reduced to 350 piculs, consisting chiefly of silks rejected after inspection. The settlements are composed of about 400 piculs of Hank Silk, 120 of Oshio, 30 of Koshio, 30 of Echizan, and 20 of Nagahama. Prices have kept steady throughout the fortnight, and close slightly in advance of last quotations. The position of the market is as different as possible to what it was last year at this date; when the anticipation of a large crop in Europe—based on extraordinary exports of Silkworms' eggs and impending war on the Continent paralysing business here, and allowing a stock of 3,500 bales to accumulate—caused a dragging business to the end of the season. The season is likely to be sooner brought to its close this year, and opinions as

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to the probable figure of the total export for 1866-67 vary, but not widely. Some say 12,500 bales, some 15,000. Quotations are at present as follows:—Mybash and Sinchu—best, $890 to 920 per picul; do. medium, $880 to 880 per picul; do. inferior, $740 to 820 per picul; Ida, inferior, $700 to 750 per picul; Ooshio, best, $820 to 860 per picul; do. medium, $750 to 800 per picul; do. inferior, $650 to 700 per picul; Koshio, best, nominal $780 to 800 per picul; do. medium, $720 to 760 per picul; do. inferior, $650 to 680 per picul; Echizan, best, nominal, $710 to 720 per picul; Sorts, medium, $670 to 700 per picul; do. inferior, $670 to 620 per picul.

DRUGS, &c.—No stock of Cassia Lignea being left on the market, the nominal quotation remains $19.50. Cassia Buds: Five piculs, very stalky, found buyers at $30, leaving 35 piculs of the same quality on the market. Cassia Oil: A sale of 12 piculs is reported at $172, at which price the remaining 5 piculs are likewise offered. Star Anniseed: As stocks of new accumulate dealers will most likely accept the rates offered, but at present the stocks, 500 piculs of new and 250 of old, are held firmly. The quotation is $25 for new and $23 for old. Star Anniseed Oil: The quotation has reached $625, at which two piculs have been bought, leaving 11 on the market, and owing to the speculative spirit observable in connexion with this article higher rates still are expected. China Galls: Dealers are unwilling to sell under $12.50, at which rate however there have been no transactions. Stock 220 piculs. Galangal: $1.50; no transactions, stock 2,000 piculs. China Roots: $3.50; no stock. Vermilion: $33.50 per 900 packages, $37.50 per 1,000.

CHINA AND JAPAN IMPORTS.

GENERAL IMPORT MARKETS.

AMOY.—Cotton Yarn: Sales of 35 bales common quality average No. 20 have been made at $63. Latest quotation, 16 to 24's at $67; stock, 75 bales. Grey Shirtings: Sales of 1,000 pieces 8¼ lbs. have been made at $3.80; latest quotation, $3.77; 7 lbs. $3.45; stock 2,000 pieces. White Shirtings: 68 reed are quoted at $4.30, with sales of 500 pieces at this price; 60's $3.55, 56's $3.40; stock 700 pieces. T-Cloths: 6 lbs. $2.80, 7 lbs. $3.05; no stock. Long Ells: Scarlet, $11, Assorted, $7 to 10; no stock. Spanish Stripes: Assorted, 90 cents to 1$ per yard; no stock. Quotations for other piece goods are:—T. R. Cambrics, $4.20 to 4.60; Dyed Figured Shirtings, $5.35; sales 250 pieces. White Brocades, $4.70; Coloured, $5.60. Coloured Chintz, $2.80 to 3.30; Camlets, $21 to 22; Lastings, $12.50, with sales of 175 pieces at $14. Metals: Tin, $23.50; Lead, $7 to 7.25; stock 100 pigs. Quicksilver, $72; Nail Rod Iron, $3.20 to 3.50.

NINGPO.—The receipts of the fortnight have amounted to 1,639 slabs of Tin, 476 pigs of Lead, 1,600 bundles of Nail Rod Iron, and 100 boxes of Tin Plates. 100 pigs of Lead have been settled at $7.80, and the general quotations are:—Tin, Malacca, $25 per picul; Tin, Canton, $25 per picul; Nail Rod Iron, $3.50 to 3.80 per picul; Flat Iron, $3.60 to 5.60 per picul; Lead, $7.30 per picul; Tin Plates, $5.20 to 5.30 per picul; Swedish Steel, $5.40 to 5.50 per picul.

CANTON.—Cotton Yarn Nos. 16 to 24 and 28 to 32 remain unchanged, but in Nos. 38 to 42 an advance of $12 has been established. In Metals, Nail Rod Iron shows an improvement of 10 cents, while Lead and Quicksilver remain much as last quoted. The settlements include 170 piculs, Nail Rod Iron at $3.60 to 3.80, 1,100 of common Lead at $6.90 to 6.95, 800 of W. B. mark at $7.15 to 7.20, and 200 flasks of Quicksilver at $70.50 to 71.50. 4,500 piculs of Lead and 500 flasks of Quicksilver remain in stock.

HANKOW.—For some days subsequent to the date of last report, a large business was transacted in the chief staples of British manufacture, but latterly the near approach of the Nienfei has very much unsettled trade, and operations have been on a small scale. The deliveries have not been equal to the arrivals, and now stocks of most goods are rather heavy. Grey Shirtings and T-Cloths continue in fair demand, but Camlets are less inquired for, and have declined in value. Grey Shirtings: Transactions from foreign hands have been to a large extent. Prices have ruled somewhat irregularly; sales of 8lb. 4oz. cloth being reported as low as taels 2.58, but the bulk of the business has been at taels 2.60 to 2.66 per piece, which is the closing quotation. 7 lbs. is inquired for at taels 2.35 to 2.40 per piece, but heavy make is not more wanted. White Shirtings: Supplies continue heavy, and the demand is unimportant. T-Cloths: 7 lbs. cloth is still in fair request, and prices are maintained for good make. 8 lbs. good quite neglected, and may be quoted lower. Drills: A few small sales at cheap prices have been made, but the demand is very small. Fancy Cottons and White Spots have declined in value, the present quotation being 2.90 to 3 taels per piece, at which there is an inquiry. White Brocades maintain their value. Dyed Spots and Brocades, as also Damasks, are quite out of favour. Camlets: The demand for these goods, previously noticed, has somewhat subsided, and prices have to be quoted about 2 mace lower. Lastings have been taken to a moderate extent at last quotations. Long Ells: Assorted colours are out of favour, but for scarlet the Szechuen dealers are in the market, and for H H. mark a slight improvement may be noticed. Spanish Stripes: Small sales have been made, chiefly at 0.71 taels per yard. Medium and Broad Cloth are only saleable in retail lots at lower prices. Figured Orleans are dull of sale at reduced quotations. Lead is unchanged in value, and as yet no purchases have been made for the tea country. Quicksilver: The market has been well supplied, and sales have been effected at cheaper rates; the present quotation is 52 to 52.20 taels per picul. Tin is in moderate demand, and a few small contracts have been made at 20 to 21.50 taels per picul,

YOKOHAMA.—Since the last fortnightly report the tone of the import market has somewhat improved, more especially as regards plain staples, and were it not for the continued depression in Boos transactions would have been on a very fair scale. Then, again, there can be but little doubt that the large payments which have had to be made during the last three months for sugar, rice, cotton, and arms, have not been without their effect upon the general import trade of the country. Grey Shirtings are rather higher, and holders, as a rule, are firm. Cotton Yarn is in fair demand at quoted rates, 16.24 being still most in request. White Shirtings: 66.72 reed. White Spots and Brocades are inquired for. Dyed Cottons are quite neglected. Some arrivals of Black Velvets have taken place, and prices are slightly weaker. Camlets keep dull and low in price. Metals are quiet. Rice has declined to $4.40 for Canton, and Sugar is easier at $13 for best Canton White. Cotton is in rather less demand, at $29 for best Shanghai, and $30 for Ningpo staple.

COALS.—Hong Kong: During the fortnight 1,780 tons of Australian have arrived; 1,510 tons for sale and the remainder for consumers. For English and Welsh, prices are unchanged. The above Australian realised $9 to $9½ per ton. Shanghai: Prices have advanced for all kinds, and there is a good demand at quotations. The arrivals have been 1,595 tons English, 1,450 tons Australian, and 720 tons Japan; total, 3,765 tons. The stock of English coals is quite exhausted. American Anthracites have fetched 13.5 taels per ton from godown. Australian coal has been sold "to arrive" at 9.7.5 taels per ton, and is now held for 10 taels per ton from ship. The quotations are:—English, taels 13 per ton; Cardiff, taels 17 do.; Welsh, taels 14 to 15 do.; American Anthracite, taels 12.5. do.; Sydney, taels 9.7.5 do.; Japan, taels 6.5 to 7 do.; Formosa, taels 5 do.

SHIP CHANDLERY.—Hong Kong: There is no change to notice in the quotations for beef and pork, and no transactions worth recording have taken place during the fortnight. The present quotation for flour in quarter sacks is $2.10 to 2.15. There are no barrels on the market. The Parsee's cargo was withdrawn after about 500 quarter sacks were settled at the above rates.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Newcastle, March 18, Hotspur; from London, Elizabeth Shaw (reported by telegram).

At NAGAZAKI.—From London, March 3, Chrysolite; 29, Kagosima.

At SHANGHAI.—From London, Lennox Castle (reported by telegram); from Newport, 25, Sea Mew; from Newcastle, April 2, John Banks.

At HONG KONG AND CANTON.—From London, April 4, Min; from Newcastle, 2, Alexander; from Hamburg, 6, Otto; from New York, 6, Malay.

At MANILA.—From London, March 19, Angela; from Barcelona, 12, Carmen; from Cardiff, April 1, Gentoo.

At SINGAPORE.—From London, March 24, Spirit of the Deep; April 4, Belle of Southesk; from New York, 7, A. J. Ingersoll (str.); from London, 4, Belle of Southesk (reported by telegram); 21, Lauderdale, from Liverpool, George and Henry; from Amsterdam, 9, Clio; from Glasgow, 1, Foam.

At PENANG.—None.

At BATAVIA.—From Liverpool, Amazon, Caroline; from Glasgow Finella.

At HONG KONG.—From Hamburg, April 6, Formosa; from New York (via Singapore), 13, Rover (str.).

DEPARTURES.

From YOKOHAMA.—None.

From NAGASAKI.—For London, March 2, Gazelle; 15, Roska; 16, Rifleman; 20, Elsabea.

From SHANGHAI.—For New York, April 3, Borealis.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For London, April 6, Acacia.

From MACAO.—For Havana, April 3, J. A. U.; 5, Bella Gallega, Encarnation; 6, Ariosto; 7, Cervantes.

From MANILA.—For Liverpool, March 30, Silesia; for Cork, 23, Espana; for New York, 28, W. G. Russell; April 2, Helena.

From SINGAPORE.—For England, April 8, H.M.S. Princess Royal; 11, H.M.S. Scylla; for London, 18, John Stanton, Junr.; 22, Eastern Star; for Hamburg (via Rangoon), 13, Malabar.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune.

At SHANGHAI.—For London, Vanguard, Crawshay Bailey; for New York, Condor.

At HONG KONG and CANTON.—For London, Hugh Fortescue (full), Birch grove; for New York, Windward.

At MANILA.—For London, Angela, Dilkoosh, Her Majesty; for Havana, Maria y Vincenta.

At SINGAPORE.—For London, Mirella, Summer Cloud; for Liverpool, Mataura; for Bordeaux, Argonaut, Suzanne.

At BATAVIA.—For Channel (for orders), Verdandi; for Amsterdam, Herald of the Morning, Maria Catharina, Stad Leyden, Henriette, Jupiter, Elizabeth and Jacoba; for Rotterdam, Dahlkarlsa, Hendrika, Andromeda, Min. Fr. v. de Putte, Amazone.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. per ton of 40 cubic feet. To New York, £2 10s. to £3.

At NAGASAKI.—There is no vessel on the berth either for London or New York. To Shanghai the rate is $3 to 4.00 per ton. To Hong Kong $4 00 per ton, nominal.

At SHANGHAI.—Rates to London have advanced to £3 per ton of 50 cubic feet, at which the Vanguard is fully engaged; the Crawshay Bailey has also been put on the berth for London. For New York, the Condor is loading at £2 10s. per ton of 40 cubic feet. There is very little doing in coast freights, though the available tonnage in port is small.

At FOOCHOW.—There is no vessel on the berth for London or United States.

At HONG KONG and CANTON.—Disengaged tonnage in harbour continues moderately small; vessels arriving have found ready employment, principally for the Japanese ports and Saigon. Homewards via Manila: There has been less inquiry, and the only settlements are the Monarch and the Lord Raglan at £2 17s. 6d. and £3 2s. 6d. per ton respectively. The Birchgrove and the Kosmos have been chartered for London direct at £2 10s. per ton of 50 feet, and it is probable the Belted Will will be laid on the berth at Whampoa.

According to the Circular of George Holmes, there are fifteen disengaged vessels in harbour (exclusive of Siamese) representing 9,051 tons

At MANILA.—The Dilkoosh has been fixed for London direct with

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about 500 tons dry sugar at £3 per ton, taking hemp at £3 10s., and coffee at £3 15s., the latter per 18 cwt. The Angela has been chartered to proceed to London, taking 450 tons wet sugar at £2 5s. and £2 10s. per ton of 20 cwt. The ship Her Majesty is loading 625 tons dry sugar at £3. and 10 000 quintals tobacco at £3 5s. per 50 feet measurement.

At SINGAPORE.—The John Stanton Jr. has sailed for London, leaving the Summer Cloud and Mirella loading for same port. The latter vessel has advanced rates to £2 5s. per ton for dead weight and £2 10s. for light cargo. Light goods, however, are very scarce, and a reduction in the rate would be readily submitted to.

SHIPS' REPORTS.

HONG KONG.

The British ship Min, from London Nov. 27, reports having spoken the following vessels:—Sam Mendall, from Liverpool to Bombay, 20 days out; Jan. 27, the St. Juan, from Bordeaux to Calicut; March 9, Lennox Castle, from London to Shanghai, in the Manippa Straits, 98 days out.

The American steamer Rover reports that she had strong gale from N.E. and N.W. until 7th April and then moderate and light N.E. wind till arrival in port. On 7th April spoke British barque Alicia, from Saigon to Hong Kong, 1 day out, in lat. 9.15 N., long. 108.35 E. The Rover left New York on 10th December, 1866. Called at Pernambuco, Capetown, Mauritius, and Singapore. She is 9 days from Singapore, and 124 days from New York.

SINGAPORE.

The British ship Lauderdale, from London, spoke the following vessels:—

In Sunda Straits:—
Roslin Castle, Singapore to Liverpool.
John Milton, London to Hong Kong.
Venezuela.
Advance, Liverpool to Singapore.
Robert Rickners, Cronstadt to Amoor River.
Maiden Queen, Liverpool to Shanghai.
Medina, London to Japan.
In Gaspar Straits:—
City of Aberdeen, London to Shanghai. This vessel reports being in company with the ships Argonaut, London to Hong Kong, and the Hoang Ho, London to Shanghai.
John R. Worcester, Shields to Shanghai.
Off Gaspar Island:—
J. A. U. (Spanish ship), Macao to Havana.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For.
Mar. 24	Amazone	Liverpool	Batavia
— 25	J. W. A. Lorenzen	Cardiff...	Hong Kong
— 27	Midoro	Manila...	Boston
April 1	St. Golden Fleece	Hong Kong	England
— —	Elizabeth	Rotterdam	Batavia
— —	Roslin Castle	Singapore	Liverpool
— 2	Maria	Amsterdam	Samarang
— —	Caroline	Liverpool	Batavia
— —	Nederland and Oranje	Rotterdam	Batavia
— —	Carived	Yokohama	London
— 3	Ephrem	Macao...	Havana
— 4	Nouvelle-Penélope	Havre...	Saigon
— —	Leon Leonie...	Bordeaux	Saigon
— —	Rifle...	London	Nagasaki
— —	Anna Dorothea	Cardiff...	Shanghai
— —	Venezuela	Foochow	Melbourne
— —	Magellan	Shanghai	New York
— 5	Onrust	Macao...	Havana
— —	Cyclone	Manila...	Boston
— —	Picciola	Hong Kong	Hamburg
— —	Maiden Queen	Liverpool	Shanghai
— 6	Telanak	Holland	Batavia
— —	Medina	London	Yokohama
— 7	Jupiter	Amsterdam	Batavia
— —	Allagoræni	Macao...	Havana
— —	St. Sáda-Bandeira	Capetown	Batavia
— 8	John Milton	London...	Hong Kong
— 9	Advance	Liverpool	Singapore
— —	Robert Rickmers	Kronstadt	Gulf of Tartary
— 11	Triton	Batavia	Holland
— —	Cinco Hermanos	Manila...	Cork
— —	Shakspere	Foochow	London
— —	W. G. Russell	Singapore	London
— 12	Willy	Manila...	New York

COMMERCIAL POSTSCRIPT.

Oriental Bank shares are quoted £43 to £44; Union Bank, £40 to £41; Chartered India, Australia and China, £17½ to £18½; Chartered Mercantile of India and China, £30 to £32; London and County, £56 to £57; London Joint Stock, £42 to £43; China Steam Ship and Labuan Coal, £13 to £12 dis.; and P. and O. Steam, old and new, £48 to £51.

ARRIVALS NOT IN THE TABLES.—May 25, at London, from Maulmain, Ahkera; 24, at Plymouth, from Foochow, Tavistock; 27, from Colombo, Sanderson.

DEPARTURES.—May 23, from Liverpool for Shanghai, Dagmar; 24, Ocean Home.

SPOKEN.—Alblasserdam, Cardiff to Batavia, April 16, 1 N., 22 W. India, Shields to Batavia, April 4, 5 N., 25 W. Archos, Liverpool to Batavia, April 9, 4 S., 23 W.

THE DUKE OF EDINBURGH.—The Duke of Edinburgh will at once join his ship at Marseilles. He is expected to be absent about two years, and will proceed to Bombay and the chief ports of our Indian possessions. After visiting China and Japan he will go to Australia, and probably visit America on his return home to England.

IT has transpired (says a New York paper) that the Japanese Embassy, now at Washington, has come to buy ironclads; and also to complain of swindles perpetrated upon them two years ago by American citizens in the sale of war steamers at that time.

THE *Royalist*, screw, built by Messrs. Blackwood and Gordon for Sir James Brooke, Rajah of Sarawak, has left Port Glasgow for Borneo; she made a very successful run to Queenstown.

THE WILL OF H. MAGNIAC, ESQ.—The will of Mr. Hollingworth Magniac, of Coleworth, Bedfordshire, was proved on the 16th instant, and the personalty sworn under £400,000. The will bears date May 2nd, 1866. He has left legacies to his brother and sister, to his nephews and others of his family, and to friends and servants. To his sons, Herbert and Arthur, £15,000 each, and liberal provision for his daughters. His manor and lordship of Coleford, with his mansion and lands in the parishes of Sharnbrook, Odell, and Sondrop, are left to his son Charles.

CHINESE COOLIES.—The following letter from Martinique relates a new outrage of this class of emigrants on board ship:—"The French ship *Henri IV.*, of Marseilles, coming from Macao, in China, where she took 450 emigrants for Cuba on the 22nd December last, has arrived in our roadstead. It appears that these emigrants, among whom, in the first days of the voyage, some symptoms of insubordination were remarked, broke out one day in open revolt. They armed themselves with everything they could lay hands on, and attacked the officers and crew. These latter were obliged to use their weapons in self-defence, and it was not until after killing two of the mutineers that they succeeded in establishing order. Afterwards the captain, in order to intimidate the Chinese, had the leader of the revolt hanged at the mainmast. During the rest of the voyage the crew, revolver in hand, had to keep a sharp watch on the emigrants. The object of the captain in putting into our port is to get assistance sufficient to enable him to finish the voyage in safety. Some of the Chinese, it is said, avow that they themselves and many of their companions only went on board as emigrants with the intention of possessing themselves of the ship. They had intended to execute their project immediately on leaving Macao, but circumstances compelled them to postpone it for a time."

ETHNOLOGICAL SOCIETY.—The anniversary meeting was held last week in the society's rooms, 4, St. Martin's-place, Trafalgar-square. The reports of the council and of the treasurer showed a very prosperous condition both as to the increased number of members and the finances. The sale of the "Transactions" to the public it was stated had now become an important item. The annual address was delivered by John Crawfurd, Esq., F.R.S. The officers and council elected for the ensuing year are—John Crawfurd, Esq., F.R.S., president; Robert Dunn, Esq., Sir John Lubbock, Bart., Professor Busk, and General Balfour, vice-presidents; F. Hindmarsh, Esq., honorary treasurer; Thomas Wright, Esq., and D. W. Nash, Esq., honorary secretaries; L. J. Beale, Esq., honorary librarian; Lord Milton, W. Blackmore, Esq., Henry G. Bohn, Esq., Dr. A. Campbell, T. F. D. Croker, Esq., Sir W. A. Clavering, Bart., J. Dickinson, Esq., Sir Justin Shiel, Rev. F. W. Farrar, Dr. Beddoe, Dr. Harrington Tuke, Professor Huxley, Joseph Mayer, Esq., Sir R. I. Murchison, Sir Charles Nicholson, Bart., Sir Edward Ryan, Lord Strangford, John Thrupp, Esq., and Sir John Davis, Bart., council.

THE INDIAN TELEGRAPH AGAIN.—It is really too bad that the Indian telegraph should not be managed better than it is. Every one who is in the habit of receiving telegrams from India knows what hopeless riddles are sent to this country. Indeed, what with the blunders and delays on this line, it is found often more expeditious to send by the Russian route, although a portion of the distance has to be traversed by mules. But bad as the state of things is as regards private telegrams, it is intolerable when we get such a message as Mr. Reuter has just chosen to communicate to the papers. A mutiny has, we are told, broken out in a native regiment at "Great," but the mutineers were captured, and order was restored. Now, in the first place, where on the earth or under the earth is "Great?" Is it an Indian city, or village, or barrack; or is it an island that has no more to do with India than it has with Timbuctoo? As a native regiment is spoken of we presume it is within the continent of India. On that account it was the more important that we should know where, and not keep in suspense the tens of thousands of British families who have near relations and friends in India. We ought to know, too, what has caused the mutiny—whether it is a local, isolated trumpery dispute, or, like the apparently trivial disturbances of 1857, the prelude to a frightful insurrection; whether it involves a purely personal quarrel or one affecting religion or caste. We received such a shock ten years ago that we shall never again laugh at the slightest symptom of discontent; very probably we shall run into the other extreme and exaggerate it. Anyhow we ought not to be tormented with such telegrams as that disgracefully unintelligible message which was sent from Bombay last week.

THE CAPTIVES IN ABYSSINIA.—Intelligence has been received from the captives in Abyssinia up to the 2nd of April. They were still prisoners, and in chains, in the fort of Magdala. There had been no change in their treatment by King Theodorus, and no sign whatever that he intended to liberate them. In fact, they are now fully persuaded that nothing but force will secure their liberation, and are ready to take the risk which coercive measures would entail upon themselves. One of them writes:—"Her Majesty's Government are fully aware of our position, and it must now be clear to them that our release by conciliatory measures is quite out of the question. They must either resort to force or leave us to perish." Meanwhile, the country generally appears to be in a state of complete anarchy, and almost every province is in rebellion. The road from Magdala to Debra Tabor, where the King still resides, is unsafe for all travellers unless accompanied by a strong escort. Five more Europeans have recently been added to the number of the captives—viz., three Germans, Messrs. Staiger, Brandeis, and Schiller; Essler, an Hungarian, and Makeru, a Frenchman. These had volunteered to enter the King's service when the other captives were sent to Magdala, but getting tired of their position they devised a plan to escape. The evening before putting their plan into execution they were betrayed by Bardel, who had agreed to escape with them. They were, in consequence, immediately seized and chained hand and foot. They are at present confined in a dungeon at Debra Tabor.

ACCIDENT TO THE ATLANTIC CABLE.—The Atlantic telegraph cable laid last year has been silenced, temporarily only it is to be hoped, by the

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shock of an iceberg. Mr. Stewart, the chairman of the Anglo-American Telegraph Company. writes as follows: "The uninterrupted state of telegraphic communication with America is evidenced by the fact that in the course of yesterday 91 messages passed, yielding £2 591 7s. In order, however, to mitigate as far as possible the effect of vague and exaggerated rumour I feel it my duty, as chairman of this company, to ask you to place the public in possession of the following facts, namely: On the 5th inst, it was reported that on the 4th inst., at 6.30 P.M., 'a large iceberg grounded off the harbour of Heart's Content, Newfoundland, about a mile and a half N.N.W. of Northern Point, and 200 yards east of the 1866 cable, in about 16 fathoms water. No danger with present wind.' On the 8th inst. it was reported that 'Iceberg has disappeared,' but in passing over the cable of 1866 it seems that some damage must have been done, for the signals through that cable became imperfect, and have now ceased. The cable of 1865, however, is uninjured, and there is no reason to doubt that the injury to the cable of 1866 will be repaired without delay, or any considerable expense. I need only add that the capacity of the cable of 1866 exceeds the requirements of the business, great as it is, between this country and America.—I am, Sir, your obedient servant, CHARLES E. STEWART, Chairman of the Anglo-American Telegraph Co." Mr. Willoughby Smith, who was sent specially to Valentia to report, confirms the previous tests fixing the injury at about 3¼ miles from the station at Heart's Content, or within 1½ or 2 miles of the land, and therefore in shallow water. Arrangements have been made between the Anglo-American Telegraph Company and the Telegraph Construction and Maintenance Company for the immediate repair of the accident, and a vessel fitted with all needful appliances, and carrying out a skilled staff, will be despatched from the Thames within ten days from this date. It is consequently expected that within three weeks the cable will again be in perfect working order.

THE BRAZILIAN NAVY.—An addition to the number of vessels forming the Imperial Brazil navy has just been made with two steam troop-ships from the Thames, the first completed of which, the *Orellana*, 626 tons, 260-horse power, made her trial trip successfully between Gravesend and the Nore Light. The *Orellana* is a paddle steamer of light draft of water, combined with great carrying power, and has a high rate of speed. Her forward accommodation for troops is excellent, there being fitted hammock room for 500 men, besides hospital and other necessary accommodation for a troop transport, with ample room in the hold below for storage of provisions, &c. The cabin accommodation aft for the officers accompanying the troops is also of a very liberal character, and the like provision for the officers and crew of the ship is of the same character. The duties of the *Orellana* as a troop-carrying vessel will differ very materially from those of the *Himalaya*, *Simoom*, *Tamar*, and *Orontes* of the British navy. The Brazilian vessel will but have to carry troops along the coasts of Brazil, or over the track of the great rivers, but the steam troop-ships of the British navy have duties extending over nearly every part of the globe. In any comparison, therefore, between the troop-ships of the two nations those of Brazil may be considered really large vessels for the service they may be employed upon. The trip was highly satisfactory in all respect.

SINGULAR CONDUCT OF A SHIP'S CREW.—The schooner *Howden*, Robinson master, and a crew of four men, from Malaga, with olive oil, arrived at Hull last week. The captain makes the following strange statement:—During the voyage something got into his eye, which was so inflamed and painful, that on arriving at Dungeness he went on shore for medical advice, leaving the mate of the vessel in charge. On his return he found the mate helplessly drunk, and the vessel ransacked of everything that was portable—a chronometer, compasses, his own gold watch and chain, clothes, bed-clothes, and some of the provisions, gone, as well as the whole of the crew, who had also taken away the ship's long-boat, papers, and bill of health. He immediately telegraphed along the coast where it was likely the men would land, and having procured a fresh crew, he found his way to Hull. Since this occurrence a vessel has arrived at Sandgate, which reports having seen the missing boat nearly full of water, and in it the dead body of a man, his face much disfigured as if by blows. The name of the boat was nearly erased, but it has been identified as that in which the runaways made off. As nothing has been heard of them it is thought they must have perished. The body is in the custody of the Coast-guard at Sandgate, and an inquest will be held on it.

RELEASE OF A CAPTURED STEAMER.—A telegram received from New York by the Atlantic cable announces that the Supreme Court at New Orleans had decreed that the British steamer *Sir William Peel*, captured by the United States' cruisers during the war with the South in 1863, shall be restored, with the cargo, to her owners. The steamer in question was built at Northfleet in 1855, and in 1863 became the property of Mr. T. A. Corry and Mr. R. Laycock, merchants, in Manchester, who despatched her from London to Liverpool, whence she sailed for Matamoras on the 4th of May, 1863, with an assorted cargo of merchandise. The cargo was owned by Messrs. A. and S. Henry and Co., merchants, and consigned to Messrs. Milmo and Co., at Matamoras, for sale. This steamer arrived out on the 13th of June, the cargo was landed except two casks containing iron rings and some railway axles, and a fresh cargo was being shipped—namely, about 900 bales of cotton, when she was captured by the United States' commissioned vessel of war *Seminole*, Captain Roland, commanding, who ordered the *Sir William Peel* to New Orleans for adjudication. It was clearly established that at the time of the capture she was lying at anchor in Mexican neutral waters.

LOCOMOTIVES FOR ROADS.—An interesting spectacle was afforded last week to a large number of persons who assembled on the grounds of Trinity College to witness the locomotion of a steam-carriage constructed by Mr. Daniel M'Dowell, late engineer of the Jamaica Railway, and adapted for travelling on ordinary highways. The carriage, which is capable of being worked to eight-horse power, and of travelling on a level road at the rate of twenty miles an hour, was driven at a rapid pace over the grounds, the inventor acting as driver, and Mr. Hingston, chief steward of the College, steering. Its performance evoked the admiration of the spectators, and eventually the Provost and several members of hi family seated themselves in the carriage, and were driven round the courts of the University. The carriage when travelling at its *maximum* speed—twenty miles an hour—can be brought to a standstill within twenty yards. Its entire weight, with all the tools and appliances is only two tons. The boiler is vertical, four feet high, by two in diameter, containing twenty-one vertical tubes of 100 lb. pressure per inch. The cylinder is three inches in diameter, by seven in height, and makes four strokes for each revolution of the driving wheels; so that the speed on the driving wheels is reduced at the rate of one to four. The driving wheels are four feet in diameter, and the steering wheel two.

GRAND BALL AT THE BRITISH EMBASSY IN PARIS.—The correspondent of *The Times* thus describes the entertainment given by Lord Cowley in honour of the Prince of Wales:—"The Emperor and Empress were present, the King and Queen of the Belgians, the Grand Duchess Marie of Russia, the Princess Eugenie of Leuchtenberg and the Duke of Leuchtenberg, Prince Oscar of Sweden, Prince Napoleon, Princess Mathilde, Princess Marie of Baden, Prince and Princess Lucien Murat, Prince Joachim Murat, Prince Achille Murat; all the Ambassadors and Plenipotentiaries in Paris, with their wives; all the French Ministers and great officers of State—an immense crowd of people covered with orders, and all ablaze with stars and diamonds and ribands of every colour. I had nearly forgotten to mention one of the most remarkable of the personages present—the little brother of the Tycoon, a mere child, who, with his hair done up in a wonderful cockscomb, made himself, in spite of the observation he excited, quite at home. The ball was the most brilliant that has come off as yet in Paris this season, and some idea of the magnitude of the preparations made for it may be gathered from the fact that among the 1,300 people assembled there were 60 detectives. Four or five of them, whose boast it is that they know nearly every conspirator in Europe, were constantly in the ballroom, where they appeared covered with decorations. Notwithstanding the multitudes present, there was comparatively little inconvenient crowding. The open space behind the Embassy and between its two projecting wings, with the fountain in the centre, was carpeted, roofed in, and converted into a large and brilliantly lighted hall, adorned with such a profusion of flowers as one rarely sees. The Emperor and Empress, as also the King and Queen of the Belgians, unlike all the other guests, came in at the back, through the garden, and the havoc which has consequently been wrought in the flower beds by the wheels of the carriages and the feet of the horses is pitiable. No one seeing the place to-day could imagine that yesterday it was, after that of the Elysee, the prettiest garden in Paris. The Imperial party arrived about 11 o'clock, and dancing immediately commenced. The first quadrille was composed of the Empress and the Prince of Wales; the Queen of the Belgians and the Duke of Edinburgh; Princess Eugenie, of Leuchtenberg, and Prince Joachim Murat, Lord Royston, and I forget who. In the second, the Empress and the Queen of the Belgians changed partners, Prince Oscar of Sweden was with Lady Feodore Wellesley and Lord Royston with Princess Eugenie, of Leuchtenberg. Neither the Emperor nor the King of the Belgians danced. The last dance was over at a quarter to five in the morning. It was a cotillon in which the Prince of Wales had Madame de Gallifet for his partner. The cotillon was led by the Marquis de Caux, Ecuyer de l'Empereur, and Lady Feodore Wellesly."

YELLOW FEVER AT MAURITIUS.—There has been a terrible outbreak of yellow fever at Mauritius. Letters, dated February 6, say that the disease has carried off its victims by thousands. The official returns from the 10th of February to the 28th gave the deaths at 2,061; in March, 6,433; and from the 1st of April to the 17th of April, 5,070; making a total number of 13,564. Happily a change in the temperature took place on the 14th of April, after heavy rains and strong breezes varying from the south to east, and since then there has been a decrease in the number of sick, which there is every reason to hope will continue. Quinine had advanced to the enormous price of £12 per ounce. The next mail from England was expected to bring a supply.

THE PECULIARITIES OF SOUTHAMPTON.—An investigation is now making for Parliamentary purposes into the wind and tidal peculiarities of the port of Southampton. The tide ebbs there in a south-easterly direction, and that at Spithead in a north-westerly one, and both tides meet to ebb through the west channel that divides the west coast of the Isle of Wight from the main land. The greater body of water from Spithead forces the Southampton tide back, and causes the singular phenomenon of a two hours' high water at that port; so that through this and other anomalies there are only three hours' ebb at Southampton. The prevailing wind at Southampton is evidently a south-west one, from the march of shingle and gravel on the northern shore between the Redbridge and Blechynden Railway stations, in a north-eastern direction. Nothing stops this march. The shingle and gravel travel over the elevations called hards and those made by sewers. Trituration is also going on amongst this shingle and gravel through the action of the wind and tide, so that after the lapse of time there will be formed a sandy beach.

THE AMERICAN IRONCLADS.—The *Patrie* says:—"We have reason to believe that Prussian agents have been despatched to New York with the view of purchasing the ironclad vessels built during the late war in the United States, but which since its conclusion have become in excess of the wants of that country. Among other vessels are mentioned the monitor *Onondaga* and the armoured frigate of 5,000 tons, the *Dunderberg*. The statement contained in a private despatch that the latter vessel had been purchased by France is erroneous."

THE REPORTED MUTINY IN INDIA.—A telegram from Agra states that the reported mutiny of native troops at Meerut is not true. The report was caused by the receipt of a letter by the collector stating that an outbreak would happen. On Sunday evening (the 19th) all the women and children were sent to Delhi, causing a great panic. The writer of the letter was said to be insane.

THE SEARCH FOR DR. LIVINGSTONE.—The construction of the steel boat to be used by the party about to be despatched to search the rivers and lakes in the interior of Africa for traces of Dr. Livingstone is being hurried forward at Chatham. A few days will now suffice for its completion, when it will be taken to pieces and despatched by the mail steamer leaving on the 9th proximo, which also takes out the exploring party. Mr. Young, one of the warrant officers attached to the Royal yacht, who formerly spent a considerable time with Dr. Livingstone in his African explorations, will have charge of the expedition.

THE MONT CENIS TUNNEL.—This great work is now more than half completed. The entire length of the tunnel will be seven miles 1,257 yards, and the distance completed at the close of March, 1867, was four

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miles 345 yards. The advance effected in March was 148 yards, and if the present rate of progress could be maintained the tunnel would be completed by March, 1870.

SHIPBUILDING IN FRANCE.—Shipbuilding seems to be prosperous in France. At a recent meeting of the shareholders of the Company des Forges et Chantiers de la Mediterranee, which has not been in existence many years, the directors reported that in 1866 the company built nine large steamers for the Transports Maritimes Company, two gunboats for the Italian Government, and two steamers for the Viceroy of Egypt, one of them very rapid. It was announced, too, that the company has in course of execution orders to the amount of £1,600,000.

BARON LIEBIG, the celebrated chemist, was invited last week to a family dinner at the Tuileries. The Emperor, who takes great interest in the labours of this distinguished savant, conversed with him a long time, and congratulated him on his recent discoveries.

A CHURCH STRUCK BY LIGHTNING.—During a violent storm last week the lightning struck the church of La Salle, France. The electric fluid, having detached large pieces of the roof, penetrated into the edifice, and destroyed, by setting fire to them, a number of banners and ornaments on the altar. The sexton, who at the moment was tolling the bell, suffered no injury.

CONFEDERATION OF BRITISH AMERICA.—A supplement to the *Gazette* contains a Royal proclamation, which declares that after the 1st of July the British North American colonies shall be one dominion, with the name of Canada. Further, it names the senates for the different provinces.

WRECK OF THE "ROVER" OFF FORMOSA.

MURDER OF THE CAPTAIN, HIS WIFE, AND CREW.—ATTACK BY THE NATIVES ON THE BOATS OF H.M.S. "CORMORANT."

A correspondent has favoured us with the following letter relating to the above events. The concluding paragraph of it deserves the serious attention of all who are interested in ensuring the safety of commerce in the China seas. H.M.S. *Icarus* left Foochow on the 3rd April for the scene of the wreck.

(To the Editor of the *China Mail*.)

TAKAO, FORMOSA, March 30th, 1867.

SIR,—I regret to have to communicate to you the wreck off the south point of this island of the American barque *Rover*, on her voyage from Swatow to Newchwang, under circumstances which leave no doubt that her crew were foully murdered by the savage natives of that place.

The news was brought here by a Swatow Chinaman, who alone was fortunate enough to escape, and who arrived at Takow on the 22nd instant. His story was that the vessel left Swatow on the 9th instant, and struck on rocks (evidently the Vele Rete Rocks) on the 12th. She floated off, but in a sinking condition, and the master (Capt. Hand) determined to abandon her. The crew took to the boats, and were divided as follows:—The captain, his wife, one mate, and three Chinese, in one boat; the other mate and seven Chinese in the other. They pulled northwards, but during the night were parted. The first boat sighted land after seventeen hours pulling, and its occupants landed and sat down on the beach. After sitting about half an hour they were surprised by a discharge of firearms from the bush close by directed on their party. Without waiting to see the result of this volley the Chinaman fled and hid himself till night, when he crossed the hills and reached Leang-kiaou (a Chinese village), whence after a delay of six days he got passage to Takow in a sampan. On receiving this intelligence, Captain Broad, in command of H.M.S. *Cormorant*, which happened to be in port, at once decided upon proceeding down the coast, and if possible to ransom any of the crew who might have survived.

The *Cormorant* left Takao on the morning of the 25th, having on board Mr. Carroll, H.M.'s Acting Consul for Formosa, and Dr. Manson (of Takao) who joined the expedition as a volunteer. She first anchored at Leang-kiaou, where arrangements were made for sending a conciliatory message to the savages, with promises of reward for any lives saved. A Chinaman who understood the savage dialect was also persuaded, with great difficulty, and under promise of good payment, to act as interpreter. About 4 P.M. the ship anchored in the bay, at the extreme point of the island, where on the beach were to be seen the remains of the boat from which the unfortunate crew had landed.

Being desirous of giving the messenger from Leang-kiaou time to reach the savages, and so to avoid taking them by surprise, no one landed during the afternoon, or until nine o'clock on the morning of the 26th, when the whaler, the gig, and cutter were ordered to be prepared.

In the first were Capt. Broad, Mr. Consul Carroll, and the native interpreters; in the second, Lieut. Mathias and Dr. Lucas, the surgeon; and in the third, Lieut. Ryder and Dr. Manson. The two first pulled ashore to where the *Rover's* boat was lying, and the cutter lay on her oars at about 30 yards from the shore, with orders to keep a look out for any hostile movement. Everything however appeared quiet, no natives to be seen save on the hills about 300 yards from shore. A few buffaloes had also made their appearance on another part of the beach, with what object did not appear, and in charge of no one.

Lieut. Mathias was the first to jump ashore, and Capt. Broad was in the act of doing the same, when a sharp fire of musketry was opened upon the party from two points in the jungle at not 20 yards' distance. The abrupt nature of the sand-beach at this spot however prevented this first volley from taking effect on the whaler and gig.

The position of the foe being only indicated by the smoke from their muskets, and they themselves being quite hidden in the dense bush, Capt. Broad wisely determined not to risk the lives of his men in pursuit of an invisible enemy in a jungle where every advantage would have been on their side. The boats were therefore ordered off, the retreat being covered by the cutter, from which was kept up a fire which, from the cries of the savages, evidently told. Their bullets and arrows, however, now fell thickly round the boats, all of which were struck in several places, one ball passing right through both sides of the whaler only a few inches below the seat on which were sitting Capt. Broad and Mr. Carroll.

It is a cause for great congratulation, therefore, that the only casualty was a flesh wound received by one of the bluejackets in the cutter. In the same boat the stock of one of the Marines' rifles was shot through as he was in the act of firing it.

As no doubt now remained as to the sad fate of the *Rover's* crew, nothing could be done but to inflict some punishment upon the murderers. On returning to the ship therefore a fire of shell was opened upon the thickets out of which they now ventured. The effects were soon visible, large parties being seen so hurry up the hills in the rear of the position they had occupied. At the two points alone whence fire was opened there could not have been less than fifty men, whilst I feel convinced that others were stationed all along the bay, the buffaloes being only a decoy to entice the crew ashore.

To explain this I must state that the one and great object in life of a Formosan savage is to obtain heads, and I doubt not that they were greatly disappointed at not getting a few from the *Cormorant*. They fired not long ago into the boats of the *Swallow*, and I feel convinced that the crews of half the sailing vessels which have been lost and never heard of on their way northward from Hong Kong have perished at this spot. The very cunning of their ambuscade in the present instance proves that they are adepts, and the lives of the party are probably due to some accident, such as one excited man having fired his musket too soon. Had they waited two minutes longer not a man in the whaler and gig could have escaped, and even as it was their escape appears miraculous. masters of vessels leaving Hong Kong should be specially warned on no account to land at this spot, the more so now as the sight of a foreign made boat lying on the beach might induce them to do so.

It is much regretted that these savage tribes should be allowed to hold possession of this beautiful and valuable anchorage, situated as it is so conveniently for northward bound vessels in the North-east Monsoon, and it would be a great boon to commerce could they be cleared out and a settlement of Chinese encouraged in their place. The hills are fertile and undulating, and the soil appears rich enough amply to repay the labour of cultivation. The climate in the winter is healthy and invigorating, and the summer would be cooled by the breezes of the south-west. As a sanitarium for the worn-out inhabitants of Hong Kong it would be unequalled. The mission of the *Cormorant* was intended as one essentially of peace and mercy; but with the experience now gained, and with a force sufficiently strong, a single well organised attack would drive the savages from the coast, and a few years of Government protection would do the rest. I trust that the matter may be ere long taken up in the proper quarter and effectually carried out. The importance of the question affects not alone the English, the American, or any other nation, but touches all who are in any way connected with China, either its trade or its Government.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, 7, East India Avenue, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. N. Adam, manager.

Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, Union Bank of London, agents, Princes-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 24.

Much sensation has been created here by the announcement that Mr. L. W. C. Keuchenius, M.P., was "honourably" discharged by the Government from his duties as a member of the Council of the Netherlands Indies without his requesting to be discharged. In the royal decree his Majesty thanks him for his good services, and the right to ask for his pension is granted. Now it is customary here that functionaries are discharged only upon their own request; even when any one is discharged for ill conduct he is warned to ask for his dismissal. The Liberal papers suggest that this measure is taken by the Cabinet to punish Mr. Keuchenius for his well-known motion which he proposed in the Second Chamber, and which led to the dissolution of the Parliament. They call it an arbitrary act, which cannot be defended successfully by the Ministerialists. The Conservative papers, however, plead that it was necessary to dismiss Mr. Keuchenius because he solicited for the functions of Vice-President of the Council of the Netherlands Indies, and this being refused he wished that his position should be regulated, and asked, during a *tete-a-tete* with the Minister for the Colonial Department, for a free passage for him and his family to return to Batavia, whilst he would then be content when the pension due to him (8,000f.) should be granted. The Minister refused this request also; thereupon the discussion became more passionate, and the dismissal was gazetted. I give you the two versions, but I add that I do not believe one word of the rumours spread by the Conservative papers.

The *Arnhemsche Courant* states that Mr. Fabius, commander of the naval force in India, has asked for leave to return to the mother-country, and that this request will be granted. Next year he will be relieved by Mr. Andrea, now captain of marines and ex-M.P. for Leeuwardez, but who has not been long enough in the service to be appointed Rear-Admiral.

The last rinderpest returns show that the last measures have given good results. During the week ending the 11th only 17 cattle were attacked, against 185 and 362 in the two previous weeks.

In the month of June his Majesty will leave the Hague for his seat "*het Loo*," and after a stay of some weeks he will visit the Paris Exhibition. It is much regretted that the 45 chests containing produce of the Indian Archipelago, which were destined for that Exhibition, arrived too late for admission. Endeavours have been made since by some leading industrials for a special permission, in view of the great importance of these products.

COMMERCIAL.

COFFEE.—The result of the auction of the Dutch Trading Society of 74,580 bags Java and Padang was highly satisfactory, the total quantity being sold at ¼ to 2 cents above the valuation; for good ordinary 1¼ to 1½ cents higher. The directors of the society have announced that the coffee bought in the April auction will not come in the market before the June auction. Before the above-mentioned auction the transactions in first hands were as follows: 2,000 bags Java, 1,000 bags Macassar, and 1,600 bags Coro, imported by different ships at Amsterdam. To-morrow there will be a private auction of 3,400 bags Bali, Singapore, Padang, and Java Coffee, ex Lichtstraal, Maria, Adolfina, and Alblasserdam. The valuation is from 22 to 30 cents. To-day 1,250 bags Java, ex County of Argyle, were sold, but the price has not transpired.

SUGAR.—In anticipation of the Dutch Trading Society's auction held there this day the market was in a very good position, but the transactions were unimportant, because the majority of the importers prefer to wait upon the result of the auction, which was very favourable, the 64,931 baskets being sold at 1 f. above the valuation, or nearly the prices paid in the auction of March.

TEA.—For some lots of the Java of the late auctions a little advance was paid for export. The quotations are:—For good ord. China Congou, 90c., and ord., 80c.; good ord. Java, 70 to 75c., and ord. 65 to 68c.

RICE.—863 bales uncleaned Java, ex Henriette, were sold in the first hands. Cleaned sorts firm, with a few transactions. The quotations are:—For 1st Java table rice, 16f. to 18f.; 2nd do., 13f. to 14f.; white Java, 10f. to 11f.; ord., 8½f. to 9½f.; cargo, 7¾f. to 8f.; Rangoon, Bassein, and Necransie, floating cargoes, 7f. to 6¾f.

SPICES.—Little doing. Nutmegs: No. 1, 86c.; No. 2, 76c. Mace: D, 108c. Cloves: No. 2, 29c. Of Pepper, 1,200 bales Batavia, per Johanna Maria, were sold at 17c. Nutmegs are more in demand, and are not to be had at former prices.

TOBACCO.—On the 6th June 548 bales Java of different marks, 50 bales Japan, and 20 bales Aracan will be offered in auction at Amsterdam. The stock amounts to 3,863 bales Java.

CIGARS.—The 270 mille 2 do. Cortados (1863) Manila damaged have been sold from 10½f. to 24¾f. The auction of the 1,411 mille 2 do. Cortados (1862) Manila damaged has been postponed to the 24th instant, and will be followed by 280,000 ditto 2 do. Cortados and 170,000 2 do Habanas, 1866. (See "Latest.")

For COTTON there was more demand, and prices are a little higher; fair Bengal, 43c.; middling American, 66c.

HIDES.—1,709 Sourabaya Cow, of 3¾ kilo., per Comus, and 201 do. do., 3¾ kilo., per Dageraad, have been sold.

TIN (BANCA).—Very firm on the good news of the London market, and advanced prices have been paid; 1,000 slabs at 53¼f., 1,400 at 53½f., and 400 at 53¾f. were sold.

DRUGS.—Of the 585 kilos. Bourbon Vanille 70 kilos. were sold at 3f. to 6½f. per ½ kilo. Of the 65 kilos. Java, 7½ kilos. were sold at 3¾f. Of Gutta Percha per Joachim some lots have been sold very well. Cajaputh-Oil: A parcel ex Sparkenhoe was sold at former prices. Gum Damar: Firm at 41 to 42c.

RATTANS.—In the first hands were sold 1,500 bales ex Felicia, 1,860 ex Henriette, and 2,000 ex Peter Rohland.

KAPOK.—473 bales East Indian have been sold as follows:—1st sort, 53c. to 58c; 2nd, 45c. to 55c.

MONEY.—The demand was in general quiet. In the open market there was no great activity, but quotations were on the average sustained. The tendency, however, is to slightly easier terms, owing to the general increase of the capital.

DISCOUNT.—At the Bank, since 12th March: For bills, 3 per cent.; for acceptances, 3½ per cent.; in the open market, from 3½ to 4 per cent.

The market for Stocks and Shares showed since our last report great buoyancy, and in general the prices were well supported. The operations are of a character which gives the right to suppose that a further improvement will be sustained.

SHIPPING INTELLIGENCE.

ARRIVALS.—Hellevoet, May 15, Singapore, from Tjilatjap; Texel, 20, Maria Regina; Christina, Charlotte, all from Banjoewangie; 21, Christina Maria, from Batavia; Catherine, Estaffette, all from Banjoewangie; 23, A. R. Falek, from Batavia.

DEPARTURES.—Texel, May 14, Anna Maria Wilhelmina, for Batavia; Brouwershaven, 16, Hollandstrouw, for Batavia; Hellevoet, 16, Rotterdam, for Singapore, via Cardiff; Texel, 19, Gesiena Maria, for Java, via Newcastle; Brouwershaven, 20, Jan van Schaffebrar, for Melbourne.

PASSENGERS INWARD.—From Java, per Christina Maria, Mr. P. W. de Bok and family; per Charlotte, Miss H. Blannpot; per Marie, Mr. Theepass and family, Mr. de Bruin and family, Mrs. de Hoog and daughter, Mr. Schrok, and eight soldiers.

PASSENGERS OUTWARD.—For Batavia, per Madura, Mrs. Nelissen and family and A. Bettink.

RUSSIA, GERMANY, &c.

[FROM OUR OWN CORRESPONDENT.]

HAMBURG, MAY 23.

The Burgherschaft, or legislative body of this city, has passed, almost unanimously (136 votes to 1), the constitution of North Germany and the law by which Hamburg becomes a component state of the new North German Confederation. Her exceptional position as a free port will be continued till such time as she herself expresses the wish to be incorporated with the Zolverein, for which privilege she is to pay an annual sum in lieu of duties, the precise amount of which, however, has not yet been finally settled. But it will be worth while for Hamburg to pay any sum to retain as hitherto her free intercourse with all parts of the world, under which system she has become so prosperous and wealthy.

The *Siberian Messenger* announces that the old line of telegraph on the Amoor is now completed and open for public traffic from Nicolayefsk to the part of Novgorod in the Bay of Possiet. The line of the Amoor is 1,884 wersts in length (upwards of 1,200 miles), and is divided into two nearly equal parts; the northern one extends from Chabarofka to Nicolayefsk, with a branch from Sophisk to De Castries Bay, and a total length of 990 wersts. This is intended to be the general route to form a junction between the Siberian system and the Russian and American telegraph in the event of the latter being ultimately carried out, as there are indications that the plan has not yet been altogether abandoned. The southern line traverses a distance of 894 wersts, and connects Chabarofka with the new port of Novgorod, the most southern point of the most recently acquired territory on the Pacific. Over the whole of this extensive line there is but a sparse population at present, and a great want of useful roads, so that there are only forty-eight stations, of which twelve are for the reception of telegrams, seventeen for controlling officers, and nineteen for supervision. The sum allowed for the construction of the Amoor line was 750,000 roubles, but in practice it was found that the work could be done for much less than the estimates, so that only 500,000 roubles have been spent. According to instructions received from the Imperial Government at St. Petersburg, the remaining surplus of 250,000 roubles is to be expended in completing the works by building more stations, making new bridges, and otherwise generally improving the roads and other means of communication in the immediate vicinity of the telegraph line.

Official intelligence has now been received that the ratifications of the treaty concluded on the 21st of November, 1864, between China and Belgium, were exchanged with all the usual formalities at Shanghai on the 1st December last. The stipulations of this treaty are nearly the same as those in the treaty between Denmark and China, and the trade regulations and tariff of duties are almost identical with those stipulated in the British treaty with China.

The local newspapers of this city contain a list of a number of valuable presents recently made to the Hamburg Zoological Gardens, among which is a royal Bengal tiger from Mr. Heinrich Reinhold, of Calcutta, and a makak (*Macacos cynamolgos*) from Dr. C. Kruger, in Java.

By royal patent of the 13th inst., dated Stockholm, the King of Sweden and Norway has appointed Mr. C. Kruger to be his Majesty's Vice-Consul at Amoy, and Mr. H. Dirks in the same capacity at Swatow, both under the jurisdiction of the Swedish and Norwegian Consulate General at Shanghai.

COMMERCIAL.

COFFEE.—The improvement in this market, both with regard to the manded and the prices paid, is very striking, and continues unabated. Sales of the week 32,000 bags.

SUGAR.—The raw market remains quiet and no alteration in values. A fair demand has sprung up for ord. qualities of refined, and 15,000 loaves were taken at previous quotations.

RICE.—Market quiet, but prices have a tendency to rise, as the stocks are getting low.

SPICES.—The demand for Cassia Lignea still continues, and former prices are easily obtained. There is more inquiry for pepper, but at previous quotations.

SPELTER.—At the end of last week 2,000 centners, special marks, were sold at 13 marks 12 sch. bco., since which an improved demand set in, and 10,000 centners changed hands at 14 mks. bco. on the average, which may be considered the present value.

DISCOUNT.—The money market is easy, and discount has fallen to 2 per cent. for good paper.

SHIPPING INTELLIGENCE.

Sailed from Cuxhaven May 18, Freya, to Singapore.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON, MONDAY, MAY 27, 1867.

THE FAILURES IN THE CHINA TRADE.

WHILE our home trade has been slowly but steadily recovering from the effects of the panic which last year swept like a tornado over the mercantile world, and while foreign and colonial commerce generally has shown a like improving tendency, a gloom has still hung over the China trade, gradually but surely undermining confidence and destroying credit. This feeling of insecurity has undoubtedly been due in great measure to the unsatisfactory condition of the firm of DENT and Co., who were known to have sustained heavy losses, and whose downfall would, it was felt, be a severe blow to the trade generally. Even after the return of their drafts on their London agents, hopes were entertained that with time and forbearance their difficulties might be tided over; but at last the impending crash came, and even those who had most confidently expected it, stood aghast at the frightful ruin it disclosed. The announcement that a firm which had for years rejoiced in such unimpeachable credit, transacted such an immense business, and possessed such vast resources as DENT and Co., could offer no better terms than half-a-crown in the pound, payable in two and a half years; and (still more extraordinary) that such an offer should be meekly accepted by even a portion of their creditors, was received with mingled surprise and incredulity. There is however no doubt about the fact, and unpalatable as it may be we must accept, and make the best of it. Indeed, in the minds of some persons the first feeling of dismay has already given way to a sense of relief. It is felt that while a small firm in difficulties may struggle on for a time without causing any wide-spread injury to trade, a colossal house such as DENT and Co., when once hopelessly involved, has the pernicious effect of an upas tree—useless in itself, yet exercising a deadly influence on all around it; so that its dissolution may act somewhat after the fashion of a severe thunderstorm, seeming, while it lasts, to shake the very foundations of the earth, but leaving behind it a clear, calm, and serene atmosphere, with the prospect of a long continuance of fair weather. So let us hope that out of evil may come forth good. As a warning to others this disaster will have its use. Reckless speculators in the China trade have had many serious warnings of late; let them take heed that they do not disregard this, the greatest of all.

It hardly comes within our province to attempt any close investigation into the causes by which this disaster has been brought about; still, the various attempts that have been made to account for it cannot be allowed to pass entirely without comment, for the affairs of DENT and Co. are now quite as much public property as those of OVEREND, GURNEY, and Co. Indeed the analogy is greater than would at first sight be supposed, for owing to its high reputation for integrity and solvency, the house of DENT and Co. has for many years been accustomed to receive on deposit the savings or spare cash of numbers of persons resident in China; and these sums in the aggregate must have amounted to something considerable. The announcement published by *The Times* on the 9th inst. was coupled with a statement that the difficulties of the firm arose from heavy losses sustained by Mr. JOHN DENT, through his connection with the Blakely Ordnance Company. On the following day a paragraph appeared contradicting this, and asserting that they were caused by "losses through frauds to a large amount committed at Shanghai by one of their clerks." This was followed up by a letter from Captain BLAKELY denying that Mr. DENT had incurred any loss through that company. The original company, Captain BLAKELY says, consisted solely of Mr. DENT and himself, and Mr. DENT profited by it to the extent of £67,000. In 1865 Mr. DENT wished to sell the concern, in order to raise money to retrieve losses *which had already occurred in China*; a "limited" company was got up to take over the property, payment was taken in bills, bonds, or shares; Mr. DENT's portion of these, amounting to £115,000, was discounted or sold, and with the money thus obtained he sailed to the rescue of his firm. The new "limited" company, like most of its class, proved but a bubble; the bills were dishonoured, and Captain BLAKELY, having endorsed them jointly with Mr. DENT, had to take them up. Such is the version of the affair given by Captain BLAKELY, who concludes his letter by expressing the deepest sympathy for Mr. DENT. In reply to this statement, Mr. CHOMLEY, the partner now in London, publishes a letter distinctly denying that any such sum was ever received by the firm from Mr. DENT, and further asserting that, although Mr. DENT had put £30,000 into the original company, he had never received a penny out of it, and that instead of taking £115,000 as his share of the purchase money, he got no more than £5,000.

Here the matter must rest, we suppose, until Mr. DENT himself has an opportunity of throwing some light upon it. There is a very general feeling that it was hardly fair on the part of Captain BLAKELY to write the letter above quoted, or of *The Times* to print it, during Mr. DENT's absence; and for the honour of all concerned we trust that a complete explanation will be forthcoming, such vague and contradictory statements as these being in the highest degree discreditable. In the meantime it is evident that neither Mr. DENT's private losses, nor the peculations of a clerk, could alone suffice to account for such a complete wreck. These, combined with heavy losses on tea shipments, have doubtless helped; but there is little doubt that the chief cause may be traced to a long course of reckless expenditure and mismanagement at Shanghai during Mr. DENT's absence from China. Be the causes what they may, it is sad, very sad, to have to record such an ignoble ending as they have led to. Total bankruptcy, utter annihilation, would have seemed more consistent with the character of the house than such a composition as that offered. How it will be received in China we have yet to learn.

THE CHINA DINNER.

THE third dinner has been successfully carried through at Willis's-rooms. The chairman on this occasion was Lord LONGFORD, who was for a short time in China as General PAKENHAM in the commissariat department of the army. There is always a difficulty in finding a suitable and willing president, but we trust that next year a gentleman representing the mercantile interests of China and Japan will be found to fill the post. Our readers are aware that an attempt has been made to form a nucleus for the formation of a CHINA CLUB, but nothing further can be attempted at present than to keep the matter in view. A club for gentlemen who have been resident in China and Japan would be a very acceptable, and we believe successful undertaking, if it could be organised without the usual lavish expenditure incident to these undertakings. We know that it would be highly appreciated by a large number of gentlemen returning from the Far East, who now feel very much the want of a place of meeting in London. The company present on this occasion comprised the following noblemen and gentlemen; several others had also entered their names, but were prevented from attending:—

The Earl of Longford, Lord Grosvenor, Lord John Hay, Sir John Davis, Sir W. T. Power, Sir Charles Straubenzie, Admiral Sir M. Seymour, Hon. N. G. Dixon, Rev. H. Huleatt, General Balfour, Lieut.-Col. Dunne, Major Anson, Major Edwards, Dr. Irvine, Messrs. Ashton, Antrobus, Angier, Batchelor, Barned, Campbell, Cresswell, Cull, Elles, Ewing, Gray, Holliday, Hallam, Halton, Hudson, Hope, Harrison, Johnstone, Lamond, Lancaster, J. J. Mackenzie, Martin, Mouncey, D. W. Mackenzie, Macandrew, Ormiston, Pereira, Porter, Rickards, Robertson, Skinner, Sassoon, Stewart, Stuart, Alex. Smith, Arthur Smith, W. H. Smith, Thorburne, Walkinshaw, Wise, Waller, Whatmore, Walker.

On the completion of the dinner the usual loyal toasts were proposed and drunk, followed by the toast of

"The Army, Navy, and Volunteers."

The Army was responded to by General Sir Charles Straubenzie, who at one time commanded the garrison at Hong Kong; the Navy by our old and highly esteemed friend Admiral Sir Michael Seymour, who said it was with much pleasure he again met the residents of China—that station

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which had always been to him the most eventful in a professional view, and the most agreeable in a social view. Mr. Antrobus responded for the Volunteers of China, and in a very neat speech gave an idea of the value of the services rendered on many occasions by the Shanghai corps. He had hoped to have exhibited on the table the "China Challenge Cup," which had arrived in this country, but was detained at Southampton owing to the necessary forms not being passed through the Customs; a duty exception having been promised by Government.

The next toast, also from the chair, was "China and Japan," responded to by Sir John Davis with his usual ability. He was glad to again have the opportunity of meeting those connected with a country in which he took so great an interest. He was happy to say that the Chinese were slowly yielding to Western influences, and he regarded the establishment of the College at Peking as a very important stride. He complimented the Japanese on being of a less subtle character, and that although they resisted our proposals for trade and residence at first, they had finally succumbed with more credit and grace than the Chinese.

The next toast was that of success to the "China Club," proposed by Mr. Montgomery Martin, who made some useful and interesting comparisons between our career in India and China. He believed that we had at present but scratched at the outer crust of that great empire; he hoped that the members of the "China Club" would be instrumental in promoting our interests there. Lord John Hay briefly responded.

The next toast was "The Commerce of China and Japan," by Mr. A. R. Johnston, who regretted that the old faces of his day in China were disappearing, and that he himself was constrained to feel old in consequence. China was so interesting and so important a country that no one could forget their connection with it.

The response was given by Mr. J. J. Mackenzie, who deplored the present condition of the China trade, but trusted that it would recover itself, and that the merchants would again see a prosperous state of trade.

The health of the chairman having been proposed by Admiral Seymour, the visitors rose at 10.30 and entered upon a general conversation until twelve.

THE PROPOSED TELEGRAPHS IN CHINA.

The East India Telegraph Company of New York, which proposes to lay a telegraph cable from Hong Kong to Shanghai, touching at the intermediate open ports, has commenced sending out materials, and has desired its agent in London—Mr. F. C. G. Ritso—to enter into a contract for the manufacture, laying, and guaranteeing for a certain period, of a submarine cable. Mr. Seward, the Secretary of State, and Mr. Welles, Secretary of the Navy, have instructed the American Minister at Peking and the Admiral in command of the China Station to render every assistance in their power to this enterprise. The company is not intended to be purely American; it is anxious to be international, and arrangements are now being entered into to give to parties in England a share in its control. It is to be hoped it will receive the support of our China houses, and that English and American interests in China will be equally promoted by these means.

IN reference to a notice recently issued from the Post-office relative to additional mail services to Aspinwall, we understand that arrangements for the transmission of correspondence to China and Japan, *via* San Francisco, have not as yet been completed.

Literature.

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China and Japan; a Complete Guide to the Open Ports of those Countries, together with Peking, Yeddo, Hong Kong, and Macao, with 56 maps and plans. By W. F MAYERS, F.R.G.S., H.M.'s Consular Service; N. B. DENNYS, late H.M.'s Consular Service; and CHARLES KING, Lieut. Royal Marine Artillery. Edited by N. B. DENNYS. In 1 vol. 8vo, 600 pages. London, Trubner and Co.; and Hong Kong, Shortrede and Co.—A glance at this volume suffices to show that no pains have been spared by its authors to make it not only a complete guide-book for the use of persons actually visiting the various treaty ports of China and Japan, but a really useful work of reference, such as cannot fail to be acceptable to all who take any genuine interest in either of those countries. And although written in a very simple, unpretending style, it is moreover essentially a *readable* book; dry dissertations being avoided, and such technical and statistical information as are necessary to make it complete being generally given in a tabular form. Each of the ports or places treated of (twenty-seven in number) has a separate section of the book appropriated to it, commencing in most cases with a general description of its size, appearance, geographical position, and approach or mode of access. A slight historical sketch of its origin and development follows; then a detailed account of its present condition, plan, institutions, chief buildings and Government. This is succeeded by observations on the trade, currency, and population, with the needful statistics; notes on climate, hygiene, food, clothing, &c.; and much other information of a varied but always useful nature. The descriptive and historical parts are very interesting, and, being interspersed with apt quotations from the best writers on China and Japan, tend to make the book, as we have already said, quite a readable one. On the whole, therefore, it may be considered to fulfil the purpose for which it is put forth, and to supply the want which undoubtedly existed of a thoroughly practical handbook of information regarding China and Japan. But the volume is by no means faultless. In the first place, it is a pity it was not printed in England, for, although as a specimen of Hong Kong typography it is not otherwise than creditable to Messrs. Shortrede's establishment, its appearance is marred by a certain want of finish, and the binding is by no means so good as it should be. Of the numerous maps and plans it contains, some (especially those of Hong Kong and Shanghai) are carefully and elaborately drawn, but many of the others are very sketchy; too meagre, in fact, to be of any use at all. In those of Nagasaki there are several errors; "Tokits," for instance, is printed "Gokito;" "Takaboko" becomes "Gakaboko;" and the "Governor's Road" is strangely transformed into the "Governor's *Pond*." There are errors in the letterpress too. "Mogi Bay," which is correctly printed on the map, becomes "Mogibay" in the description. Nor are these misprints confined to names of places, the occasional misspelling of which is in some degree excusable, but they unfortunately extend beyond this, and we need look no further than the third page to find a simple English word absurdly misspelt. Again, "Tientsin" and "Yang tz' Kiang" are each spelt in two different ways on the same page. And here and there we come upon passages written in such a slipshod style as to indicate either undue haste in composition, or the absence of any careful revision of the proofs; probably both. Such defects as these do not in any serious degree militate against the practical utility of the book, but care should still be taken to correct them in the future editions which will doubtless be called for.

General Observations on the Port and Trade of Chefoo, and on Trade in the North of China.—This is a well-written pamphlet of about a dozen pages, issued by Mr. J. P. Watson, of 47, Lime-street, with the view of drawing attention to the resources of Chefoo and the surrounding district. The writer gives a concise *resume* of the history of the port, and an interesting account of its trade. He points out that the one thing needed to place the ports in the Gulf of Pecheli on a most satisfactory footing is the establishment of a direct home trade; and that of the three ports Chefoo offers by far the greatest advantages for this purpose, being the only one that is not closed by ice during the winter. The navigation is easy, the anchorage safe, and it is even now a sort of central depôt for the trade of the gulf. For some time the rising tendency of the trade was checked by the prohibition contained in the treaty of Tientsin regarding the export of certain descriptions of native produce in European vessels; but since this restriction was removed, in 1861, the entire carrying trade between Chefoo and the southern ports has fallen into the hands of Europeans, and the increasing use of steamers bids fair to add another element to the prosperity of the port. Chefoo, however, with the neighbouring port of Tientsin, languishes for want of direct shipments from home. The same was the case a few years back with Nagasaki and Yokohama; they were dependent for supplies of imports on those China ports that became from time to time over-stocked, and that branch of trade was consequently very speculative, subject to violent fluctuations, and altogether in an unsatisfactory state; whereas the direct home trade now established has placed them in a greatly improved position. There seems to be no sufficient reason why a similar result should not be practicable with regard to Chefoo.

In our summary of new publications last month we omitted to notice the appearance of *Judy*, a three-halfpenny imitation of *Punch*, which was very poor from the first, and seems to get worse every week. We have now to record the appearance of another humorous weekly publication called *The Tomahawk, a Saturday journal of Satire*. This is far more presentable, and the first two numbers contain some very clever sketches. It is illustrated by a single cartoon only, and is well printed on toned paper, the price being threepence. The chilling blast that had such a depressing effect on the Derby appears to have proved fatal to our juvenile contemporary, the *Little Times*, that literary bantling not having been seen or heard of since the 22nd. The public seems to bear its loss with resignation.

The following is a summary of the miscellaneous works

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published during the fortnight; they are not very numerous.—

In Literature, Science, and Art, Mr. Murray publishes in one volume his *Handbooks to the Cathedrals of England*, this one comprising the western division. The literature of Reform has received an addition in the *Questions for the Consideration of a Reformed Parliament*, a series of essays by various writers, well worth the attention of members of both Houses. Professor Morley has issued a new volume of his *English Writers*, from Chaucer to Dunbar. Professor Leone Levi has collected into one volume his papers on *The Wages and Earnings of the Working Classes*, with facts illustrative of their economical condition, which originally appeared, we believe, in the *Daily Telegraph*. A work on the *Social and Political Dependence of Women*, also just published, by an anonymous writer, forms a sort of accompaniment to the preceding book.

In History and Biography we find a volume of papers read at the London Congress of the Archæological Institute of Great Britain and Ireland, published under the title of *Old London*, in which, however, we miss Mr. Dixon's very curious and interesting paper on the Tower; a *History of the Machine-Wrought Hosiery and Lace Manufactures* is given us by Mr. William Felkin, who seems well acquainted with the subject. Mr. Dyer edits a very interesting book on *Pompeii, its History, Remains, and Antiquities*, with an account of the destruction of the city, and a full account of the remains and the recent excavations, with an itinerary for visitors; it has nearly three hundred woodcuts. Mr. Hew Scott's *Fasti Ecclesiæ Scoticanæ* is a voluminous work on the succession of ministers in the parish churches of Scotland, from the Reformation of 1560 till the present time; the first part contains the synod of Lothian and Tweedale. A portion of the second part of Professor Stephens's work on the *Runic Monuments* is issued at the request of several archæologists before the rest of the volume; it contains an account of the Ruthwell Cross, Northumbria, &c., &c., from a South English transcript of the tenth century, with translations, comments, &c. The *Life of the late Professor of Geography in the University of Berlin, Carl Ritter*, is given us by Mr. Gage; and Sir Adolphus Slade writes an account of *Turkey and the Crimean War*, a narrative of historical events.

In Fiction, Mr. Charles Clarke republishes, in a complete form, his novel of *The Flying Scud*, in 2 vols., founded on the play of that name by Mr. Boucicault; Mr. F. W. Robinson gives us a new one, called *No Man's Friend*, 3 vols.; and Miss Hesba Stretton, who was first brought into notice in Dickens's Christmas number of "All the Year Round," publishes another novel, *Paul's Courtship*, 3 vols.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The ninth annual general meeting of shareholders was held on the 21st inst., at the banking-house, Broad-street; Mr. G. G. NICOL, the chairman, presiding. The report of the directors having been taken as read,

The CHAIRMAN proceeded to move its adoption. He supposed some disappointment was felt in respect of accounts, but he thought that, considering the trying period they had passed, and the circumstances existing during the past two years—two years such as probably never before were experienced—they would consider it was rather a matter of congratulation that so little comparative injury had been done to the bank. When he last addressed them he was in hopes—and at the time they had a well-founded expectation—that things would turn out well and favourably; but the failures of the Commercial, the Agra, and more particularly the banks in Bombay, which were the origin and root of the mischief, then took place, and caused affairs to assume a threatening aspect. They considered it advisable, and in the interests of the bank, that they should pursue a cautious policy, and instead of carrying on their usual business on the usual scale, they deemed it prudent to curtail at every point. The consequence was that their business had been greatly reduced during the year, and therefore the same means of earning profits had not occurred. No doubt as events progressed, if they had been a little less conservative and a little less restrictive, they might have made more profits, but having regard to the threatening affairs which existed ten months ago, he thought the shareholders would concur in the propriety of the course pursued by the board. They might have made a little profit, but the hazard would have been very great. With respect to the accounts, they would see, as a proof of the curtailment of their business, that their liabilities, which were the measure of their business, had been reduced upwards of three millions as compared with the same statement of the preceding year. That would show they strictly carried out a policy of caution and care. At the same time, as a further proof of their watchfulness, the shareholders would observe that the same accounts showed cash in hand, bullion at the bankers, and Government securities to amount to within a trifle of the actual deposits and issues, proving incontestably that the directors took every precaution to preserve the company against emergency, and to fortify it at every point. He thought no bank would have stood the crisis as they had done, and he believed it would be gratifying to the shareholders to know that at no time were the board not able to meet any emergency that could have happened, and that the bank never stood so high as during the trying period of last year, both in the East and in London. They attributed these results to their cautious and conservative policy. They had unfortunately, through the force of circumstances, been obliged to trench upon their reserve fund, but they had nothing to withhold from the shareholders, and they desired to be frank, explicit, and straightforward, and to lay before them their actual position. (Hear, hear.) They therefore considered it expedient to alter the usual form of the account, and they had credited the profit for the year; and on the other side they had debited it with the losses they had written off. The amount of the loss was large —£134,000; but fully three-fourths of it belonged to the year 1865. It might be asked why that had not been written off before. In writing off the statement of losses in Bombay in the previous year they wrote off every shilling which came under their notice at the time; but then followed the crisis, and a great collapse took place in Bombay, bank after bank failing, and in the end they found that securities they had considered good were greatly depreciated, and the debtors whom they previously believed to be sound failed. They therefore had to add a considerable sum to the losses of last year. As he had already said, that loss belonged to 1865, and their present manager was not to blame for it. Their profit, which was £102,221 3s. 2d., was not a large amount; but if they remembered that it was almost impossible to make profit out of exchanges, which they were aware was the only business they now carried on, they would consider it a matter of congratulation that the profit was so large. For nine months in the year the exchanges in India were actually below par. When he addressed them last year, the board were in hopes that the exchanges, following the usual course, would be favourable nine months of the year, but the reverse had been the case, and any profit had been out of the question. During the past two years they had entirely confined their business to exchanges, that being the most legitimate business for a bank like theirs, and they must consider £102,000 made out of such unfavourable elements to be not unsatisfactory. They had been very luckless to have trenched upon their reserve fund, but it would be only for a very short time, and their first duty and consideration would be to bring it back to its proper figure. They were very sanguine in the matter, and before long they hoped to be able to return what they had drawn from that source. He really thought, now that the evils from which they had suffered were at an end, and the banking system of India divested of its dangerous elements, and as all reckless competition had ceased, that the position before them was one of safety as well as profit. They were now in a position to benefit by their experience, which had been severe, and after a time they should be in as prosperous a condition as they had ever been in. Mr. Robertson, their chief manager, had just returned from an inspection of the branches, and his report was satisfactory in every respect, both as regarded the business of the branches and the staff. They expected to derive great advantages from Mr. Robertson's visit, and one of the first measures they should take in consequence would be to organise a more efficient inspection of their branches than they had hitherto had. In that respect they had been a little to blame. Within the past two years their managers when trained had been seduced from them, but that state of things was now at an end, and they had decided upon having two inspectors going over their branches in India, China, and Japan.

Mr. G. BROWN called the attention of the chairman to the item of "landed and house property at head offices and branches," which stood at £206,487. He considered the sum was exceedingly large when compared with the accounts of the Oriental and other concerns, and wished to know how it had been created. He thought the accounts were not quite so explicit as they could have wished, and complained that the results of the working of the various branches were not given separately, with the view of showing the good from the bad. No bank had better credit in India and China than theirs, and it was highly desirable to place the fullest details before the public.

Mr. BUTLER-JOHNSTONE asked if every item of loss was provided for. He had the greatest confidence in the chairman and the board of directors, and had induced a large number of his friends to go into the bank, but he wanted to see all the details in the accounts.

The CHAIRMAN, in reply, said the directors were opposed to invest ments in buildings, but in a bank like theirs it was indispensably necessary that their staff at all points should be comfortably and well housed. No doubt the amount referred to by Mr. Brown was heavy, but the greater portion of it arose from the building in which they were now assembled. They found their old bank inconvenient in many ways, and they purchased the new premises, which they considered a good investment. At the same time they should be only too glad to wipe the item from their books, and whenever they could effect a sale on advantageous terms they should be happy to dispose of the greater part of them. The new building in London was freehold, and it had cost them £115,000. They reckoned that when they let the upper floors they should occupy the ground-floor at a moderate rental. It was, and had always been, the desire of the directors to give the shareholders the fullest information, but there were many points, considering that their meeting was public, on which it would not be well to be too explicit. They had written off more than they were required to do. Before closing the accounts they received intelligence from Bombay that they had over estimated the amount by £20,000, but they considered it was better to let it stand. In writing off £134,000 they considered, as far as they could see at present, they had made full provision.

A SHAREHOLDER asked the chairman what was the percentage of the costs of the establishment on the capital.

The CHAIRMAN replied it was about 15 per cent., and he believed it was impossible for an Indian bank to be carried on successfully and with an able staff for less. The board had no desire but to meet the wishes of the shareholders in every way. They saw nothing objectionable in Mr. Brown's suggestion, and all he could say was, they should give the matter their best consideration before the next meeting.

Mr. BROWN said there was an opinion generally entertained on the part of the shareholders that it would be advisable to meet the directors every six instead of twelve months. (Hear, hear.) At present they were a whole year without receiving any intelligence of their property.

The CHAIRMAN said the question introduced by Mr. Brown, although it had never been mooted before by the shareholders, had been under the consideration of the directors. Speaking for himself, he could say the directors could not meet the shareholders too often. (Hear, hear) But at the same time they should require to know whether it was the general wish of the shareholders that they should meet half-yearly. They declared a dividend twice a year, and therefore the object of a half-yearly meeting would be to give a statement of the affairs.

The CHAIRMAN then asked for a show of hands, which resulted in a unanimous approval of the suggestion of Mr. Brown, and a resolution was subsequently drawn up by that gentleman, fixing the holding of the half-yearly meeting on the third Tuesday of the month of November in each year.

In answer to Mr. BUTLER-JOHNSTONE,

The CHAIRMAN repeated a statement made by him at an early stage of the proceedings, namely, that his conviction was that everything in the shape of loss was provided for. The accounts had been most rigidly audited, and everything they were likely to lose had been written off. The directors were the largest shareholders, and surely it was not to be sup-

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posed they would trifle with their own property. Indeed he might state, without committing a breach of confidence, that the directors had increased their holdings within the last two or three days. (Cheers.) With respect to their prospects during this year, although the exchanges up to the present time had been unfavourable, and since the 1st of January below par, yet the profits they had realised for the first three months were very satisfactory, and much more than they could have expected, and as exchanges were becoming favourable, there was every reason to expect the half-year would at least be a tolerably good one.

Messrs. G. G. Nicol (the chairman) and J. M. Robertson (the retiring directors) were re elected. Messrs. J. Smith and J. J. Mackenzie were elected auditors at a salary of 100 guineas a year, and Messrs. Coleman, Turquand, Young, and Co. were appointed to audit the accounts in conjunction with those gentlemen. A cordial vote of thanks was accorded to the chairman and directors.

Mr. ROBERTSON, the chief manager, having been called upon to address the meeting, stated that his visit to the branches was necessarily brief. He had looked into the position, security, cash, and current business in each establishment, and found everything thoroughly satisfactory; and the bank at all points was in the hands of efficient, able men, who understood their business. He thought there was every prospect of a good year's business. There was much less competition now than before, and business was on a sounder footing. He had found that the four months' usance system was becoming generally adopted, and those merchants who had opposed it seemed ready to acknowledge its advantages.

Naval and Military.

The *Army and Navy Gazette* states that Captain Leopold Heath, C.B., and not Captain Nolloth, will succeed Commodore C. F. Hillyar, on the promotion of the latter to flag rank on the East India station. Captain Heath is deficient in sea time, and will therefore willingly resign the desirable and lucrative post of Vice-President of the Ordnance Select Committee in order to secure so desirable an object. It is rumoured that Captain Sir W. S. Wiseman, who made room for Captain Heath four years ago, at the request of the then Board of Admiralty, for the purpose of proceeding to New Zealand, where his presence, from the fact of his having acted in concert with Sir George Grey previously at the Cape of Good Hope, was calculated to produce beneficial effects, will again resume his old office. The appointment would, we believe, be popular both within and without doors, as the naval element will not be sufficiently represented in the committee on the retirement of Captain Heath.

Vice Admiral James John Stopford has retired, owing to his impaired health, from the Active List of flag-officers, consequently Captain Codd, now superintendent of the Victualling Yard and Hospital at Plymouth will have to resign his appointment and to accept the rank of tetired Rear-Admiral, owing to his being above sixty years of age. Commodore C. F. Hillyar will be promoted to the Active List of rear-admirals and will, as above stated be succeeded by Captain Heath, C.B. By the retirement of Vice-Admiral J. J. Stopford, and the consequent promotions from the Captain's List, two good service pensions have fallen to the disposal of the First Lord of the Admiralty.

Lieut.-General Sir Robert Douglas, Bart., commanding at the Cape of Good Hope, has appointed his Aide-de-Camp, Lieutenant C. H. Boyleau, 61st Foot, to be Assistant-Military Secretary, in succession to Lieutenant-Colonel J. C. Gawler, 73rd Foot, who has joined his regiment in China on promotion. Lieuteuant Charles E. Lang, 11th Foot, will succeed Lieutenant Boyleau as Aide-de-Camp to General Douglas.

His Italian Majesty's ship Eurydice, 24 guns, Capt. Cavalier Bertelli, arrived at Spithead from Genoa and Gibraltar, and on anchoring exchanged the customary salutes with the Port Admiral's ship at Portsmouth and the garrison saluting battery. Unfortunately, in firing the salutes from the Italian frigate a very serious accident occurred, two of her men in reloading one of the guns being blown into the water out of the gun by a premature explosion of the charge on being rammed home in the gun, supposed to have been caused by the vent of the gun not being "served" properly—*i.e.*, the external air kept from the chamber of the gun by pressure of the thumb of the man on the touchhole of the piece whose duty it was to attend to that part of the gun's loading. One of the poor fellows had his hand blown off, and the other had his arm severely fractured.

The Lords of the Admiralty have determined on erecting fortifications on St. Catharine's Island, near Tenby, and tenders have already been received. The island commands an important point of the Bristol Channel, and the new works will be a valuable addition to the range of fortifications around Milford and Pembroke.

Her Majesty's steam transport Euphrates, which was built by Messrs. Laird Brothers, of Birkenhead, and was floated on the 24th of November last, has received her rigging and completed her fittings. Last week she finally left the New Alfred Dock, Birkenhead, and was formally handed over to Government. Capt. Montagu Dunn assumed the command. Mr. E. J. Reed, Chief Constructor of the Navy, and Mr. Luke, one of the Admiralty Inspectors, were present. She is a very fine vessel, and is the first of the five transports destined for the Indian relief troops service, *via* Suez. Her length is 365 ft., breadth 49 ft., maximum draught of water 21 ft., and tonnage 4173. Her engines, which are of 700 horse power nominal, were also constructed by Messrs. Laird, who have, in fact, built and completed the ship throughout at their own works. The cylinders are 94 in. diameter, with 4 ft. 6 in. stroke. Her accommodation is for 1,450 persons—1,250 military and 200 crew. After her trial at Portsmouth she will proceed to Bombay to commence, in August, the new system of relief.

The launch of the unarmed screw sloop Danäe, 4 guns, 350-horse power, constructed from the designs of Mr. E. J. Reed, the Chief Constructor of the Navy, has been successfully accomplished from No. 2 building-slip of Portsmouth Dockyard.

A trial of the engines of Her Majesty's armour-plated ship Northumberland took place at the measured mile outside Plymouth breakwater last week. This ship belongs to the same class as the Agincourt and Minotaur. She was built of iron by the Millwall Company, and was launched in April, 1866. Her length is 400 ft., breadth 59 ft., and tonnage 6,621 tons. Her lower masts only were in; there were 320 tons of coal on board, no stores; draught of water forward, 23 ft.; aft, 24 ft. 1 in. The trial took place under the superintendence of Captain George C. Willes, C.B., of the guardship of Steam Reserve Indus, and Mr. William A. Dinnen, chief-inspector of machinery afloat, and several other Government officers. The engines, from the manufactory of Messrs. John Penn and Sons, are what are termed direct-acting trunk, diameter of cylinders 112 in., of trunk 41 in., thus producing an effective diameter of 104¼ in.; length of stroke, 4 ft. 4 in. There are ten boilers and 40 furnaces; the fire-grates are 3 ft. 1 in. by 7 ft. 9 in.; number of brass tubes, 4,800; diameter, 2¾ in.; length, 6 ft. 8 in. The screw propeller has four blades —diameter, 23 ft. 9 in.; mean pitch, 23 ft. 4 in.; length, 1 ft. 11¼ in.; immersion of upper edge, 1 ft. Six runs at the measured mile, under full boiler power, gave a true mean speed of 15·459. She then made four runs under half-boiler power, showing a true mean speed of 13·079. The engines were under way for six and a-half hours, and during the whole of this time worked most satisfactorily.

The *Army and Navy Gazette* has the following from Hong Kong. We hope the informant will not blush now at the reproduction:—"Some months ago, in allusion to the insalubrity of Hong Kong, statements were made of the condition of the 2nd battalion 20th Regiment, at that station, which we have now the best reason for saying were so exaggerated as to be very nearly the reverse of the truth. It was represented that the battalion would 'be incapable of a five miles march, and might be practically struck off the efficient strength of the army.' On the best authority, under date Hong Kong, 28th of February, we learn that the 2nd battalion 20th Regiment, since its arrival at Hong Kong in May, 186,k had lost by death only seven men, from causes attributable to climate, three from other causes, and that thirteen men were invalided out of a strength of 756 non-commissioned officers and men. A mild type of fever was prevalent at the period of change of temperature in the autumn. At the end of February the battalion had only twenty men in hospital, from causes with which the climate was at all connected, and was in as efficient a state for service anywhere as any battalion in the army."

The following circular, under date "Admiralty, May 15, 1867," has just been posted at the several Royal dockyards in the kingdom:—"Sir —I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they desire to draw the attention of commanders-in-chief and senior officers to a custom which appears to be somewhat prevalent in the fleet, of officers wearing whiskers of such inordinate size and length as to resemble beards, which latter are prohibited by the printed instructions. The regulations of the naval service require that any such irregular habit should be prevented, and that officers should be permitted only to wear the same length of whiskers as the seamen under their divisional superintendence.—I am, sir, &c., HENRY G. LENNOX."

Monetary and Commercial.

The biddings for £250,000 in bills on India took place on the 16th at the Bank of England. The amounts allotted were—to Calcutta, £157,500; to Madras, £3,500; and to Bombay, £80,000. The minimum price was fixed as before at 1s. 11¼d. on all the Presidencies. Tenders on Calcutta and Madras at and above the minimum will receive in full; those on Bombay at the minimum about 34 per cent., those above in full. A further falling off is thus indicated in the demand for means of remittance to the East.

The following correspondence has appeared in *The Times* regarding Messrs. Dent and Co. and the Blakely Ordnance Company, to which we have alluded in another column:—

"Sir,—As you have alluded to the report so industriously circulated in the City, that Messrs. Dent and Co. failed in consequence of losses incurred by Mr. John Dent in connection with the Blakely Ordnance Company, I shall be greatly obliged if you will allow me to state how untrue this is.

"Mr. John Dent did not lose one penny in the Blakely Ordnance Company. He gained no less than £67,000 by his partnership in that firm, which consisted only of himself and me. If the Blakely Ordnance Company (Limited) be meant, there is equally little foundation for the rumour, for this company did not come into existence till June, 1865, a year later than the losses occurred in China which eventually caused the stoppage of the house; and the limited company was formed actually in consequence of those losses, and to enable Mr. John Dent to retrieve them. Until then the old Ordnance Company (Mr. Dent and myself) had had a run of uninterrupted prosperity, and in 1864 and 1865 was making cannon worth a quarter of a million a year, of which 20 per cent. was profit. All this prosperity was sacrificed in the endeavour to save Messrs. Dent and Co. On the news of their losses reaching Mr. John Dent, he persuaded me to sell our business to a limited company, and he refused to allow the highly respectable firm of Cazenove to bring it out, because they would not guarantee the placing of as many shares as he required to furnish him with a large sum of ready money to take to China. We contracted with another party, and the consequence was that in two months three-fourths of the shares in this company were in the hands of dummies. Before we discovered this, however, we had handed over our valuable property to the bubble company, receiving in exchange its bills, bonds, and shares. Mr. Dent's portion was £115,000. He discounted or sold these, and in August, 1865, sailed for China with the proceeds, and lent them all to Messrs. Dent and Co.

"Of course, the Blakely Ordnance Company (Limited) dishonoured the bills; but although they were endorsed and drawn by Mr. John Dent and myself jointly, he has been unable, in consequence of the difficulties of Messrs. Dent and Co., to help me in taking them up. Neither Mr. John Dent nor Messrs. Dent and Co. have refunded one shilling of the £115,000 they had out of the proceeds of the sale of the Blakely Ordnance Company, unless £18,000 sent to me on another account be reckoned.

"A large portion of this sum, which all goes towards the dividend to the creditors of Messrs. Dent and Co., comes directly out of my pocket,

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for I had to take up as many of the dishonoured bills as I could, even although Mr. Dent had had the money. I ask these creditors, therefore, before repeating that Messrs. Dent and Co. lost by Mr. John Dent, and he by me, to inquire fully into the circumstances, and they will find that I have lost as much as any four of them through Messrs. Dent and Co. They will further join with me in the deepest sympathy for Mr. John Dent, and the conviction that he least of all concerned is to blame for our misfortune.—I am, Sir, yours obediently, "T. A. BLAKELY.

"May 11."

"London, May 14.

"Sir,—With reference to the letter of Captain Blakely which appeared in this day's Money Article of *The Times*, I think it right, as a partner of Dent and Co., resident in China during the whole period referred to by Captain Blakely, to say that no sum in any form was remitted or handed by Mr. John Dent to the firm during the time in question. I am assured that Mr. John Dent never received one penny from the Blakely Ordnance Company, in which he placed £30,000 cash, and that of the £115,000 stated to have been received as his share of the purchase money paid by the Blakely Ordnance Company (Limited) not more than £5,000 cash was received by him.—I am, Sir, your most obedient servant,

"FRANCIS CHOMLEY."

The return of the Bank of England for the week ending Wednesday, May 22, compared with that for the previous week, shows the following changes :—

Circulation issue	£33,532,965	Increase	£440,310
Circulation active	22.771,450	Decrease	413,055
Public deposits	8,584,864	Increase	1,050,652
Other deposits	17,185,452	Decrease	327,871
Government securities in banking department	12,886,314	No change.	
Other securities in banking department	19,122,822	Decrease	136,184
Coin and bullion in both departments	19,664,068	Increase	418,791
Seven day and other bills	429,571	Decrease	29,531
The Rest	3,148,367	Increase	2,412
Notes in reserve	10,761,515	Increase	853,365
Total reserve (notes and coin) in banking department	11,892,618	Increase	831,846

The changes are extraordinarily favourable. The absence of any important demand for money is shown in the fact that, while more than a million of Government deposits was paid into the Bank during the week, there was actually a decrease of £136,184 in the advances on mercantile securities. The amount of notes in circulation has consequently been diminished to the extent of £413,055, and the important addition of £831,846 has been made to the reserve. During the week the Bank received in imported gold only £120,000, and, as the increase in the coin and bullion above shown is £418,791, a strong reflux from the internal circulation is indicated.

Mr. Robertson, the Chief manager of the Chartered Mercantile Bank of India, London, and China, has returned from his tour of inspection of the branches in India, China, and Japan.

The annual meeting of the Chartered Mercantile Bank was held at the bank's premises on the 21st inst., and the report noticed in our last issue was unanimously adopted. The explanations afforded by the directors were full, and have imparted confidence. There has been a demand for the shares at advanced rates. A report of the meeting will be found in another column.

The palmy days of the P. and O. Company are at an end for the present. The revulsion in the trade of India and China during the past year has made an important difference to the company's earnings, to which has also to be added the competition of the Messageries Imperiales, which has deprived them of large sums in freight and passage money. The directors have acted wisely in avowing their inability to announce the interim dividend which has been customary, with few exceptions, for 25 years. This circumstance will, of course, have an important bearing on the tenders about to be sent in for the new postal service to India and China. Government must be prepared to pay a higher rate than hitherto, and considering the large surplus already realised from the postal service, and the saving soon to be effected by the stoppage of the subsidy to the Cunard line, they can certainly afford it. It is now perfectly demonstrated that a line of steamers cannot run from Suez to India and China without a liberal subsidy. The shares of the company have fallen to par.

The directors of the Messageries Imperiales Company, at the annual meeting of the 31st of May, will propose that the dividend for 1866 shall be 50f. Of this sum 20f. have been paid.

For some time the position of Messrs. Robert Smith and Co. has been questioned. Indeed, since the arrangement made last year with their creditors there has been a want of confidence in the firm. This, coupled with the continued depression in the China trade, including losses on both imports and exports, has been more than they can surmount; arrangements have consequently been made for winding up the business of the firm as speedily as possible, under inspection. The house here and in China (Smith, Kennedy, and Co.) has, since its establishment, enjoyed a very high reputation.

The failure has been announced of Messrs. Fraser, Trenholm and Co., Liverpool, who formerly acted as agents for the Confederate Government. The liabilities are about £1,000,000 and the estimated deficiency £160,000. The difficulty has arisen from losses in cotton, and also from a lock-up of capital in steamships, which are a subject of litigation with the United States Government.

Annexed are some practical suggestions with regard to the accounts of joint-stock banks :—

Sir,—The period is advancing when the usual half-yearly balance-sheets of the joint-stock banks will be in the course of publication, audited or not. These documents are issued in a form at the discretion of the several boards of directors irrespective of uniformity. There cannot be any reason why joint-stock banks should not issue a uniform balance-sheet, and that monthly instead of half-yearly, involving, as some of them do, an amount of transactions nearly approaching the Bank of England, and exercising in the aggregate a vast influence in the monetary and commercial world. At present the public, or their shareholders, are in utter ignorance of their transactions until the half-yearly statements are published. There is one very important item which never appears in any of the balance-sheets—viz., the amount of overdue bills.

"The subjoined form of balance-sheet is respectfully submitted for consideration, with the suggestion that it should be published in the *London Gazette* monthly. The time has passed for deception or concealment in accounts, whether railways, banks, assurance, or other trading companies, which, after what has so recently transpired, should in every instance be independently authenticated in every material particular, without any Government interference or authority.

"Mr. Richard Moon, at the late half-yearly meeting of the London and North-Western shareholders, stated, unquestionably speaking from considerable experience, 'My belief is that the auditorship of a company is the most important business in a company. I am certain that none of the disasters which have come upon the different companies around you would have happened if the auditors had done their duty. But you must bear this in mind, that it requires auditors to be strong-minded men—not easily persuaded, driven, or cajoled.'

"Never were truer words uttered by a chairman.—I am, Sir, your obedient servant, "J. G."

"May 17."

"LIABILITIES.

	£
"To paid-up capital	
"Reserved fund...	
To Liabilities under acceptance	
"Amount of cash on deposit at call	
"Amount of cash on deposit at seven days' or other notice	
"Amount due on current accounts and other liabilities payable on demand	
"Other liabilities not payable on demand	
"Year's profit	

"ASSETS.

	£
"By cash in hand at the Bank of England and at call	
"Government stock and Exchequer bills	
"Advances on railway shares and debentures... ...	
"Bills discounted not yet due	
"Amount of overdue bills	
"Amount of loans overdue	
"Amount of loan and other securities	
"Interest on deposits	
"Bank premises, &c.	
"Expenses of management	

"(Signed) Chairman.
Manager."

The eighteenth ordinary general meeting of the British India Steam Navigation Company will be held at the company's offices, No. 3, East India-avenue, Leadenhall-street, on Wednesday, 29th inst., at one o'clock.

A petition for the winding up of the National Provincial Marine Insurance Company (Limited) is to be heard before the Master of the Rolls on the 1st of June.

The loan of £1,000,000, in an 8 per cent. stock, at the price of 80, proposed by the Greek Government, is now being offered for subscription, among the various Greek communities of the principal trading cities of Europe and elsewhere. Little progress, however, has been made except at Alexandria, where £120,000 has been taken. In London the leading Greek merchants have adopted the honourable course consistent with their established character, and intimated to their Government that they cannot consent to favour any loan until a satisfactory settlement shall have been made with the English bondholders.

A large meeting of the creditors of the London, Bombay, and Mediterranean Bank, which was ordered to be wound up last year, was held on the 24th, to receive a report and statement of accounts from the official liquidators, Sir Thomas Parkyns, Bart., and Mr. James Cooper (of the firm of Johnstone, Cooper, Wintle, and Evans), as to the complicated questions arising out of the amalgamation between this bank, the Continental Banking Corporation, and the London and Mediterranean Bank. After a lengthy discussion as to the course to be pursued, to avoid the evil consequences likely to ensue from the continuance of the three separate liquidations, a committee was appointed to concert steps for some combined scheme of liquidation.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton, on the 20th inst., was—In gold, to

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Aden, £525; to Madras, £1,308; in silver, to Bombay, £1,365; to Hobson's Bay, £125; total in gold, £1,833; in silver, £1,490.

CUSTOMS REPORT OF TRADE IN CHINA.

The following summary of the statistics of trade at the treaty ports is compiled from the reports of the commissioners of customs, and issued by the Inspector-General at Shanghai :—

SHANGHAI.—During the month of February 44 sailing vessels were entered inwards, the total amount of their tonnage being 15,880 tons, and 49 steamers amounting to 30,813 tons. Of these 45 were from coast ports, 13 from Yangtsze ports, 11 from Japan, 4 from London, 2 from Manila, 2 from Singapore, 4 from Newcastle and Sunderland, 2 from Sydney, and 10 from Hong Kong. The number of vessels cleared outwards was 38 sailing vessels, tonnage 15,631, and 48 steamers, tonnage 30,905. Their destinations were, 48 for coast ports, 14 for Japan, 11 for Yangtsze ports, 12 for Hong Kong, and 1 for New York. The principal articles imported from foreign countries and Chinese ports during the month of February were: Grey Shirtings, 226,724 pieces; White Shirtings, 36,592; Dyed Shirtings, 8,448; White Spots and Brocades, 8,051; Dyed do., 26,290; T-Cloths, 82,360; Grey Drills, 10,273; Dutch do., 15,180; American do., 35,035; Chintzes and Furnitures, 18,662; Turkey Red Cloths or Cambrics, 10,781; Dyed Damasks, 3,490; Velvets, 1,282; Velveteens, 1,871; Camlets, 10,120; Dutch do., 200; Imitation do., 500; Cloth, Habit, Medium, and Broad, 3,075; Spanish Stripes, 4,640; Lastings, 1,760; Crape do., 3,000; Imitation do., 535; Long Ells, 12,548; Lustres, 53,618; Cotton Handkerchiefs, 7,174 dozens; British Coals, 2,170 tons; Japan do., 1,355; American do., 760; Iron, 4,831 piculs; Lead, 1,981; Tin, 1,968; Steel, 510; Window Glass, 1,397 boxes; Rice, 5,005 piculs; Brown Sugar, 44,956,; White do., 6,535; Seaweed, 3,124; Hemp, 1,429; Indigo, 735; Rhubarb, 16; Black Pepper, 18; Sandalwood, 312; Sapanwood, 1,422; Hankow: Silk, 52; Black Tea, Hankow, 86; do., Kiukiang, 673; Green Tea, Ningpo, 1,035; do., Kiukiang, 3,799; Raw Cotton, 1,504.

NINGPO.—During the month of February 26 vessels were entered and 33 cleared. The Imports were:—Maliva Opium, 28 piculs; Patna do., 52; Benares do., 12; Brown Sugar, 5,131; White do., 920; Sugar Candy, 83; Black Pepper, 663; Rice, 19,209; Medicines, 1,438; Iron Wire, 15; Tin, 1,281; Spelter, 131; Lead, 335; Cottons, 8,450 pieces; Woollens, 808. Exports: Green Tea, 1,035 piculs; Cotton, 1,708; Medicines, 1,449; Straw Mats, 13,320 pieces. Total duties collected during the month—from foreign vessels, taels 10,509; from Chinese vessels, taels 10,982.

FOOCHOW.—During the month of February 25 vessels were entered inwards, tonnage 12,543, and 25 vessels cleared outwards, tonnage 11,600; on the 28th February 14 vessels were in port. The chief Imports are specified as follows:—Bean Cake, 3,294 piculs; Bicho de Mar, 413; Medicines, 158; Lead, 193; Iron, 368; Tin, 234; Nankeens, 1,787; Peas, 8,881; Rice, 5,057; Tobacco, 360; Raw Cotton, 566; Malwa Opium, 146 chests; Patna do., 262; Benares do., 65; Woollen Piece Goods, 844 pieces; Cotton Piece Goods, 11,763. Exports: Lungngans, 56 piculs; Olives, 442; Oranges, 184; Paper, 3,865; Joss do., 418; Tea, 17,713; Sugar Canes, 58,150 pieces; Timber Planks; 2,777 sq. feet; do. Poles, 34,892 pieces. The duties collected during the month amounted to taels 71,985.

AMOY.—For the month of February the entries inwards of vessels were 33, and the outward 31, the number remaining in port on the 28th being 13. The Imports were:—Benares Opium, 403 chests (363 piculs); Patana do., 34 chests (40 piculs); White Shirtings, 510 pieces; Grey do., 4,708; Dyed do., 1,035; Brocades, 100; American Drills, 372; Chintzes, 210; T-Cloths, 590; Turkey Red Cloths, 1,426; Bunting, 414; Camlets, 221; Lastings, 97; Long Ells, 200; Spanish Stripes, 97; Cotton Yarn, 1,080 piculs; Raw Cotton, 3,575; Foreign Flour, 972; Peas and Beans, 5,430; Bean Cake, 4,369; Rice, 2,378; Wheat, 946. Exports: Brown Sugar, 1,684 piculs; Sugar Candy, 600; Tobacco, 210; Preserves, 211; Paper, 340. The Treasure imported amounted to $108,648, and exported to $334,574. The amount of duties collected in the month was tls. 20,065.

SWATOW.—Arrivals for the month of February, 32 vessels; departures, 26; in port, 19. Imports for month:—Grey Shirtings, 6,110 pieces; White do., 2,230; T-Cloths, 2,360; American Drills, 208; Dyed Cottons, 1,441; English Camlets, 509; Imitation do., 106; Lastings, 216; Long Ells, 242; Spanish Stripes, 290; Iron, 105 piculs; Cotton Yarn, 924; Bean Cake, 77,788; Beans and Peas, 4,638; Cotton, 4,012; Hemp, 538; Medicines, 272; Oil, 930; Rice, 17,038; Vermicelli, 2,148; Malwa Opium, 230 chests; Patna do., 202; Benares do., 19. Exports: Betel Leaf, 107 piculs; Capoor Cutcherry, 58; Ginger, 300; Potato Flour, 229; Preserves, 53; Brown Sugar, 23,350; White do., 6,738; Tobacco, 300. Total collection of duties for February, taels 11,566.

CANTON.—The number of vessels entered inwards during February including river steamers was 68, tonnage, 27,877; the number cleared outwards also including the river steamers was 65, tonnage, 7,211. The Imports and Exports for the month are returned as follows:—Imported from Hong Kong: Grey Shirtings, 7,343 pieces; White do., 5,666; Chintzes, 2,441; Handkerchiefs, 5,617 dozens; T-Cloths, 3,917 pieces; Mats, 13,698; Bombazettes, 1,184; Spanish Stripes, 821; Amber, 39 piculs; Indian Cotton, 9,817; Native do., 3,217; Cotton Yarn, 936; Cinnabar, 133; Elephants' Teeth, 22; Ginseng, 86; Lily Flowers, 228; Medicines, 487; Nankeens, 321; Pepper, 53; Putchuck, 216; Rhubarb, 72. Imported from Singapore: Timber, 1,305 pieces. Imported from Coast Ports: Carpets, 515 pieces; Goats' Hair, 43 piculs; Medicines, 41 Nankeens, 687; Silk Piece Goods, 84; Wheat, 2,852; Wool, 61. The following were the Exports:—To England: Black Tea, 2,736 piculs; Green Tea, 85; Preserves, 185. To New York: Cassia Lignea, 20 piculs; China Ware, 46; Fireworks, 1,055; Galangal, 49; Preserves, 104; Raw Silk, 79; Black Tea, 578; Turmeric, 100; Straw Hats, 44,000 pieces; Matting, 2,100 rolls. To Hamburg: Canes, 42,000 pieces; Cassia Lignea, 720 piculs; Fireworks, 39; Nutgalls, 50; Preserves, 245; Woodware, 38. To Bombay: Cassia Lignea, 121 piculs; Glass Bangles, 246; Preserves, 80; Raw Silk, 46; Black Tea, 157. To Hong Kong: Arsenic, 55 piculs; Brass, 82; Chinaware, 27; Glass Bangles, 61; Glue, 89; Indigo, 33; Medicines, 48; Paper, 87; Preserves, 220; Rhubarb, 137; Silk Piece Goods, 191; Raw Silk, 561; Black Tea, 975; Green do., 562; Woodware, 102. To Coast Ports: Palm-leaf Fans, 190,000 pieces; Brass Buttons, 68 piculs; Grass Cloth, 25; Indigo, 109; Brown Sugar, 1,805; White do., 997; Sugar Candy, 388; Tobacco, 88. The duties collected during the month amounted to 56,911 tls.

HANKOW.—The Imports for the month of February were as follows:—Opium, 297 chests; sandalwood, 264 piculs; Sapanwood, 1,958; Seaweed, 1,800; Brown Sugar, 6,904; White do., 3,167; Cotton, 16,714; Cuttlefish, 842; Iron, 617; Quicksilver, 56; Grey and White Shirtings, 95,147 pieces: T-Cloths, 10,109; Drills, 2,052; Chintzes, 2,850; Brocades, 5,000; Long Ells, 4,480; Camlets, 3,449; Orleans Cloth, 3,230; Lastings, 320; Damasks, 1,700; Spanish Stripes, 642; Cloth, 276; Treasure, taels 13,750. The Exports were:—Black Tea, 844 piculs; Green do., 3,492; Silk, 34; Rhubarb, 198; Hemp, 2,626; White Wax, 280; Oil, 10,593; Tallow, 4,313; Safflower, 243; Tobacco, 1,071; Varnish, 502; Steel, 570; Fungus, 527; Gall Nuts, 430; Copper Cash, 193; Treasure, taels 294,230. The duties collected during the month amounted to taels 21,048.

KIUKIANG.—The imports during February have been:—Opium, 204 chests; Lead, 290 piculs; Tin, 123: Sandalwood, 340; Seaweed, 2,265; Sugar, 2,691; Black Pepper, 142; Cotton, 1,749; Salt Fish, 237; Grey Shirtings, 6,830 pices; White do., 400; T-cloths, 3,380; Chintzes, 118; Velveteens, 252; Long Ells, 547; Lastings, 115; Spanish Stripes, 306; Medium Cloths, 36; Camlets, 692; Lustres, 57; Cotton Handkerchiefs, 400 dozens. Exports: Grass Cloth, 366 piculs; Hemp, 197; Paper, 1,797; Vegetable Tallow, 380; Tobacco, 747; Black Tea, 482; Green do., 2,555; China Root, 366. The duties have amounted to tls. 10,362 during the month of February.

CHINKIANG.—Imports for the month of February:—Cotton Piece Goods, 1,360 pieces; Woollen Piece Goods, 464; Malwa Opium, 281 piculs; Patana do., 13; Sandalwood, 503; Sugar, 2,341; Pea Oil, 1,075; Wood Oil, 4,262; Vegetable Tallow, 1,480; Hemp, 568; Tobacco, 108; Treasure, tls. 34,600. Exports: Raw Cotton, 265 piculs; Silk Piece Goods, 24; Treasure, tls. 153,226. Total of duties collected during February, tls. 746.

CHEFOO.—During the month of February thirteen vessels arrived and fourteen were cleared. The Imports received during the month were as follows:—Opium, 64 piculs; Paper, 3,409; Seaweed, 12; Sugar, 7,773; Matches, 300 gross; needles, 310,000 number. Exports: Bean Cake, 73,116 piculs; Peas, 7,067; Cotton, 108; Dates, 565; Vermicelli, 1,530; Wheat and other Grain, 342. Total amount of duties, tls. 8,386.

EXPORTS TO THE FAR EAST.

The quantities and value of the Cotton Goods shipped from the ports of London, Liverpool, Southampton and the Clyde, to China, Japan, Singapore, Batavia, Manila, and Ceylon during the month and five months ended 16th May of the years 1865, 1866, and 1867 are given in Mr. Sam Mendel's monthly export tables as follows :—

TO HONG KONG AND WHAMPOA.—For month ended 16th May, 1867: Plain Cottons, 3,194,725; Coloured Cottons, 216,775; Printed Cottons, 40,440 yards; Cotton Yarn, 441,650 lbs.; total value of Cotton Goods, £104,997. For the five months ended 16th May, 1867: Plain Cottons, 13,245,895; Coloured Cottons, 634,682; Printed Cottons, 246,518 yards; Cotton Yarn, 1,547,038 lbs.; total value of Cotton Goods, £406,469. For the five months ended 16th May, 1866: Plain Cottons, 17,500,861; Coloured Cottons, 2,129,688; Printed Cottons, 296,200 yards; Cotton Yarn, 1,917,758 lbs.; total value of Cotton Goods, £625,281. For the five months ended 16th May, 1865: Plain Cottons, 8,801,954; Coloured Cottons. 1,821,791; Printed Cottons, 117,826 yards; Cotton Yarn, 873,820 lbs.; total value of Cotton Goods, £837,880. Decrease in value for 1867 against 1866, £288,812.

TO SHANGHAI.—For the month ended 16th May, 1867: Plain Cottons, 6,121,130; Coloured Cottons, 511,120; Printed Cottons, 71,285 yards; total value of Cotton Goods, £115,597. For the five months ended 16th May, 1867: Plain Cottons, 31,277,670; Coloured Cottons, 5,316,197; Printed Cottons, 2,073,369 yards; Cotton Yarn, 103,132 lbs.; total value of Cotton Goods, £804,013. Decrease in value for 1867 against 1866, £470,806. For the month ended 16th May, 1866: Plain Cottons, 43,978,964; Coloured Cottons, 5,342,575; Printed Cottons, 1,591,590 yards; Cotton Yarn, 8,000 lbs.; total value of Cotton Goods, £1,274,319. For the five months ended 16th May, 1865: Plain Cottons, 26,883,448; Coloured Cottons, 1,806,536; Printed Cottons, 901,131 yards; Cotton Yarn, 68,580 lbs.; total value of Cotton Goods, £696,965.

TO JAPAN.—For the month ended 16th May, 1867: Plain Cottons, 1,003,670; Coloured Cottons, 967,836; Printed Cottons, 136,100 yards; Cotton Yarn, 211,200 lbs.; total value of Cotton Goods, £80,366. For the five months ended 16th May, 1867: Plain Cottons, 7,339,015; Coloured Cottons, 2,085,585; Printed Cottons, 441,730 yards; Cotton Yarn, 946,900 lbs.; total value of Cotton Goods, £298,716. Decrease in value for 1867 against 1866, £145,984. For the five months ended 16th May, 1866: Plain Cottons, 13,008,636; Coloured Cottons, 998,794; Printed Cottons, 1,319,936 yards; Cotton Yarn, 793,800 lbs.; total value of Cotton Goods, £444,700. For the five months ended 16th May, 1865: Plain Cottons, 4,215,722; Coloured Cottons, 646,640; Printed Cottons, 403,352 yards; Cotton Yarn, 72,100 lbs.; total value of Cotton Goods, £142,750.

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To SINGAPORE AND PENANG.—For the month ended 16th May 1867: Plain Cottons, 2,602,176; Coloured Cottons, 376,019; Printed Cottons, 209,168 yards; Cotton Yarn, 68,751 lbs. For the five months ended 16th May, 1867: Plain Cottons, 23,502,417; Coloured Cottons, 4,425,127; Printed Cottons, 1,581,797 yards; Cotton Yarn, 851,881 lbs.; total value of Cotton Goods, £695,903. Decrease in value for 1867 against 1866, £45,608. For the five months ended 16th May, 1866: Plain Cottons, 22,504,446; Coloured Cottons, 3,170,374; Printed Cottons, 1,804,098 yards; Cotton Yarn, 544,020 lbs.; total value of Cotton Goods, £741,511. For the five months ended 16th May, 1865: Plain Cottons, 13,839,110; Coloured Cottons, 1,699,921; Printed Cottons, 819,483 yards; Cotton Yarn, 549,301 lbs.; total value of Cotton Goods, £418,546.

To BATAVIA.—For the month ended 16th May, 1867: Plain Cottons, 1,999,913; Coloured Cottons, 3,264,199; Printed Cottons, 2,654,117 yards; Cotton Yarn, 98,185 lbs.; total value of Cotton Goods, £181,145. For the five months ended 16th May, 1867: Plain Cottons, 9,184,345; Coloured Cottons, 7,724,725; Printed Cottons, 8,117,209 yards; Cotton Yarn, 305,755 lbs.; total value of Cotton Goods, £598,351. Increase in value for 1867 against 1866, £26,425. For the five months ended 16th May, 1866: Plain Cottons, 14,028,270; Coloured Cottons, 4,656,679; Printed Cottons, 3,161,210 yards; Cotton Yarn, 214,505 lbs.; total value of Cotton Goods, £571,926. For the five months ended 16th May, 1865: Plain Cottons 3,006,653; Coloured Cottons, 1,811,365; Printed Cottons, 2,217,570 yards; Cotton yarn, 110,100 lbs.; total value of Cotton Goods, £194,202.

To MANILA.—For the month ended 16th May, 1867: Plain Cottons, 2,318,167; Coloured Cottons, 2,851,029; Printed Cottons, 61,992 yards; Cotton Yarn, 22,210 lbs.; total value of Cotton Goods, £126,012. For the five months ended 16th May, 1867: Plain Cottons, 7,258,943; Coloured Cottons, 7,511,441; Printed Cottons, 577,224 yards; Cotton Yarn, 66,226 lbs.; total value of Cotton Goods, £386,337. Increase in value for 1867 against 1866, £222,557. For the five months ended 16th May, 1866: Plain Cottons, 2,577,540; Coloured Cottons, 3,225,386; Printed Cottons, 39,120 yards; Cotton Yarn, 15,700 lbs.; total value of Cotton Goods, £163,780. For the five months ended 16th, 1865: Plain Cottons, 3,387,918; Coloured Cottons, 3,476,943; Printed Cottons, 550,115 yards; Cotton Yarn, 36,050 lbs.; total value of Cotton Goods, £194,051.

To CEYLON.—For the month ended 16th May, 1867: Plain Cottons, 1,788,196; Coloured Cottons, 111,620; Printed Cottons, 278,374 yards; Cotton Yarn, 11,000 lbs.; total value of Cotton Goods, £46,109. For the five months ended 16th May, 1867: Plain Cottons, 9,432,035; Coloured Cottons, 810,174; Printed Cottons, 1,455,402 yards; Cotton Yarn, 53,500 lbs.; total value of Cotton Goods, £269,649. Decrease in value for 1867 against 1866, £1,434. For the five months ended 16th May, 1866: Plain Cottons, 6,079,965; Coloured Cottons, 856,639; Printed Cottons, 2,037,764 yards; Cotton Yarn, 170,003 lbs.; total value of Cotton Goods, £271,083. For the five months ended 16th May, 1865: Plain Cottons, 2,366,354; Coloured Cottons, 773,110; Printed Cottons, 404,132 yards; Cotton Yarn, 63,149 lbs.; total value of Cotton Goods, £111,729.

ARTICLES OF IMPORT.

TEA.—Our market still remains without general activity, but on the whole a moderate amount of business has been done, and prices have ruled very steadily, the arrivals having been small, whilst Deliveries for home consumption and export continue on a good scale. Congous: A parcel of 246 boxes "new-make Canton," imported per overland mail as new season '67-68, sold at 2s. 7¾d. to 2s. 8d. This price cannot be accepted as a criterion for the bulk of new teas, as the dealers simply gave a fancy price to have a few boxes new season. The broken-leaf kinds remain very firm at former rates. Fair to good common show no change. Fair to good flavoury kinds have sold at about former prices. Good to fine Kaisows have been realised to some extent at full prices, also good to fine Pak Lins. Common to fair black-leaf kinds have sold steadily at former prices. Fair to good medium kinds show no alteration. Fine to finest have sold in small parcels at full prices. Some sales of new-make Canton from recent arrivals have been made at full prices. Oolongs have been in fair request at fully former prices. In Souchongs there is no material alteration to notice. Some further sales of Flowery Pekoe, of old import, have been made without reserve at about former prices. Some considerable sales of Scented Caper have been made at fully former prices. In Scented Orange Pekoes the sales made show no variation in price, though they have met with rather more inquiry. Uncoloured Japans remain without change. Green Teas: There has been a fair business doing, and prices for all the finer kinds are steadily supported, whilst the commoner kinds still remain comparatively difficult of sale. Canton Gunpowders and Young Hysons have been sold at fully previous prices. Another report says an invoice of 4,000 packages first crop Kaisows, ex Flying Spur, sold, after more competition than has been witnessed for some months past, at from 1s. 11d. to 2s. 5d. per lb. The last day or two attention has again been given to Scented Teas, especially Capers, the Dilpussund from Canton bringing 10,000 boxes, about half of which have already been sold at full prices. The prospects for New Season's Teas continue good, provided they are bought to show a margin on the present standard of prices ruling here, which for fine Congous show no material change since the opening of the year, and if the export from China season 1867-68 is somewhat on a scale with the monthly requirements, we shall have a steady market throughout.

SILK.—The silk market has been active during the past fortnight, and prices of all descriptions have experienced some improvement. Accounts of the European crop have gradually become less favourable, but till within the last day or two few would believe in a really bad result; now however, complaints are so general and so alarming, that all are of opinion that the crop of 1867 will be a sad failure; hence there is a large speculative business doing, and prices have a decided upward tendency. Deliveries from 1st to 23rd inclusive: China, 1,736 bales; Japan, 497 bales; total, 2,233 bales. The following are the current quotations:—

		Usual Imports.					
		s.	d.		s.	d.	
CHINA:—Tsatlee, No. 1 & 2	... ...	31	0	to	32	6	
„ No. 3 & 4	... ...	30	6	to	31	0	
„ Hangchow	... ...	24	6	to	27	6	
Yuenfa and Hamin, No. 1 & 2	... ...	26	6	to	29	0	
„ „ No. 3 & 4	... ...	21	0	to	26	6	
Taysaam, No. 1 & 2	... ...	26	0	to	28	0	
„ No. 3 & 4	... ...	18	0	to	25	6	
Long Reel	... ...	19	0	to	24	0	
Skeins	... ...	20	0	to	21	0	
Canton	... ...	18	0	to	24	0	
JAPAN:—Mibush & Sinchew, No. 1 & 2	... ...	32	0	to	35	0	
No. 3 & 4	... ...	28	6	to	31	6	
Ibs, Bricks, No. 1 & 2	... ...	29	0	to	32	0	
No. 3 & 4	... ...	26	0	to	28	0	
Sodai, No. 1 & 2	... ...	28	0	to	31	0	
No. 3 & Inf.	... ...	26	0	to	27	0	

COTTON.—Chiefly owing to the distrust occasioned in commercial circles by the recent large failures at Liverpool, transactions in this market have been much curtailed, and prices generally exhibit a decline of ¼d. per lb., both on the spot and for arrival. The total sales since our last report have been 6,985 bales on the spot, and 6,350 to arrive. On the spot 10 bales China, of fair quality, realised 10½d. per lb., and afloat 700 bales Dhollerah 8⅝d. to 9d. per lb. Deliveries from 1st January to 23rd May of China and Japan 1,964 bales; total of all descriptions, 67,531; stock of China and Japan 23rd inst., 538; of all descriptions, 44,584 bales. The sales in Liverpool have reached 69,510 bales, of which the trade have taken 47,990 bales, speculators and exporters 21,520 bales. Imports this week 23,875 bales; this year 1,361,858 bales. Actual export this week 28,415 bales; this year 262,662 bales. Middling Orleans is quoted at 11¼d., and fair Dhollerah at 9¼d. per lb.

COFFEE.—Since our last report an active demand has prevailed, and the colory sorts of Plantation Ceylon, of which there was a good supply, sold with competition at an advance of about 1s. per cwt. Native Ceylon was quiet in the early part, but the favourable results of the Dutch sale created more firmness, and about 2,000 bags have changed hands privately at an advance in some cases of 6d. per cwt. Of Plantation at public auction 1,794 casks, 145 barrels, and 800 bags were placed as follows:—triage, 39s. 6d. to 65s.; fine ordinary small to fine fine ordinary, 72s. to 76s.; low low middling and middling, 77s. 6d. to 82s.; good and fine middling, 83s. to 89s.; fine, 90s. to 93s.; peaberry, 86s. to 93s. The following quantities of Native also found buyers:—43 casks small, 58s.; good ordinary, 63s.; fine ordinary, 65s. 6d.; 92 tierces good small, 60s.; good ordinary, 63s.; fine ordinary, 68s. 6d.; 41 barrels good ordinary, 63s. 6d.; fine ordinary, 68s.; and 3,778 bags ordinary, 54s. to 54s. 6d.; small, 57s. to 61s.; good ordinary, 63s. to 64s. 6d.; fine bold, 70s. to 71s. 6d.; garblings, 37s. to 48s. 6d.; low, 13s. 6d.

CORAL.—A portion of 53 cases Singapore realised—for white 20s., and for red 10s. to 15s. per case.

DRUGS.—Anniseeds: 88 boxes China Star were bought in at £6 10s. Camphor: Prices are maintained at the previous advance, and 125 tubs Japan realised at auction, £6 16s. 3d. per cwt. No offers of China. Cardamoms; 31 bags Ceylon sold, slightly mouldy, at 2s. 8d., sound, at 2s. 9d. Galls: Private business to some extent is being done in China at 60s., and 200 boxes at auction were bought in at 63s. per cwt.

GUMS.—Benjamin: At auction 20 cases sea-damaged Siam, ex wreck of the City of Delhi, sold without reserve, 1 case at £16 the remainder block at £5 15s. to £8 15s.; also 4 bags at £4. Damar: 30 cases Singapore sold at 67s. 6d., and 124 boxes Batavian were bought in at 80s. to 82s. 6d.

HORNS.—The sales have comprised 3,370 Horns (5 tons) Siam Buffalo, averaging 670 to the ton, at 45s., and 2,809 horns (2 tons) Ceylon Deer at 66s. 6d. per cwt.

JAPAN WAX.—At auction 33 boxes ordinary mixed saucers sold at 61s.

MANILA HEMP.—On the spot 150 bales Albay realised £50, and afloat 500 bales Sorsagon, February sailing, £48 per ton.

MOTHER O'PEARL SHELLS.—At the public sales of the past week a good supply of Manila was brought forward, which met with a limited demand, and sold at a considerable decline. Of 226 cases offered only 50 found buyers at £9 to £9 5s. for good bold, the remainder being bought in at £10 to £11 for good to fine bold.

MALACCA CANES.—Of 50,000 canes offered about one-half sold at 1⅞d. to 3¾d. each.

PLUMBAGO.—The market is without change; 89 barrels medium Ceylon lump sold at 19s. 6d. to 20s.; and 400 barrels dust realised, medium 8s. 9d. to 9s., low medium 7s. 9d., ordinary dull 6s. 9d. per cwt.

PEPPER.—The demand for Black has been very limited, and only about 500 bags have been sold at steady prices; 1,936 bags Penang at auction were held firmly and bought in at 2 15-16d., the damaged only selling at 2⅞d. to 2⅞d.; 308 bags fair Singapore White were disposed of rather easier at 5½d. to 5⅝d.

RICE.—Holders having accepted rather easier prices, the business on the spot has been of fair extent—viz., 10,000 bags soft grain, Nakrenzie at 11s. 6d. to 11s. 9d., Rangoon at 12s. 3d., 700 bags White Bengal at 18s., and a few Ballam at 14s. to 14s. 6d. For arrival, a cargo of 1,100 tons Nakranzie has been sold for the Continent at 10s. 4½d., and 100 tons Bengal at 16s. 3d. landed here. At auction, 1,400 bags of the latter were withdrawn, but 1,000 bags have since been sold at 18s. 6d.

SUGAR.—Since our last report the demand, though not particularly strong, has been steady, and transactions of fair amount have been concluded at former prices. The only sale of East India reported is 1,000 bags unclayed Manila at 24s. to 24s. 6d.

SHELLS.—Of 332 cases Singapore about one third sold as follows:—Nautilus 30s. to 32s., Clams 19s. to 21s., Trocas 18s., Murex 34s., Mussels 10s., Cones 50s., Melons 34s., Strawberry Cockles 29s. to 30s., May Blossoms, 50s., Helmets 15s. to 18s., and Nagah at 10s. per case.

TORTOISESHELL.—A good supply has been brought forward at the public sales of the past week, for which a fair demand was exhibited, and the greater portion found buyers at fully previous rates. The following sales are reported:—29 cases (574 lbs.) Singapore, good at 14s. to 16s., common to medium, 9s. 6d. to 13s.; very common, 7s. to 9s.; 1 case (51 lbs.) Penang at 10s.; and 4 cases (591 lbs.) Manila at 21s.

VEGETABLE WAX.—At auction 9 casks good fair Singapore sold at 43s.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to nail rod, £7. 12s. 6d. to £8; hoops, £8. 12s. 6d. to £9; sheets, single, £9. 15s. to £10; Staffordshire bars, £7. 12s. 6d. to £8 10s.; rails, £6 to £6. 5s.

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STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £84 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£89 for block; £90 for common bars. Tin plates, best charcoal I.C., 30s. to 31s. 6d.

LEAD, &c.—English pig, W.B., £22; shot, patent, £23; sheet, £21; spelter, £21 to £21. 5s.; zinc, English sheet, £26 10s. to £27; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—Since our Monthly Circular, dated 4th inst., we have had an improved demand for metals generally. Iron is firm at quotations, and good inquiry for bars and nail rods for the East. Copper also is improved. Tin is very firm, with an active demand for consumption and export. Tin plates steady. Lead also steady. Spelter a shade easier.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May 15	Josephine Amedee	Lagarde	Saigon	Bordeaux.
— 15	Christina	Remeus	Batavia	Off Dungeness.
— 15	Catharina	Visman	Do.	Do.
— 15	Beemah	Hawkins	Shanghai	Off the Wight.
— 10	Anastasia	Ferreros	Manila	Santander.
— 17	Eleanor	Silk	Manila	Deal.
— 15	Singapore	Stoop	Tjilatjap	Helvoet.
— 5	Golden State	Delano	Yokohama	New York.
— 4	Queen of May	M'Greavey	Singapore	Do.
— 15	Estafette	—	Batavia	Off Dungeness.
— 18	Stornoway	Tomlins	Hong Kong	Off Scilly.
— 20	Nydia	M'Kerlie	Java	Falmouth.
— 8	Elizabeth	De Boer	Singapore	New York.
— 21	Sea Flower	Talbot	Sunderland	Rio Janeiro.*
— 3	Delangle	Dupont	Macao	Havana.
— 20	Maria Regina	Ouwehand	Banjoewangie	Texel.
— 20	Charlotte	Lange	Do.	Do.
— 18	Alma	Knud	Singapore	Genoa.
— 21	Christina Maria	Veer	Batavia	Texel.
— 21	Estafette	Oepkes	Samarang	Do.
— 21	Amalia	—	Java	Off the Eddystone.
— 24	Bucton Castle	Brimage	Foochow	Off Falmouth

* See Casualties.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 16	Tyburnia	Stephens	Shanghai	London.
— 16	Rockliff	Chapman	Cardiff & Trincomalee	Do.
— 12	Genl. de Stuers	Wiersma	Singapore	Cardiff.
— 18	Patna	Jones	Shanghai	London.
— 18	Osprey	Andrew	Hg. Kg. & Canton*	Do.
— 15	Jedo	Rossen	Singapore	Cardiff.
— 16	Eastern Chief	Sewell	Do.	Liverpool.
— 16	Grondwet	Kaminga	Do.	Cardiff.
— 16	Ymuiden	Jong	Do.	Do.
— 22	Abbott Lawrence	Bramhall	Cardiff & Hong Kong	London.
— 19	Bestevaer	Rosier	Singapore	Cardiff.
— 19	Maria Adolphina	Baker	Do.	Do.
—	Madeira	V. den Kerkhoff	Sourabaya	Rotterdam.
Apr. 27	St. Vicente de Paulo	Santos	Macao	Havana.
May 21	Yeavering Belle	—	Shanghai	Shields.
—	Felicia	—	Java	Nieuwe Diep.
— 23	Englishman	Brown	Hong Kong	Falmouth.*
— 23	Isabella	Mauer	Cardiff and Singapore	Liverpool.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Neville, Early Dawn. For Shanghai: Tamerlane, John Lidgett, Cora Linn, Talbot, Dilpussund. For Hong Kong: Art Union. For Hong Kong and Canton: Red Deer, Southern Cross, Chetah, Gresham. For Amoy: Eleanor. For Singapore and Penang: Florence Nightingale. For Batavia and Sourabaya: Silentium. For Colombo: Memento, Palmerston, Skimmer of the Waves, Teviot.

At LIVERPOOL.—For Yokohama: Castleton, Brilliant. For Yokohama or Hong Kong: Golden Dream. For Hong Kong: Falcon, Petchelee. For Chefoo: Hans. For Shanghai: Royal Minstrel, Royal Diadem, Maria. For Singapore: Panic, Dunmore, Calabar. For Manila: Bella Maria, Adolfo, Olano. For Batavia and Sourabaya: Tahti. For Galle: Queen of England, Brierly Hill. For Galle and Batavia: Peter Jordt. For Ceylon: Peter Symonds. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (s.).

At GLASGOW.—For Yokohama: Parana. For Manila: Tres de Mayo, Rosa del Turia. For Batavia and Sourabaya: Majestic. For Sourabaya: County of Argyle. For Singapore: Bothwell Castle.

SPOKEN.

KNOWSLEY (s), Foochow to London, out 61 days, March 10, 24 S., 2 E.
HELENA and ANNA, Rotterdam to Batavia, April 1, 4 N.
ARCTOS, Liverpool to Batavia, April 3, 1 N., 23 W.
WM. CHANDLER, Swansea to Singapore, April 6, 8 S., 27 W.
LOUIS HENERY, (Brem. s.), Newcastle to Hg. Kg., 57 days out, 8 S., 27 W.
KOFFYBOOM (Dut. s.), Cardiff to S'pore, 35 days out, Apl. 13, 3 N., 25 W.
HUNTLEY CASTLE, Glasgow to Singapore, Mar. 31, 1 N., 23 W.
SINGAPORE, Tjilatjap to Rotterdam, April 26, 38 N., 41 W.
STAR QUEEN, Java to Rotterdam, March 4, 34 S., 27 W.
CHARLES (Fr.), bound to Galle, April 2, 4 N., 27 W.
LUBRA, Foochow to Boston, Feb. 7, in the Straits of Sunda.
CHARLOTTE, Foochow to London, March 21, off the Cape of Good Hope.
TOLLENS (D. barque), Batavia to Rotterdam, April 18, 2 N., 23 W.
LADY DARLING, Singapore to London, 60 days out, March 31.
CARLOTA, Singapore to Falmouth, March 29, 32 S., 31 E.
HEROS, (Ham. ship), for Singapore, April 17, 9 N., 21 W.
SCHARNHORST, Batavia to Bremen, March 19, 35 S., 22 E.
DUNKELD, Shanghai to New York, March 21.
3RD D. P. No. 5,167, London to China, Feb. 15, 28 S., 24 W.
CORNELIA ADOLPHINA, Amsterdam to Batavia, Feb. 24, 8 N., 24 W.
NIEUWE WATERWEG, Banjoewangie to Amsterdam, April 1, 31 S., 33 E.
JESSIE ANN, Java to Falmouth, April 5, 35 S., 23 E.
BANKSIDE, Canton to London, March 8, 28 S., 46 E.
CATHARINA, Banjoewangie to Amsterdam, May 12.
MARY GODDARD, Rotterdam to Padang, May 8, 49 N., 9 W.
LYDIA, from Sourabaya, April 12.
ST. JAN, Rotterdam to Batavia, 26 Feb. 11 S., 31 W.
ISKENDER SHAH, Japan to London, 22 April, 3 N., 25 W.
BANIAN, London to Hong Kong, May 6, 48 N., 9 W.
LEXINGTON (barque), Colombo to London, April 9, 32 S., 31 E.
JEDO (Dutch ship), Cardiff to Singapore, May 19, 49 N., 10 W.

FREIGHTS AND CHARTERS.

There has been but little alteration in outward freights to the Eastern ports since our last issue; the berths to those ports are well supplied with tonnage. Coal freights from the northern outports remain firm.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £52. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 16 tons meast., platforms, &c., including 4 ft. combustibles, 1 ton accoutrements, and 1 ton medical stores, from the Thames to Colombo; and of 9 tons naval masts, 44 tons naval timber materials, 50 tons heavy and 60 tons meast. naval common stores, 28 tons sails, 10 tons cordage, 19 tons iron cables, and 8 anchors, to Hong Kong. The Chetah is likely to be engaged for Hong Kong.

CASUALTIES.

Intelligence received from the master, v.d. Straten, of the Johannes Anthonius, from Rotterdam to Batavia, spoken April 8, in lat. 7 N., lon. 25 W., states that outside the channel the vessel had encountered a severe gale, during which she was thrown on her beam ends, lost much deck gear, and more water than usual had been found by the pumps.

The Englishman, Brown, which sailed from Newport, May 2, for Hong Kong, arrived at Falmouth May 19, leaky, and with crew refusing duty.

The Navigator, Bockelman, from Liverpool to Batavia, which put in at Lisbon, March 18, with foremast head gone, &c., has been discharged, surveyed, a few sheets of copper found to be torn and bulged, and some of the wooden sheathing damaged. She will have to be examined again before heaving down.

The Sea Flower, Talbot, from Sunderland to Shanghai, arrived at Rio de Janeiro April 21, with damage.

The Hortensia, Ellefsen, which sailed from Cardiff, May 9, for Hong Kong, arrived at Queenstown, May 21, reported leaky.

MISCELLANEOUS.

At ASCENSION.—April 23, Laura and Adele, from Java, and sailed 29th for Amsterdam.

Off ASCENSION.—April 11, Liberia, from Singapore, for the Black Sea (?); 12, Deucalion, from Shanghai, for New York; 13, Oceanus, from Sourabaya, for Amsterdam; 21, 1st d. p., No. 0613, from Java, for Rotterdam; 23, China, from Sourabaya, for Amsterdam; 25, Samarang, from Sourabaya, for Dordt; 27, Nieuwland, from Batavia, for Prussia; —, County of Bute, from Batavia, for Rotterdam.

At ST. HELENA.—March 31, Chas Sze, Shewan, from Yokohama, and sailed April 1 for New York; April 1, Doelwyk, Hoefman, from Batavia, and sailed 2 for Amsterdam; 3, Harkaway, Hitchens, from Java, and sailed 5 for Amsterdam; 4, Cecilia, Svendsen, from Sourabaya, and sailed 5 for Falmouth; 5, Kronprinsen, Bothen, from Batavia, and sailed 9 for Falmouth; 6, J. Fraser, Norton, from Banjoewangie, and sailed 8 for Amsterdam; 7, Bantam, Claasen, from Sourabaya, and sailed 8 for Belle Isle; 11, Nelson, Cobb, from Ceylon, sailed for London; 12, Gebroeders, v. d Beek, Walig, from Banjoewangie, detained by illness of master; 18, Eastern Queen, Milburn, from Nagasaki, and sailed for London; Padang Packet, Huidecoper, from Padang, and sailed for Amsterdam; 19, Esperanza, Onate, from Macao; 20, Reina de los Angelos, Kulmel, from Macao; 21, Sea Sprite, Hatfield, from Colombo, and sailed 22, for London; 22, Lichstraal, Wierikx, from Banjoewangie, and sailed for Rotterdam; Lady Ann, Gilles, from Colombo, and sailed for London; San Luiz, Carranza, from Manila, and sailed 23 for Cadiz; 23, John Rennie, Gaggs, from Singapore, and sailed 24 for London; Taffarette, Bourgeois, from Hong Kong, and sailed 25 for Havre; 24, Libra, Dirksen, from Tjilatjap, and sailed 25 for Rotterdam; 26, Mina, Achutegui, from Macao; Liberator, Robertson, from Colombo; Anna and Sophia, Hoekstra, from Batavia.

Off ST. HELENA.—April 13, Hesperia, from Ceylon; 21, Webfoot, Sturrock, from Java for Amsterdam.

At Table Bay, April 8, Xulla, Ward, from Padang for New York; 12, Akbar, Pizzey, from Colombo, and sailed 17 for London.

Off Cape of Good Hope, March 21, Jacques Sternum, (?) (Dutch barque), from Batavia for Rotterdam, April 12, Sea Serpent, from Canton, for London.

At Algoa Bay, April 10, Auguste & Meline, v. Harten, sailed for Galle.

At Mauritius, April 8, Cutty Sark, Orr, from Saigon; 13, Bride, Gibson, sailed for Singapore; 16, Belsize, Rundle, sailed for Galle.

The P. and O. Company's steamers *Bungalore* and *Columbian* are appointed to leave Southampton for Alexandria in June. They will continue on this line for some time, as also the new steamer *Sumatra*, lately launched from the yard of Messrs. Denny, of Dumbarton. The steamer *Nemesis*, formerly running between Suez and Calcutta, has been sold out of the service.

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THE NORTH CHINA INSURANCE COMPANY.

1866-8.

COURT OF DIRECTORS.

CHAIRMAN—DAVID REID, Esq., (Messrs. Reid and Co.).

W. J. BRYANS, Esq. (Messrs. Turner and Co.).
E. F. DUNCANSON, Esq. (Messrs. Gibb, Livingston, and Co.).
F. H. BELL, Esq. (Messrs. W. R. Adamson and Co.).
WILLIAM LEMANN, Esq. (Messrs. Gilman and Co.).

HEAD OFFICE, SHANGHAI.

SECRETARY—JOHN S. MACKINTOSH.

HONG KONG BRANCH.

AGENT—CHARLES MACKINTOSH.

Agents.

Messrs. ASHTON and Co., London.
" W. NICOL and Co., Bombay.
" DYMES and Co., Madras.
" SHAND, FAIRLIE, and Co., Calcutta.
The BORNEO COMPANY (Limited), Singapore.
Messrs. WM. HALL and Co., Penang.
The BORNEO COMPANY (Limited), Batavia.
Do. do. Bangkok.
Messrs. BEHRE and Co., Saigon.
Messrs. KOOPMANSCHAP and Co., San Francisco.
" HOLLIDAY, WISE, and Co., Manila.
" THOMAS and MERCER, Canton.
" BRADLEY and Co., Swatow.
" TAIT and Co., Amoy.
" GILMAN and Co., Foochow.
" DAVIDSON and Co., Ningpo.
" HAY and Co., Chinkiang.
JOHN HARVEY, Esq., Kiukiang.
Messrs. MACKELLAR and Co., Hankow.
" FERGUSSON and Co., Chefoo.
" MEADOWS and Co., Tientsin.
J. E. BUSH, Esq., Newchwang.
Messrs. ALT and Co., Nagasaki.
" MACPHERSON and MARSHALL, Yokohama.
" MCCULLOCH, SELLAR, & Co., Melbourne.
" OLYPHANT & Co. (of China), New York.

REPORT.

For presentation to the Second Ordinary Meeting of the Shareholders to be held at the Offices of the Company, on Tuesday, the 2nd April, 1867, at 2.30 o'clock P.M. precisely.

The Directors have much pleasure in laying before the Shareholders the usual statement of the transactions of the Company during the half year ending 31st December, 1866, with a Balance Sheet as on that date, showing a surplus of Shanghai Taels **342,718.40**, over and above the paid up Capital of Taels **250,000**.

The Directors feel that the Shareholders cannot fail to be gratified with the continued prosperity of the Company as shown by this result, as well as with the large amount of Premia received during the year 1866 ..... Taels **855,474.30**
as compared with 1865 ..... " **622,575.42**

This yearly increase, which has always been a prominent feature in the business of the Office, and characterises the present report in so very marked a degree, is the best proof of its growing popularity, and the confidence and support which it enjoys among the mercantile community in China, London, and other places where it has Agencies.

Unfortunately the past year has also been attended by a succession of unprecedentedly heavy marine disasters (particularly in the East India and China trades), which has rendered it a most unremunerative one to underwriters in all parts of the world, and, as the losses mentioned in the accounts embrace *nearly* all those known to exist on Policies underwritten in 1866, it is gratifying, in the face of such exceptional circumstances, and after paying claims to the amount of Taels **483,985.52**, to be able to point to the above result.

The Balances at the Debit of the various agents have all been duly remitted since the 1st of January, 1867, excepting the sum of Tls. **264,419.24** which is kept in London *deposited in Banks or against Bank Bills as security in the name of the Company*, as a reserve to meet claims which may arise upon any out of the large number of Policies made payable there. For a similar reason a Balance is kept in the hands of the Hong Kong Agent.

In accordance with the provisions of the Deed of Settlement the term of office of the Directors,

Messrs. DAVID REID.
W. J. BRYANS.
E. F. DUNCANSON.
Messrs. F. H. BELL.
W. LEMANN.

expires this day, but they all offer themselves for re-election, for which they are eligible.

The Auditors, Messrs. Rowley Miller and George Mackay, likewise retire by rotation and offer themselves for re-election.

By order of the Court of Directors,

JOHN S. MACKINTOSH, Secretary.

BALANCE-SHEET—31ST DECEMBER, 1866.

Dr.	Taels.	Taels.	Cr.	Taels.
To Paid-up Capital		250,000.00	By Cash on hand, and on Current and Deposit Accounts, 31st Dec., 1866	190,754.11
Balance Working Account 30th June, 1866 ...	380,182.22		Bills receivable, on hand, 31st Dec., 1866	11,142.49
Less Amount at Credit of Working Account, 31st December, 1866, transferred	37,463.82		Furniture in House and Office, Shanghai	3,997.27
		342,718.40	Ditto ditto Hong Kong	3,760.44
			Shanghai Premia for July—Dec. 1866, uncollected on 31st December	24,344.18
			Amount in hands of Messrs. Ashton and Co. London, on 31st Dec., 1866, deposited as follows:—	
			At Interest on Securities... ... ... £10,500 0 0	
			Cash in Bank, &c. 9,390 13 0	
			£19,890 13 0	
			Add amount remitted to Messrs. Ashton and Co. on July—December account, but not received by them on 31st Dec., 1866 ... 60,335 2 5	
			£80,225 15 5	267,419.24
			Amount in hands of Hong Kong Branch and Sundry Agents ... ... Tls. 98,744.92	
			Less due to Sundries 7,444.25	
				91,300.67
Taels ...		592,718.40	Taels ...	592,718.40

WORKING ACCOUNT.

Dr.	Taels.	Cr.	Taels.
To Nett Premia, 1st July to 31st December, 1866...	454,112.70	By Agency Commissions, 1st July to 31st Dec., 1866	20,721.74
Policy Fees ditto ditto	4,295.50	Agency Charges, do. do.	2,257.67
Interest Account ditto ditto	11,943.36	Shanghai Charges, do. do.	10,985.73
Exchange Account ditto ditto	7,055.27	Hong Kong Charges, do. do.	5,139.03
Commissions ditto ditto	2,053.08	Losses and Claims paid do. do.	477,676.59
Profit on One Share allotted at Tls. 250 premium	250.00	Amount of Loss in Shanghai Pilot Company	392.97
Balance	37,463.82		
Taels ...	517,173.73	Taels ...	517,173.73

Examined by us and found correct,

(Signed) ROWLEY MILLER, GEORGE MACKAY, } Auditors.

Shanghai, 23rd March, 1867.

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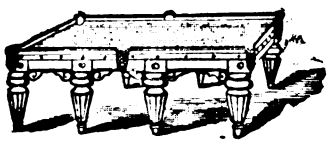
BILLIARD By  **TABLES** Appointment.

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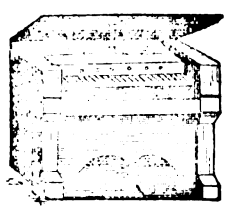

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A.D. 1867.

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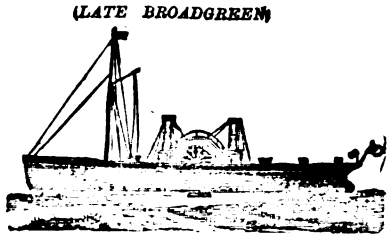

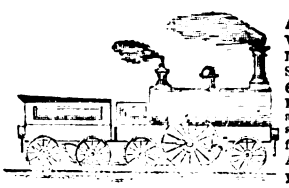

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CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

(INCORPORATED BY ROYAL CHARTER.)

CAPITAL PAID UP, £750,000. RESERVE FUND, £145,902. 14s. 8d.

NINTH ANNUAL REPORT OF THE COURT OF DIRECTORS TO THE SHAREHOLDERS.

The Directors now submit to the shareholders the audited balance-sheet, profit and loss and reserve fund accounts, for the year ending 31st December last.

From these it will be seen that the profit amounts to £102,221 3s. 2d., to which has to be added £2,713 14s. 2d., brought forward from the previous year, making a total of £104,934 17s. 4d.

A sum of £75,000 has been paid in two half-yearly dividends of 5 per cent. each.

The shareholders will probably have anticipated from the disastrous events of 1866 that the results of the Bank's operations for that year have been unsatisfactory. Looking forward to the possibility of continued danger, the Directors considered it their duty to curtail as much as possible their business at all points, and it will be seen from the accounts that this policy has been strictly carried out, though at the cost of a very material reduction of the usual profits of the Bank.

In the report of last year it was stated that losses of an exceptional character had been incurred at Bombay in 1865. Full provision was made for them on closing the accounts for the year, in accordance with the report received from the branch, but the amount proved to be insufficient, and this added to losses incurred in 1866—though these have been comparatively small—has necessitated a heavy sum being withdrawn from the reserve fund, which now stands at £145,902 14s. 8d.

The Directors, however, express the confident opinion that all further danger having now passed away, a prosperous future may be fairly reckoned on, more especially as the previous excessive banking competition is much reduced, and the great laxity consequent thereon no longer exists.

Since the date of the last report Mr. Robertson, the chief manager, has personally inspected every branch in India, China, and Japan, and the Directors are gratified in being able to state that the result of his inspection has been perfectly satisfactory.

The Directors retiring on this occasion are Mr. George Garden Nicol and Mr. James Murray Robertson, who, being eligible, offer themselves for re-election, and the Court recommends them accordingly.

The shareholders will have to appoint auditors for the current year.

65, Old Broad-street, 4th May, 1867.

GEO. G. NICOL, Chairman.

GENERAL BALANCE FOR THE YEAR ENDED 31st DECEMBER, 1866.

LIABILITIES.

Dr.			
Capital paid up	£750,000	0	0
Current and fixed deposits	2,200,558	0	1
Bills payable, notes in circulation, and other sums due to the public	4,225,898	4	2
Reserve fund	145,902	14	8
PROFIT AND LOSS ACCOUNT:—			
Balance at 31st December, 1866, as under noted	37,500	0	0
	£7,359,858	18	11

ASSETS.

Cr.			
Coin and bullion	£1,163,622	15	3
Cash with bankers and money at call	791,482	1	2
Government securities	108,321	9	9
Reserve fund investment account (Government securities)	101,541	13	10
Landed and house property at head office and branches	206,487	0	5
Bills receivable, loans and other debts due to the Corporation	4,988,403	18	6
	£7,359,858	18	11

PROFIT AND LOSS ACCOUNT.

To dividend for half-year ended 30th June, 1866	£37,500	0	0	By balance of undivided profit from 31st Dec., 1865	£2,713	14	2
To amount written off for bad and doubtful debts	134,032	2	8	By profit for the year ended 31st Dec., 1866, after deduction of charges and income-tax	102,221	3	2
To balance carried down	87,500	0	0	By amount transferred from reserve fund, as below	104,097	5	4
	£209,032	2	8		£209,032	2	8
Jan. 1, 1867. Dividend for half-year ended Dec. 31, 1866	£37,500	0	0	Jan. 1, 1867. By balance brought down	£37,500	0	0

RESERVE FUND.

To amount transferred to profit and loss account, as above	£104,097	5	4	By balance on 31st December, 1865	£250,000	0	0
To balance carried forward	145,902	14	8		£250,000	0	0
	£250,000	0	0	Jan. 1, 1867. By balance brought forward	£145,902	14	8

WILLIAM BEATTIE, Assistant Chief Manager.
GEO. E. BARNARD, Chief Accountant.

GEO. G. NICOL, Chairman.
GEORGE MAY,
J. MURRAY ROBERTSON, } Directors.

LONDON, 4TH MAY, 1867.—We have examined the several statements transmitted from the Managers of the several Branches, and also the Books in London, upon which the above accounts have been framed, and hereby certify to their correctness, according to such Books and Statements, to 31st December, 1866.

COLEMAN, TURQUAND, YOUNGS, and CO.,
Public Accountants, 16, Tokenhouse-yard, E.C.

LONDON, 4TH MAY, 1867.—We have examined the Bills of Exchange, Local Bills discounted, and other Securities held by the Bank against Loans, &c., and we are satisfied that they are available, and that sufficient deductions have been made for all bad and doubtful debts, according to the Statements received from the several Branches in India and China.

J. SMITH,
JAS. J. MACKENZIE, } Auditors.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand; and published by JOHN ELLISON, at the Office of the LONDON AND CHINA TELEGRAPH, No. 2, Cowper's-court, Cornhill, in the Parish of St. Michael's, in the City of London.—Monday, May 27, 1867.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JOURNAL HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 947.] LONDON, MONDAY, JUNE 10, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN—Yokohama	Feb. 16	Apr. 15	Apr. 17
Nagasaki			
Hakodadi			
CHINA—Hong			Apr. 12
Tientsin			Apr. 14
Chefoo			
New-chwang			
Hankow			Apr. 14
Kiu-kiang			Apr. 16
Chin-kiang			
Shanghai	Feb. 26	Apr. 13	Apr. 23
Ningpo			Apr. 22
Foo-chow			
Formosa—Tamsuy			Apr. 22
Amoy			
Swatow			
Hong Kong	Mar. 11	Apr. 19	Apr. 28
Canton			
Macao			
PHILIPPINA—			
Manilla	Feb. 26	Apr. 14	Apr. 19
COCHIN-CHINA—			
Saigon			May 3
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Apr. 27
MALACCA STRAITS—			
Singapore			May 5
Penang			

The next overland mail, with Hong Kong dates to April 29th, is expected on the 15th. Telegrams of the news of May 13 were received on the 6th inst. Telegrams from Shanghai via Kiachta are to May 12.

List of Passengers.

PASSENGERS INWARD.

Per French Mail Steamer Said, arrived at Marseilles June 7th. From Yokohama: Mr. Fletcher. From Shanghai: Messrs. Emery, Fontanier, Dupre. From Hong Kong: Messrs. De Orient, Lach. Conceyero, Perreir, French, Schiff, Church, Gorde, Verdugo, Abbott, Arnoux, Harrison, Courran, M. and Madame Ortin, six Japanese officers, and two servants. From Saigon: Messrs. Guiosel, Foillard, Buchord, Locke, Legoc. From Batavia: Mr. and Mrs. Hooders and three children, Mr. and Mrs. Osterbeck and two children, Mr. and Mrs Braun and two children, Mr. and Mrs. Van Bloemen, Messrs. Goldie, Eesmans, Teuyers, Keysen. From Singapore: Messrs. Preire, Damel, Etting, Casanova, Garcia, Batofa, Ulloa, Valavero, M. Ordouin and son. From Galle: Messrs. Bonjean, Cannon, Kelvey, Lightfoot.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, June 4.—To Ceylon: Mr. G. Hedges, Captain Hutchison, Captain Ferry, Mrs. Hutchison. To Penang: Mrs. Egleshame and three children, Miss Egleshame and servant. To Calcutta: Miss Simpkins, Miss Cropley, Mr. Simpkins, two children, and ayah, Mr. W. E. Brooks and ayah, Mr. T. E. Dunn, Mr. W. Prevost, Mr. O. Edwards, and five second-class passengers. To Madras: Captain J. Simpson, Staff Assistant-Surgeon Murray, Mrs. Murray, Captain and Mrs. H. D. Cloete, and two second-class passengers, and Mrs. Badham.

From Marseilles, June 12.—To Shanghai: Mr. W. Hargreaves. To Calcutta: Captain C. Burbank, Major and Mrs. Mylne, Dr. Bird and servant. Mr. and Mrs. D. Kennedy, Mr. J. Hutton. To Madras: Colonel T. H. Campbell, Mr. J. Braybrooke. To Ceylon: Mr R. F. de Saram, Mr. I. J. Delivera, Mr. Harpe., Mr. D. J. Henderson, Lieutenant Jobling.

Per French mail steamer Said, to leave Marseilles 19th June.—For Hong Kong: Senor J. H. Dos Remedios, Senor D. A. Dos Remedios, Mr. G. Dent, Mr. Blakeway.

From Suez—To Ceylon: Mr. J. S. Alston.

Per P. and O. steamer Ceylon, from Southampton, June 20.—To Singapore: Dr. Allen.

From Marseilles, June 26.—To Singapore: Mr. G. A. MacLaverty. To Ceylon: Mr. and Mrs. [illegible].

Per P. and O. steamer [illegible] from Marseilles, July 13.—To Penang: Mr. G. R. Main. To Singapore [illegible].

Per P. and O. steamer [illegible] om Marseilles, July 20.—To Singapore via Bombay: Mr. J. M. Davies.

Per P. and O. steamer [illegible] om Southampton, July 20.—To Singapore: Mr. Armstrong, R.E.

From Galle to Singapore: Mr. Bird.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from this port to the 17th April. The outward mail of February 11 arrived out on the 5th April, and that of February 16, conveying also London telegrams to the 7th March, was delivered in Yokohama on the 13th April. The Pacific Mail Company's steamer *Hermann* arrived on the previous day, and having left San Francisco on the 2nd March, brought Atlantic Cable telegrams to the 1st. The *Colorado* was expected between the 20th and 24th. The *Hermann* is to be stationed at Yokohama as a spare or relief ship, to be availed of in case of accident to any one of the regular line, and when not so required, to be used as a receiving vessel for the imports and exports by the *Colorado* and her sister ships, so as to facilitate their loading and unloading, and diminish, as far as possible, the delay at Yokohama. The *Hermann* is a very old ship, having been built at least twenty years.

On the 11th April H.M.S. *Argus* left for the Inland Sea with Messrs. Mitford, Satow, and Aston, of H.M.'s Legation, together with Captain Daunt, of the 9th Regiment, who will be in command of the Legation Guard, and Captain Applin in command of the escort. It also conveys a portion of the Guard (which has been increased to 40 men) and the Mounted Escort, with their horses, to prepare for the arrival of H.B.M.'s Envoy Extraordinary and Minister Plenipotentiary. H.M.S. *Basilisk* left on the 15th April with Sir Harry Parkes, accompanied by Lady Parkes and one of his children, Mr. Locock, Dr. Willis, and Mr. Wilkinson, of the Legation, and Lieutenant Bradshaw, of the Legation Guard.

H.N.M.S. *Watergens* left shortly after the *Basilisk*, having on board H.E.D. de Graeff van Polsbroek, H.N.M. Diplomatic Agent and Consul-General; and the English and Dutch representatives will be joined later on by the American Minister, who waits the arrival of the *Colorado's* mail before he leaves in the *Wyoming* for Osaka—and by the French Minister. The object with which this visit is made is principally business; and that business includes, amongst various matters connected with the fulfilment of the stipulations of the treaties—the opening on the 1st of January, 1868, of Osaka, Hiogo, Yeddo and another port on the west coast of Japan.

H. E. M. Leon Roches convoked the French residents on the 6th April, and informed them that H.M. the Tycoon of Japan, having spontaneously declared his intention of fulfilling the treaties and conventions to their fullest extent, had invited the diplomatic agents to meet him at Osaka; and that the object of the conferences proposed to be held there would be, not to discuss the treaties, but to agree on the best mode for putting them in execution. Desirous of ascertaining the opinions of the French residents, M. Leon Roches requested them to submit to

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him, before his departure for Osaka, a report expressing such conclusions as they should have arrived at, after freely deliberating among themselves. Several meetings, we hear, accordingly took place; but, as they were of a strictly private character between the French residents, we are not enabled to give any authentic report of their result.

It appears that Choshiu and another Daimio, Higno or Hosokawa, have disagreed, and that a collision between them is not improbable. The latter holds as prisoners some of Choshiu's men, whom he has refused to give up on the strength of the proclamation of peace which was issued at Kioto on the 27th February. Higno requires a special order from the Mikado, for which there seems to be some reason to think that Choshiu will not wait. This report may or may not be true; the only thing which throws any doubt upon its authenticity is the fact that it was brought up to Yedo by an envoy from Osaka, the bearer of a message from the Shiogoon, requesting postponement of the Ministers' visit.

A most infamous trick, or attempt at a swindle, has been perpetrated by some scoundrel, who has, unfortunately, not been brought to justice. The Japanese silkmen report that some European, representing himself as lately arrived and residing at the United Club, and giving references to several first-class houses and banks, went the round of the principal silk shops and made purchases of some 200 bales of silk at higher than ruling prices. The silk was to be delivered at a certain godown, and thither the anxious sellers repaired at the time fixed, to find that the purchaser was unknown to the people residing there, and that they had either been made the object of a practical joke, or that a deliberate attempt at swindling had been only frustrated by some disarrangement of detail. A heavy fine and deportation would be fitting reward for an act calculated to shake so materially the confidence which at present exists between the native dealers and their foreign customers.

We are glad, says the *Japan Times*, to be able to record an improvement in our commercial and social economy. We have long suffered considerably from an unavoidable delay in the delivery of the mails. We learnt a few days ago, with great satisfaction, that orders have come out from St. Martin's-le-Grand to establish in Yokohama a regular branch Post-office. However efficiently the work may have been done hitherto under the circumstances, and we willingly bear witness to the fact that it could not have been done better, it stands to reason that, in a properly arranged office, with an efficient staff of people, the sorting and delivery of the mails will be accomplished in very much less time than hitherto when it has to be done in a small room where there is hardly room for one man to move if there are three boxes of letters, and where, consequently, additional aid has really been found an impediment.

The following is a copy of the recent notification circulated by orders of H.E. the Governor of Kanagawa respecting the coolies appearing in the streets of the settlement properly clothed. In speaking of this ordinance to a member of a foreign legation the Governor remarked that although the Japanese authorities would do all in their power to see it carried out, yet that it lay mainly with the foreigners themselves, and they should refuse to employ any coolies who were not properly clad. There are nuisances quite as objectionable that are not confined to the coolie class that have to be got rid of before decency is satisfied. Notification: "Those who come from divers places to Yokohama and make their living as porters, carters, labourers, coolies, and boatmen, are in the habit, especially in the summer, of plying their calling in a state bordering on nudity. This is very reprehensible, and in future no one who does not wear a shirt or tunic properly closed by a girdle will be allowed to remain in Yokohama. The coolie masters are to give liberal assistance for the suppression of such people. This notification is to be marked with the hour at which it is seen, and having quickly gone the round is to be returned to this office."

Captain Hatfield, of the American schooner *Swallow*, came by an untimely death on the 4th April, as his ship was going out of the port. He was himself sounding, and part of the rigging against which he was leaning having been previously damaged by coming into collision with the *Lord Collingwood*, it is supposed to have given way, and he was thus precipitated into the water. He was never seen to rise, and as the accident happened late in the evening, the crew were quite uncertain of the precise spot where he went down. The body has not been recovered.

Mr. Edward Clarke, who has from the first held the position of Consul to H.M.F.M. the King of Portugal, and in this capacity was successful in getting a treaty for that country with Japan, has left for England *via* San Francisco. Being called home by urgent private affairs, he has no intention of again returning to the East. He takes with him the respect of the whole community, and their best wishes for his health and happiness in the old country. Mr. Loureiro succeeds him as Consul for Portugal.

A great improvement may be looked forward to shortly in the manners and customs of the Japanese coolies in the settlement and neighbourhood. The Governor of Kanagawa is about to issue an order that the coolies shall not appear in the streets in the tight fitting dress provided by nature solely, but that they shall be properly clad; and that all Japanese shall avoid such of their national peculiarities as are offensive to public decency.

After two ineffectual attempts to get a meeting for the purpose of setting afoot a scheme for the erection of a theatre and establishing an amateur theatrical corps, a third effort proved so far successful as to secure the appointment of a provisional committee, composed of gentlemen in whom the public will have every confidence. Immediately on appointment the members set to work and drew up a prospectus. The proposal of the committee is that a piece of unoccupied land adjoining the Racquet Court, which can be had for $30 per mensem, shall be taken, and upon it an insurable building, the design for which has been gratuitously furnished by Messrs. Whitfield and Dowson, shall be erected. This building is so arranged as to have a stage 20 feet in width, with a depth of 27 feet, with dressing rooms of sufficient number and capacity for ordinary dramatic performances. The audience portion would consist of a pit to hold 162, orchestra stalls to hold 48, dress circle seats 64, dress circle chairs 30, stage boxes 16, gallery about 70, total 390. The estimated cost of this building is $6,500, and the committee propose to raise that sum and an additional $1,500 to provide for furniture, scenery, and contingencies, in all $8,000, by the sale of 320 shares at $25 each, half payable at once. The committee believe that by this means the sum required may easily be raised; as, although of course the more shares any one individual takes, the simpler and easier their task, it is within the means of almost every individual in the settlement to take one or two shares, and so to effect by numbers what would probably not be easily compassed by a few.

NAGASAKI.

The following is from Messrs. Alt and Co.'s market report:—

Since the date of our last report the English mails of the 10th and 26th January, and 11th February, and the French mail of 17th Feb. have reached us.

IMPORTS.—The rapid depreciation in the value of ichibous during the past month has had a most disastrous effect upon our import market, and but for this a fair business would be done. Goods for summer consumption show some improvement. Lawns are now coming into demand. Velvets still continue to be inquired for at quotations, and stocks are nil. Turkey Red Cambrics and Prints of good pattern are saleable. White Shirtings: An increased demand has sprung up. Lustres continue in demand. Stocks of Taffechellas, Camlets, and Grey Shirtings are generally diminishing. Long Ells, especially Scarlet, are much inquired for, and stocks are low.

METALS.—Nail Rod Iron is in demand at quotations, especially small sized. Hoop Iron is also in demand. Lead is beginning to be inquired for at quotations, which show a slight advance over those of last month. Pig Iron: No stocks. English Coal: None in the place.

EXPORTS.—Supplies of produce have come forward rather more slowly, and for some staples an improvement in prices has been observable. Vegetable Wax has advanced rapidly, the few desirable parcels offering being held for extreme rates. Tobacco and Camphor are likewise scarce, and the better qualities realise full prices. Galls are scarce, but quotations are unchanged. Tea continues to attract a fair amount of attention, but supplies are fully equal to the demand, and we do not quote any change in values. Of Silk we have nothing to report.

EXCHANGE.—On London, 6 months' bills, 4s. 3d. to 4s. 4d. per dollar. On Shanghai, 10 days' sight, 2 per cent. prem. On Hong Kong, par, nominal. Ichibous, 328 to 332 per $100.

FREIGHTS.—To London, nothing loading. To New York, no vessels on the berth. To Shanghai the rate is $3 to $4 per ton. To Hong Kong, $4 per ton nominal.

CHINA.

PEKING.

The Peking races, including the fourth Peking Derby, have been brought to a successful close. We subjoin a brief notice of the principal events. The first day was inaugurated with a three-quarter mile race for the Maiden Plate for ponies that have never run previously in China, which was won by Sir Eric Farquhar's Curio, beating The Federal's Monitor and Mr. Murray's Felix Holt. The remaining first day's races were:—The Chal-

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lenge Cup, presented by R. Hart, Esq., and the gentlemen of the Imperial Maritime Customs—1½ mile; won by Mr. Bismarck's Sadowa. The Celestial Plate, for ponies owned and ridden by student interpreters only—1 mile; by Mr Porter's Shillelagh. The Tientsin Cup, presented by gentlemen of the Tientsin community—1½ mile; by Mr. Murray's Robinson Crusoe.

On the second day the following events were decided:—The Steeplechase won, by Mr. Porter's Shillelagh, the Hack Race, by Mr. Bismarck's Kitzelpelle; the Trial Stakes, for all winners, and for second ponies in Challenge Cup, Tientsin Cup, and Minister's Cup, by Mr. Bismarck's Sadowa; the Consolation Stakes, half-a-mile, for beaten ponies and those that had not run in the Trial Stakes, by Mr. Man's Claymore; the Minister's Cup, presented by the Foreign Legations at Peking, two miles, winners of the Challenge Cup or Tientsin Cup 5 lbs. extra, of both 7 lbs., by Mr. Bismarck's Sadowa; and the Peking Derby, for which seven started, the course being one mile; eventually, after a smart race, the winner was declared to be Sir E. Farquhar's Curio, Mr. Bismarck's Sadowa running second, and Mr. Man's Claymore third; betting 5 to 4 on Sadowa, 2 to 1 against Curio, and 3 to 1 against Shillelagh. Sadowa, in consequence of his previous victories, was the favourite in this race.

TIENTSIN.

Sir Rutherford Alcock was expected to leave Peking in May, on a visit to Shanghai and Canton. He would possibly call at Foochow *en route*.

The Tartar cavalry which have been drilled at Tientsin by Major Brown, have been ordered up to the capital, being reported efficient; and that officer is about to take a new batch of recruits in hand. They are armed and accoutred on the European model, and present a very respectable appearance.

NEWCHWANG.

The detachment of marines from the *Pelorus* has left the port. The conduct of the men was excellent, and does great credit to the officer in charge.

A lightship is soon expected to make its appearance; and other steps are also, it is said, to be taken to facilitate navigation. Some thirty or forty ships have already arrived, and trade is altogether more prosperous than it has been for some year. Piece goods, for which during 1865 and 1866 there was no demand, are now in considerable request. For certain descriptions, however, the stagnation existing in the Corea has proved most unfavourable. The heavy shirtings which formerly were bought for the South-Eastern frontier, are now accumlated in warehouses.

SHANGHAI.

The dates are down to the 23rd April. The P. and O. mail of 26th Feb. arrived out on the 13th April. Telegrams via Kiachta from London had been received up to 19th March.

The trial of Sommer for the murder of Harris, under the circumstances mentioned in our last issue, took place before Mr. Whittall, the Danish consul, on May 11. The prisoner was found "Guilty," but under circumstances of provocation. He will accordingly be sent off in irons to Denmark when an opportunity offers, there to be dealt with according to law.

It has been determined to keep the club open on its present footing until the 30th June next. A general meeting of shareholders will be called in a few days to receive the report of the special committee.

Among the papers read at the meeting of the Royal Asiatic Society held on the 18th April was one by Dr. Macgowan, Commissioner of the East India Telegraph Company, giving, amongst other interesting information, some statistical notes on the steamers sold to Japanese daimios, with remarks on the condition of that empire. After the conclusion of the paper, information having been requested by Dr. Macgowan respecting the prospect of telegraphs in China and Japan, he remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, which but for the death of the Mikado would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believes that the time is not distant when Japan will be connected by telegraph with the Russo-American line at the Amoor, and he thinks it not unlikely that Shanghai may, by means of a cable to Japan, find its readiest channel of communication with America to Europe.

The Hamburg barque *Atalante*, bound from Ningpo to Newchwang, was totally lost near the Miatou Islands, to the northward of Chefoo, in the gale of the 1st and 2nd April. The captain and crew with the greatest difficulty escaped with their lives.

The following is from the *North China Herald*:—

The movements of the Nienfei on the north bank of the Yangtze have lately attracted some attention, and a political importance has been lent them which they do not seem to merit. They are in every sense of the word banditti, numerous and formidable no doubt, but having no professed creed or object beyond plunder. The truism has been repeated, *usque ad nauseam*, that insurrection of some kind is the nominal condition of China; and distress, however caused, in any district always aggravates the evil. The sufferers seek by brigandage the supplies of which they have been deprived by floods, failure of the crops, or other causes, and go to swell the roving bands of banditti who form ready nuclei round which the disaffected cluster. The hordes now devastating the banks of the Yangtsze owe their present strength to a similar cause. Under the same influence which raised the level of that river to an almost unprecedented height the Hwang-hu last year burst its banks and flooded an immense tract of country in Kiang-nan, causing wide-spread ruin and distress. And here at once arose a fertile recruiting ground for the Nienfei who were already prowling through Honan and Shantung. While some of the wretched inhabitants sought relief at the hands of Government and private charity in Nanking, others betook themselves to plunder, joining for the purpose the ranks of the neighbouring banditti. Reports have from time to time reached us of operations by the Imperialists against these insurgent bands, with varying success First, Tsen-kwo-fan was in the field against them, in Shantung. then Li-hung-Chang joined in the campaign, and utter annihilation was the least fate threatened them. In fact several successes, and eventually their extinction were reported; the fact being apparently that, finding themselves overmatched, they had crossed to Honan, in which and the adjacent provinces they have since been roaming. Li is still in the field against them, but has a difficult enemy to deal with. So long as the Mahrattas confined themselves to sudden dashes with their active irregular cavalry they set us comparatively at defiance, but when they were ill-advised enough to risk a pitched battle, superior arms and discipline told their true tale. So it is with the Nienfei; inferior in arms and equipment to the Imperialists, they evade the latter by the rapidity of their movements, and occasionally even inflict on them severe losses by sudden and unexpected swoops. In their ability, however, to withstand in pitched battle the army that Li has in the field we utterly disbelieve. As we remarked before, they are banditti, active and formidable, but banditti only. Judging from the reports which reach us of their doings, the Taipings were angels of light by comparison. They had, at least, some respect for custom and reputation; they held out religion and dominion as a motive for their acts. The Nienfei aspire to nothing but plunder, and in its pursuit every conceivable enormity is perpetrated. Their numbers, too, are supported by the cruel course they pursue. They burn the villages they have sacked; kill the women, the old men and children whom they capture; and offer the ablebodied survivors the choice of carrying a spear or falling by the sword. When their houses and property are destroyed, and their relations butchered, there is small temptation to the latter to desert their ranks, for the pleasure of returning to shiver and lament over a blackened and desolate hearth.

On the 18th April, before C. W. Goodwin, Esq., re S. Clifton, a meeting was held to declare a first dividend out of the bankrupt's estate. Several creditors attended to prove. Mr. Lawrance appeared for Messrs. Rangel, Woollett, and Co., who claimed £208 6s. 1d. on a balance of account for goods supplied. An affidavit had come out to this effect. The bankrupt deposed that the goods were sent out to him to do the best he could with, and that he had remitted what they fetched, with the exception of 162.49 taels, the price of twenty cases of brandy. The claim was allowed to the extent of 162.69 taels. A question was raised as to a fire policy on Mr. Clifton's property held by Messrs. Marsh and Co. as security for a bill of sale for $10,000. It appeared the late official assignee had paid Messrs. Marsh's claim of 4120 taels in full and obtained the policy. The claim was to have been disputed. The point, however, was deferred until the next meeting. A dividend of forty-five per cent. was agreed to, requiring 7845.71 taels to meet it. A cricket match has been played at Shanghai between the First Eleven and Twenty-two, which resulted in a complete victory for the latter, who beat their opponents by seventy-four runs.

At the Supreme Court, on the 15th April, before Sir E

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Formby, in the case of Rowbotham *v.* Wilkinson and Co., Mr. Lawrance appeared for Messrs. Wilkinson and Co., to apply for leave to appeal to the Privy Council.—Mr. Robinson, in showing cause against the rule, argued that the sections of the Order in Council bearing upon the question left a discretionary power with the Court of granting the appeal. The Chief Judge stated that sec. 139 of the Order in Council left him no option, and he could not, therefore, refuse to grant the appeal; but, before doing so, the damages (8,000 taels) and the costs ($641), with $2,500 as required under sec. 135, must be paid into Court. The Chief Judge, taking into consideration Mr. Rowbotham's circumstances out here, mentioned that if 8,000 taels, with taxed costs ($641), were paid to him (Mr. Rowbotham), he would consent to take such security as Mr. Rowbotham might be satisfied with for the balance of the damages to be awarded and the costs of the appeal, otherwise the amount named above must be paid into Court.

The case of Bavier and Co. *v.* Hooper and Clark was an appeal from the decision of H.B.M.'s Court at Kanagawa, where the petitioners sought to recover from the defendants $10,502,28, the value of twenty-three bales of waste silk and nine bales of pressed cocoons, the property of the plaintiffs, stored in defendants' godown, which was destroyed in the great fire at Yokohama last year. In the Court below judgment had been given for the defendant, with costs. The Court delivered judgment as follows:—"Notwithstanding the ability with which this case has been argued by the counsel for the appellants, I see no sufficient reason to disturb the verdict given by the Provincial Court at Yokohama. The Court below was not satisfied with the proof offered for the purpose of establishing a contract for the insurance of silk. Whether such a contract existed or not was eminently a question for the jury, and in view of the fact that the Consul was assisted by two assessors, themselves merchants and accustomed to business, I think I should be incurring a great risk by assuming that they had decided not only against the evidence offered, but against the known usage of trade in such matters. I cannot say that on the evidence I am dissatisfied with the finding of the court below. The whole case was before them. There were two competent experienced mercantile assessors, and there was no want of talent shown by either party in respectively bringing forward their points and demonstrating the working of each other's case, and I think I am fairly meeting the justice of the case by dismissing the appeal, leaving both parties to pay their own costs of this appeal. I am aware this is an unusual course, but I think the appeal was a *bona fide* one, and that the appellants were entitled to take the opinion of the Court above.

A meeting of shareholders of the China Fire Insurance Company was held on the 10th April, Mr. Tyson in the chair.

The Chairman said, in laying the accounts before the shareholders, the directors regretted very much to have to announce so heavy a loss. In view, however, of the fact that this loss must be looked on as an exceptional case, he thought the accounts had much in them that was satisfactory. They showed an increase in the business of the company over the previous year, of 22,000 taels, and over the first year of 55,000 taels. A balance had been transferred to the reserve fund of 91,000 taels, but 20,000 taels had been paid away as dividends; the actual loss on the year's working therefore amounted only to about 70,000 taels.

After a remark by Mr. Carter about the arrangement existing with the Hong Kong Fire Insurance Company, it was proposed by Mr. Duncanson, seconded by Mr. J. Braud, and carried, that the accounts presented by the directors be passed.

Mr. Lemann then said he was sure no one wished that the gentlemen at the board should devote so much time to the interests of the company without any remuneration. He would propose therefore—

"That remuneration at the rate of tls. 5 per meeting be allowed to each Director for each board meeting attended by him during the year 1867, and that the resolution have a retrospective effect for 1866."

Mr. Carter thought as they had passed the accounts for 1866 they could not pass a resolution affecting the balance these showed.

The resolution, however, having been seconded was carried.

Some further discussion then ensued in reference to the relationship existing between the China Fire and Hong Kong Insurance Companies with reference to their working in unison, &c., in the course of which the Chairman stated, in reply to Mr. Carter, that the Hong Kong Company had contributed 348 taels in the shape of premia to the China Fire, and that the latter had contributed 1,094 taels to the Hong Kong Company in the course of the year.

It was eventually decided to leave this matter in the hands of the directors.

Mr. Maccal next proposed—

"That the board of directors as at present constituted be re-elected for the ensuing year."

This was seconded by Mr. Overweg and carried.

Mr. Lemann thought the meeting ought not to separate without making some allusion to the loss of 193,000 taels which had been experienced in Japan. He thought the case amounted to this, that an experiment had been tried and had succeeded badly. Ever since Japan had been opened we had heard of nothing but a succession of fires. In China the destruction of a foreign hong by fire was almost unheard of, and even among native houses the fires are very small. It might be said that Yokohama had been so reconstructed that the danger in future would be infinitely less than it had previously been. It had been urged, too, that one cause of the great destruction at the last fire was that a strong wind was blowing. But this appeared to be a usual thing at Yokohama; strong winds were always blowing. At present the company took $50,000 on a risk, and he though this was too much to take on one risk. The amount to be earned seemed to be incommensurate with the risk to be run. He thought £5,000 quite sufficient to be taken on one risk. He did not wish to propose a resolution on this subject, but merely called attention to it.

The Chairman said the previous limit had been $80,000, and this had been reduced by the directors to $50,000 after the recent fire. If the shareholders thought the limit ought to be still further reduced it could be done.

Mr. Overweg thought there was no need to reduce the limit. It would be better to raise the premium.

The Chairman said this could not be done except in concert with the other companies. This company must either refuse risks or conform to their rates. The several companies had at present agreed in concert to double the previously existing rate.

Mr. Kidner pointed out that the difference between Japan and China existed not only in the risk of fire, but in the amount saved. In China they could generally reckon on a quarter of the value of a house as salvage, in the shape of bricks, &c. In Japan nothing was left.

In answer to a question by Mr. Groom,

The Chairman said the salvage from the Yokohama fire had only amounted to 1 per cent.; they had fortunately only had one fire of any consequence in Shanghai, the total value of that property was 17,500 tls., of which 3,400 tls. had been saved.

Mr. Maitland thought they were going into questions of detail which were within the province of the directors.

After some further discussion,

Mr. Overweg proposed and Mr. O. Booth seconded:—

"That this Company do not take any risks on buildings and their contents at Yokohoma."

Mr. Carter proposed as an amendment to this and Mr. Probst seconded:—

"That the risk on any one building or in any one compound be reduced to 50,000 dols. on a first-class risk, and to 30,000 dols. on a second-class risk, and that the China Fire Insurance Company join with the London offices in arranging suitable rates of premium."

This was carried, and with a vote of thanks to the directors who had acted during the past year and to the present chairman, the meeting separated.

HANKOW.

A correspondent of the *North China Herald* writes:—Having just passed up the river I am able from personal observation to show the value of the absurd rumours that have been set abroad regarding the proceedings and strength of the Nienfei. First, then, Wu-hu still flies the Imperial flag, and I saw some hundreds of Mandarin soldiers going through their usual exercise with their spears as I passed. At Tatung not a vestige or sign of disorder, nor the smallest effect of any Nienfei raid can be observed. The Customs' cruiser is still peaceably at anchor; and the tidewaiters in charge not only affirm that no Nienfei have been heard of thus far, but wonder at so many enquiries being made about them. The *Plymouth Rock* people say that when they last arrived in Shanghai from hence they were boarded before they got to the wharf by people wanting to know if Nanking were taken, and all sorts of nonsense. Nanking has been perfectly undisturbed by either local or other

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banditti, and the same may be honestly said of both banks of the Yang ze as far up as Oliphant's Island, some seven miles below Kiukiang. From enquiries made at the latter port I gathered that some parties of Nienfei, mostly horsemen, have been wandering about on the left bank above Kiukiang and below Cock's Head, creating, of course, great excitement and terror among the inhabitants. Wusieh, a town about thirty miles above Kiukiang, was visited last month by a number of banditti, about 300 or 400 strong, who plundered and alarmed the country people all around; and frightened the foreign tidewaiters in charge there to Kiukiang. The robbers, however, only remained four days, and the people then went back, as well as the tidewaiters, to find that little damage had been done to the houses, but that everything portable had been stolen. When I passed Hunter Island, about fourteen miles above Kiukiang, I personally saw about 300 refugees going back to the mainland. There were no refugees on Collinson Island; neither did I observe any signs of disquietude as far as Grovenor Island. I think it is evident from this that the strength and proceedings of the Nienfei have been grossly exaggerated, and go on to tell you one of the ill effects the excitement that has been got up about them is producing. The rowdy element is again on the *qui vive*. Foreigners have been attempting to run arms to the rebels, but have not, I believe, met with much success. The *Hankow Times* alluded to this last week, and mentioned the proximity of the Nienfei to this port, where, however, they do not excite the slightest apprehension. They are believed to have about ten foreigners with them. Li-hung-chang has not been surrounded or attacked, and is making arrangements with Kwo's contingent to attack the main body of insurgents, believed to be about 2,500 strong.

Tsen-kwo-fan arrived at Nanking on the 10th April, and resumed charge of the viceroyalty. In consequence of Lihung-chang's temporary appointment to the two Hoo, his brother, the present Futai of those provinces, exchanges with the acting Futai of Kiangsu, to prevent the two brothers holding high office in the same province. Ting-jih-cheng, as had been reported, is promoted to the rank of Fantai, with no very remote prospect, if rumour may be credited, of the Futaiship of this province. Not the slightest apprehension is entertained of the Nienfei, who have never approached within 200 miles of the city.

HONG KONG.

Dates are to the 28th April. The P. and O. mail of March 11 arrived out on the 19th April. The principal item of excitement was the action in reference to goods consigned to Messrs. Lyall, Still, and Co., the documents for which had been handed over to the banks. The following is a report of the hearing of the case before Judge Smale :—

The Comptoir d'Escompte and the Chartered Bank *v.* Alexander Rodger, Charles Carnie, and R. J. Gilman.

Mr. Pollard, instructed by Mr. Caldwell, appeared for the plantiffs, and the Attorney-General, instructed by Mr. Hazeland, appeared for the defendants.

In this case, the hearing of which was begun on Thursday afternoon and adjourned until Saturday morning, an application was made by the Attorney-General, on behalf of the defendants, to set aside a writ of Foreign Attachment that had recently been issued at the suit of the plaintiffs, and under which the ship *Min*, the property of the defendants, had been attached under the provisions of the Foreign Attachment Ordinance of this colony, No. 2, of 1855. The plaintiffs claim to be entitled to some goods on board the *Min*, under bills of lading which had been handed to them by Messrs. Lyall, Still, and Co., the consignees. On the arrival of the ship here the captain was served with a notice of "Stoppage in Transitu" on behalf of unpaid vendors in England, and instead of giving the goods in question to the plaintiffs as holders of the bills of lading, he handed them over to some firms who represented the vendors here, and who had respectively given indemnity. Under these circumstances the plaintiffs issued the writ of Foreign Attachment that the defendants now sought to have set aside.

The Attorney-General contended that this was not a case in which the writ should be allowed to issue on the ground that the "cause of action" had not arisen in this colony within the meaning of the ordinance, and cited a large number of cases in support of his argument. The bill of lading was the only proof plaintiff could produce as to their title, and this was executed, signed, and delivered in England.

Mr. Pollard, on the other hand, took a preliminary objection to the defendants being allowed to appear at all in the present stage of the case, and further insisted that the cause of action had arisen within the island of Hong Kong, and that his clients had a perfect right to proceed by Foreign Attachment against the owners of the ship for non-delivery of the goods to them as holders of the bills of lading, and therefore the lawful owners of the goods.

At the conclusion of the arguments on both side, his lordship remarked that this was a case that presented to his mind great difficulties, and as his opinion would be a precedent in future has to the meaning of section 20 of ordinance 2 of 1855, he would like time to consider the very full and lengthened arguments he had heard on both sides.—*Press.*

A telegram has been received in London announcing that the *Min* has been released by the Admiralty Court.

From Swatow we learn that on the 21st April Henry Pantlin, tidewaiter, aged 33, shot himself dead with a revolver. On the 22nd H.M. Acting Consul, acting as Coroner, held an inquest on his body. A verdict was returned of accidental death. He seems to have been playing with his pistol, holding the upper part of the barrel towards and the guard away from him, while he held back the hammer with his right thumb and turned the chambers with his left hand.

Tseang, the Governor or Futai at Canton, brings charges against the Chinese officer in charge of the Customs at Swatow for extorting illegal fees from native Hongs, chartering foreign vessels, and levying an export tax on Chinese coolies, whether for exportation to Macao or the Straits, and has to answer the accusation at Canton, whither he goes as soon as an officer arrives to replace him.

The *Gazette* announces :—With reference to Government Notification No. 40 of the 5th ultimo, it is hereby made known that his Excellency Sir Richard Graves MacDonnell, C.B., Governor and Commander-in-Chief, has granted to Ng-Yu, of Fuk-Lung Shop, No. 77, Jervois-street, the exclusive privilege of preparing and selling prepared opium within the colony of Hong Kong and the waters thereof for the period of one year from the 1st of May, 1867.

The following letter on the subject of the Mint is referred to in another column, and the statement that it would close is considered as premature :—

"Although the seigniorage has been reduced to 1 per cent., the Mint has done nothing for months, except to manufacture a few insignificant batches of coins for the Government. Long ago the staff was partly disbanded, the clerks were either drafted to other departments, enlarged on half-pay, or dismissed altogether; and even the Chinese workmen were put upon subsistence money, and instructed to call once a month. In April two or three small consignments of Ichibous were converted into dollars, but the bankers found this less to their advantage than to have their Ichibous made into rupees in India. The present month (June), or, at latest, July, will see the doors of the Mint closed for the last time, unless something should occur which no one can foresee to bring a guarantee of success. All the mechanical difficulties which attend the commencement of such an establishment have been successfully overcome, and a reasonably good dollar has been produced. This dollar everyone is willing to use, but no one will pay the cost of its production. The rage for clean dollars, upon which Sir Hercules Robinson calculated so much, has passed away, and there is no hope of its recurrence. The Government cannot recoup the cost of production by reducing the purity of the coin, for, if that were done, no one would receive the dollar beyond the narrow limits of Hong Kong. Admitting that a clean, well-made coin has been produced, which is much more convenient than clumsy lumps of Sycee or unrecognised chopped Mexicans, this question is still unanswered—*who is to pay for it?* It is found that the Chinese are able either to counterfeit or debase any coin, however well made. They have done so with the new dollars, which have therefore begun to be chopped. Not half of the dollars made remain in circulation. Bankers and others have found themselves able to lay down these dollars in India at a slight advantage over bills, and a large proportion of the new coins have been there converted into rupees."

The following address to Dr. Legge has been signed by about 240 members of the community. It is to be forwarded to him by the present mail, with the sum of £500 sterling. A testimonial from the Chinese community, consisting of a tablet of engraved silver, value $600, will follow.

"Reverend Sir,—We desire, as residents of the colony which has for nearly a quarter of a century been the place of your abode and the scene of your disinterested and meritorious labours, to pay you this slight tribute of respect on the occasion of your departure homewards. As one of the most eminent Chinese linguists and scholars, we can only do homage to your talents and success; as a member of society we beg to assure you of our affection and esteem; while as a worthy example of virtue and morality we are proud of one who has so constantly and so prominently vindicated the claims of Western learning, civilisation, and religion, in the face of an Oriental and a heathen population. That the result of your long work of love may be permanent is our wish and hope, as doubtless it is your own; but however this shall be, it must be a satisfactory reflection to all that met with the commendation of your fellow men, and the testimony of your the admirable life you have spent among ourselves and our predecessors has own approving conscience. It is the ardent desire of one and all of us that your homeward voyage may be pleasant, that your meeting with family and friends may be all that even yourself could wish, and that your future days may be, under the blessings of the Almighty, a happy repetition of the honorable and useful career which has distinguished you

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in Hong Kong. From a feeling that some memorial of us should fitly remain in your possession and in that of your family hereafter—something more substantial and durable than words on paper, however sincerely expressed and truthfully applied—we venture to request your acceptance of the accompanying testimonial, which, though inadequate to express their sentiments, is at least the hearty and respectful presentment of those who offer it.—We have the honor, Rev. Sir, to be, &c."

(FROM OUR OWN CORRESPONDENT.)

Hong Kong, April 25, 1867.

After so many mails for which the burden of every one's song (or letters) has been nothing but commercial disaster it is time that political matters should have their turn, and news, indeed, of very serious import in this respect will be carried by the present steamer. The attempts of the Chinese Government to cope with the vast hosts of brigands in the North-west Provinces have broken down more flagrantly than ever, and intelligence of defeat reaches us from several quarters simultaneously. Everybody who knows anything of Chinese affairs of the moment knows that the provinces lying between the Yang-tze and Peking have been devasted for ten years past by wandering bands of brigands, originally consisting of the peasantry driven from their homes by the Taiping rebels, and who took to plunder for a living, but whose numbers are continually increased by the addition of similar reinforcements, at first unwilling victims, and eventually participators in the profession of rapine, and that not one of the Imperial generals hitherto commissioned to subdue them have succeeded in coping with so mobile an organisation. Sweeping over the central plains in mounted hosts, twenty, thirty, or fifty thousand strong, the Nien Fei perpetually elude all attempts at pursuit, and take city after city, only to be abandoned when pillaged and burnt, the able-bodied inhabitants compelled to join the army of plunderers, the weak and aged butchered or left to die of famine or exposure. We now hear that not only has one section of this banditti insurrection worsted and even endangered the safety of the redoubtable Li Hung-chang, in the province of Honan, and another ravaged the banks of the Yang-tze in sight of one of the treaty ports, but, actually, that Hankow is once more in danger of capture by a third division, a determined attack by whom the great trading emporium has no adequate means to resist.

Were it not that the Nien Fei are so thoroughly destitute of political coherency, and even of all aim beyond the continuance of their system of plunder as a means of livelihood, there are many persons in China who would not regret their gaining an ascendancy such as that which was so long exercised by the Taipings, and this on the grounds that it is well neither for the Chinese Government nor for ourselves that tranquillity be too soon restored throughout the Empire. It is but too evident that the moment urgent pressure is removed from the mandarin system its natural tendency is to revert to its most intolerant form of ancient conservatism, and that the necessity for pliancy before European demands and advice was too abruptly interrupted by the downfall of the Taiping Empire. One of the very latest *Peking Gazettes* contains the decided protest of one of the spokesmen of the all powerful class against the very mild proposition recently put forth with reference to establishing a college for the study of European astronomy and arithmetic at Peking.

That designs of some ambitious nature are entertained by the French Government with respect to China is made plainly evident by the despatch of a diplomatist such as the Comte de Lallemande, who has just passed through this place on his way to Peking. The new envoy brings with him, it is reoprted, an Ambassador's commission, and is sent to China on the understanding that he is to forego the honours of European diplomacy for a year; but that *en revanche* he is to assert a foremost place in the European representation at Peking, and is to claim for France the leading voice in the approaching revision of the treaties, the ten years' duration of which expires in 1868. This is a matter which has been freely discussed in Hong Kong, and some curiosity is entertained as to the actual intentions of the Emperor in seeking to render the influence of France more prominent than it has hitherto been in this part of the world. With the exception of that convenient subject, so cleverly manufactured by the ubiquitous missionaries—the protection of native Christians—France has literally no interests in China beyond the secondary one of obtaining through English and German merchants the silk she requires for Lyons; but with a government which knows its own mind and a people which, on the whole, trusts its government, the Emperor may see his way to operations in the land of Sycee and silk, which will find occupation for many unquiet spirits and seriously astonish the philosophic gentlemen who think that the safety of English interests in the East is as nothing compared with the necessity of extending the franchise to ratcatchers and glass-blowers' workmen.

Commercially, the news by this mail is as bad as ever, and a recent failure which, however, has not been publicly discussed, has carried ruin even to the mercantile community of Manila. Much interest has been taken in the proceedings instituted by the Comptoir d'Escompte against the British ship *Min*, the cargo of which, notwithstanding a lien upon it in favour of the bank, was delivered to the order of a firm in difficulties. The *Min* has been seized under Admiralty process, thereby throwing out the arrangements made for the shipment of consignments of the new season's teas from Canton, some chops of which have at length been settled at about 23 taels, after long hesitation. The holders of country teas are beginning to find for the first time in their experience that competition is no longer the order of the day with their foreign customers, and it is gratifying to observe that some of the best among the native brokers are actually siding with the foreign mercantile community in the endeavour to break down the system of perpetually enhancing prices. From the north the commercial news is discouraging, as the disturbed state of the interior renders all operations precarious.

Quotations: Bank bills, at 6 months, 4s. 5½d.; do., at 4 months, 4s. 5d. T-Cloths, 8¼ lbs., $3.40; do., 7 lbs., $2.40 to $2.70.

STRAITS SETTLEMENTS.

SINGAPORE.

We understand that Colonel Macpherson has accepted the appointment of Colonial Secretary at Singapore. The appointment has not been announced in the *London Gazette*. It is considered to be an error to have selected one of the officers of the old Government for the post of Colonial Secretary, as so much must be left to him in inaugurating the new order of things under Colonial-office rules and regulations. Mr. J. D. Vaughan, who has held the post of magistrate and assistant resident councillor, returned to England by last mail on leave. Mr. Vaughan is quite an old servant of Singapore, and has on many occasions rendered many public services in addition to the efficient discharge of his official duties.

LATEST TELEGRAMS.

(Received June 6.)

SHANGHAI, May 7.

Advices received here from Japan announce that four ports will be open to foreign commerce in January next.

SHANGHAI, May 7.

Silk season closed; export to date, 41,600 bales.
Exchange on London, 6s. 1¼d.
Freights: Tea, £3 10s.

HONG KONG, May 13.

Grey Shirtings, 6¼ catty, $3.55.
Tea: Nothing doing; total export, 117,000,000 lbs.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 4½d. to 4s. 5d.	4s. 5¼d. to 4s 5½d.
"	4 ditto	4s. 4d. to 4s. 4½d.	4s. 4½d. to 4s. 4¾d.
At Shanghai	4 ditto	6s. 0d. to 6s. 0½d.	6s. 1d. to 6s. 1½d.
At Canton	6 ditto	4s. 6½d.	4s 7d.
At Hong Kong	4 ditto	4s. 5¼d.	4s. 6¼d.
At Macao			
At Singapore	4 ditto	4s. 4½d. to 4d. 5d.	4s. 5¼d. to 4s. 5½d.
At Manila	6 ditto	4s. 4d.	4s. 5d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 218½ per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 74¼ per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 2 per cent.; old, 8 per cent. dis.; Gas Company, 5 per cent. prem.; Hong Kong and Whampoa Dock, 20 to 30 per cent. prem.; Steam Shares, 10 per cent. dis.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, 2 per cent. premium.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BLACK—On the 6th April, at Yokohama, Mrs. J. S. Black, of a son.
DENT—On the 5th June, at Hunsingore, the wife of the Rev. J. J. D. Dent, of a son.
MURROW—On the 1st June, at Hereford-road, Bayswater, the wife of J. J. Murrow Esq., of Hong Kong, of a daughter.
RAY—On the 25th April, at No. 4, West-terrace, Hong Kong Mrs. J. J. Ray, of a son.
TREVELYAN—On the 1st June, at St. Leonard's-on-Sea, the wife of Walter Raleigh Trevelyan, Esq., of Emsworth House, Hants, of a daughter.

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MARRIAGES.

CAW—ROBERTSON.—On the 23rd April, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., acting Colonial Chaplain, Thomas Caw, Esq., of Manila, to Orianna Pond, only daughter of the Rev. Edward Robertson, of Tibbermuir, Perthshire.

MILLER—MITCHELL.—On the 9th April, at the British Legation, Yeddo, in the presence of his Excellency Sir Harry S. Parkes, K.C.B., H.B.M.'s Minister Plenipotentiary and Envoy Extraordinary for Japan, by the Rev. M. Buckworth Bailey British Consular and Military Chaplain at Yokohama, Thomas Wilson Miller, of Yokohama, Japan, to Agnes, second daughter of the late William Mitchell, Esq., of Cupar Fife, N.B.

DEATHS.

BERNARD—On the 25th May, at 2, Brooklyn Villas, Cheltenham, of whooping cough, John, eldest son of Dr. Bernard, R.N., Deputy Inspector-General, Hong Kong.

CLIFTON—On the 24th March, at Canterbury, Frances Madeline, second daughter of Samuel Clifton, Esq., of Shanghai.

CONSTANTINOPLE—On the 21st April, at the Government Civil Hospital, Hong Kong, Athenasius Constantinople, aged 45.

THIN—On the 22nd April, at Shanghai, Robert Thin, M.D., aged 28.

WHITE—On the 23rd April, at the Civil Hospital, Hong Kong, W. W. White, Esq.

WILLGOSS—On the 10th April, at Yokohama, of typhus fever, Henry Willgoss, Esq., of the firm of Hughes, Willgoss, and Co., Yokohama.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, April 5, Eliza Shaw; 12, Chrysolite (via Nagasaki); from Sunderland, 5, Amadine; from Marseilles, 6, Raphael.

At SHANGHAI.—From London, April 9, Lennox Castle; from Cardiff, 16, Helena Dormer; from New York, 12, Louisa Canevaro.

At HONG KONG.—From London, April 18, Argonaut, John Milton (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From Liverpool, St. Ajax (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, April 16, Vanguard.

From HONG KONG.—None.

From MANILA.—For London, April 9, Geffard; 17, Her Majesty, Angela; for Pernambuco, 17, Europa.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune, Havelock.

At SHANGHAI.—For London, Crawshay Bailey; for New York, Condor.

At HONG KONG and CANTON.—For London, Hugh Fortescue (full), Birchgrove; for New York, Windward.

At MANILA.—For London, Dilkoosh; for Havana, Maria y Vicenta, San Julian.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. per ton of 50 cubic feet. To New York, £2 10s. to £3 per ton of 40 cubic feet.

AT SHANGHAI.—There is no alteration to report; the rate to London is £3, and to New York, £2 10s. per ton.

At HONG KONG AND CANTON.—To London, £2 10s. per ton of 50 cubic feet.

At MANILLA.—Tonnage is scarce, but there being no available disengaged vessel in port, there are no settlements to note. Last rates were £3 per ton for dry sugar, and £3 10s. per ton for hemp, to London direct.

THE COMING TEA SEASON.

The following extract from a London letter regarding the prospects of the coming tea season has appeared in the China papers.

In trying to form some conclusion as to limits at which new teas ought to be bought during the coming season, the following few suggestions may be useful, and in writing of tea Congou is intended, other kinds are somewhat more fanciful. That for the past four years as a rule, the importation of tea (with the exception of about four months at the end of 1865, when large profits were realised, not because tea was bought over cheap in China but because it obtained unjustifiably high prices here, which only led to loss and disappointment) has shown no profit, but on the aggregate very heavy losses.

That to make up the losses, the few next coming seasons ought to be profitable ones.

That they can only be profitable by buying cheap; that it must be remembered it is always optional to buy, but on arrival here, tea must be sold, whatever circumstances may be occurring.

That many circumstances point more than ever to a quick realisation on arrival.

1st. A four months' usance (if carried out).

2nd. A growing idea and a correct one, that in the majority of instances sales on arrival are the best, both on account of the freshness of the tea and also of the disposition of buyers.

That the trade as a rule will *not* buy to hold stock; that the article is not adapted for speculation, second-hand parcels always being largely in disfavour.

That the trade from heavy losses sustained have not the same capital, and from the result of the late severe panic are unable to command the same monetary facilities as of late years. It follows that great attention ought to be paid, so that shipments may be something in accordance with our requirements; our probable deliveries for this year, if prices continue moderate, will be 11½ million pounds per month, or 138 million pounds per annum; this estimate contemplates an increase over last year of 5 million pounds. An export of 125 million pounds for season 1866-67 from China, and 5 million pounds from India would reduce our stocks in round numbers 8 million pounds, a small but wholesome reduction.

That everything points to moderate prices here and the desirability of allowing stocks to accumulate in China until the quality is fully tested and opening value moderate; that the opening price must greatly depend upon the quality of the tea for the season.

That tea, coming as it does from one country, where the shipping ports are within a few days' communication of each other, with the exception of a limited quantity from India, and being an article upon which good judgment will be brought to bear, ought always to be shipped at a profit.

Thus it would seem that the following may be considered under all circumstances fair limits to give to lay down Kaisow Congou from Foochow, if quality of season is fine:—

	To cost in London.
Finest and choice very good small even leaf strong full Pekoe, Souchong Kaisow ...	1s. 10d. to 2s. 0d.
Fine to even good leaf true Kaisow flavour ...	1s. 6d. to 1s. 9d.
On fine ra burnt to Kaisow flavour	1s. 3d. to 1s. 6d.
Medium red leaf to pref. strong to burnt kinds...	10d. to 1s. 2d.
Common to medium red course to strong ...	8d. to 10d.
Dust and siftings clean to broken leaf, but leafy	5½d. to 7½d.

Hankow or Moning kinds.

	To cost in London.
Finest and choice small even closely twisted leaf, strong and full Pekoe flavour	1s. 8d. to 1s. 10d.
Fine to even gray and blackish leaf, strong Pekoe flavour	1s. 4d. to 1s. 7d.
On fine good leaf strong red course to strong and full...	10d. to 1s. 1d.
Skin leaf kinds, fair to good leaf, clean to strong and old	8½d. to 9½d.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 6, off the Wight, from Manilla, Anna; 8, off Plymouth, from Banjoewangie, Oceanus; 4, at Texel, from Batavia, Jolar; 5, from Passaroeang, Vice-Admiral May; 6 at Brouwershaven, from Banjoewangie, Harkaway; at Cuxhaven, from Singapore, Carlota; 9, in the Downs, from Colombo, Akbar; 8, at London, from Colombo, Frances.

DEPARTURES.—June 8, from London for Shanghai, Cora Linn; for Cardiff and Shanghai, Sir Ralph Ambercrombie, Gloriosa; 5, from Cardiff for Singapore, Rotterdam, Graafstroom; for Ceylon, Marguerite d'Anjou; from Queenstown for Hong Kong, Hortensia.

LAID ON.—At Glasgow, for Batavia and Sourabaya, Bristow.

SPOKEN.—Robin Hood, Foochow to New York, April 15, 34 S., 28 E.; Frances (barque), Colombo to London, 62 days out, May 11, 4 N., 23 W.; Almonde, Liverpool to Batavia, April 16, 1 N., 22 W.; Ann, Colombo to London, May 23, 30 N., 37 W.; Karel August, Batavia to Rotterdam, March 27, 31 S., 38 E.; Corneille David, Newcastle to Singapore, May 8, 31 N., 39 W.

At St. HELENA.—April 30, A. Lloret, from Zebu, and sailed, May 1, for Cadiz; 2, Indiana, from Sourabaya, and sailed, 3, for Channel; 4, Victoria, from Macao for Havannah, Amersham, from Penang for London; 7, Kennington, from Batavia for Amsterdam.

RAILWAYS IN CHINA.—*The Times'* correspondent, writing of the refusal of the Chinese Government to permit the construction of railways, says:—"Unfortunately, Sir Rutherford Alcock seems rather disposed to sit down quietly under Prince Kung's refusal than to continue the agitation of the question; and, in communicating this refusal to the local railway committee, he addresses himself rather to support Prince Kung's refusal than to assure his compatriots that he will not relax one jot his efforts to gain an object so conducive to the interests of commerce and progress. The great source of danger the Chinese Government sees in the introduction of railways is without doubt the probable excitement among the vast population that depends on boat carriage as a means of livelihood, and to soothe this apprehension should be one of the chief tasks of a foreign Minister. It should be explained to Prince Kung that the dread of 'trouble' among the 'several millions of coolies and boatmen employed in the carrying trade' is grossly exaggerated, and that those little railways which he objects to as useless to demonstrate an advantage already admitted would be immensely useful in demonstrating to this class gradually that the supersession of boats does not mean starvation to the boatmen. It is to the common people that it is necessary to recommend railways by experimental proof, not to a Government which already professes to admire them. In the specious, but shallow, style of reasoning in which the Chinese are adepts, Prince Kung says:—'The opening of a single line in one place would not improve the means of communication elsewhere, whereas, were lines to be made in all the provinces, it is much to be feared that increased difficulties would present themselves.' But it is to avert the difficulties that foreigners want to begin by constructing a single line in one place. And it would be desirable that Sir Rutherford Alcock should insist on the facts, instead of informing the railway committee, as he does, that 'under these circumstances he thinks it will be apparent to them that nothing further can be done at present to advance the object in view by Her Majesty's Minister here.' On the contrary, a vast deal can be done by constant agitation of the question; and it is worth the while of the people in England to join their countrymen in the Far East in working for so great an object."

THE CHINA DIRECTORY.—A San Francisco paper has the following amusing notice of the *China Directory for* 1867. It is a good specimen of the semi-facetious, semi-didactic style of puffing:—"After all, there is a great sameness in human life. Not only do we find ourselves doing the same thing to-day that we did a year ago, but when we get to the other side of the world, among the 'anthropophagi, and men whose heads do grow beneath their shoulders,' we find that they have counting-houses and banks, and live in streets, and need directories. Surely there is a change in the world since we read in the geography so long ago that the Chinese lived in an inaccessible country, and called the English *red-devils*, and eat young puppies in the market-place, washing them down with inexhaustible cups of tea. China as it once was to our imagination exists no more. The China of to-day is open to every one of us, is familiar with steamboats, and Englishmen, and Americans, and other outlandish creatures who swarm in such numbers that the *China Directory* has become a necessity for Canton, Foochow, and Shanghai.

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The present is the eighth annual issue of the *Directory*, and the manner of its arrangement and classification is thoroughly satisfactory. One gets in these pages an amount of positive information about the European residents in China not elsewhere to be had. The commercial houses of Hong Kong, Amoy, Canton, of all the Chinese sea and river ports; the Chinese Customs' tariff; the alphabetical list of all the foreigners resident in China; the Chinese Calendar, collated with the English; the list of foreign Ministers at Peking; the time-table of the P. and O. Steam Navigation Company for 1867; all these are of solid and permanent value to the many Californians, whose eyes are now turned towards China. Merely to run over the Index of Trades and Professions, in Shanghai, gives an impression of the growth of the European community in that remote land. We think that we should feel at home in a city that boasts of professors of music and milliners, attorneys and soda-water makers. Side by side with these, however, we meet with a name that takes us back to the 'Arabian Nights' and the Fire Worshippers: Mr. Dhurumsey Poonjabhoy may be found at No. 2 Szechuen Road. Besides the mass of information concerning China, the *Directory* contains similar statistics with regard to Japan, Manila, and Bangkok. Such a book as this, with its record of business facts, is the most eloquent witness to the reality of our relations with these ancient and long-secluded empires. Where the stranger from America or Europe has established himself in the peaceful pursuits of business life, the ideas of the European society and civilisation have taken root, to spread more and more widely in the future. Henceforth we shall learn to know these Orientals, and they will know us. We shall have much to teach them, and also, if we are frank enough to confess it, much to learn. It is not now, as it once was, with the European in the East; he has not, it is true, learned to dispense with the argument of force, but he has learned to look upon the Asiatic as a man, not less accessible to reason, or more averse from justice and virtue than himself."

THE SAN FRANCISCO, JAPAN, AND CHINA LINE.—The *Great Republic*, intended for the new line of steamships between San Francisco and China, now worked solely by the *Colorado*, has had a trial trip of 150 miles out from New York and back. She is stated to have given every satisfaction, a though the weather throughout the trip was extremely rough, the wind at times rising to a complete gale. The following are the particulars of her measurement:—Length between perpendiculars, 360 feet; length over all, 373 feet; breadth of beam, 49 feet 10 inches; depth of hold, 31 feet 6 inches. She has three complete decks and an orlop deck; she is barque rigged, having fore and mainsail and topsails and topgallant sails. Her means of propulsion further consist of a beam engine 105 inches in diameter, cylinder 12 feet stroke with surface condensers. She is 3,886 tons Government measurement, 5,000 tons carpenter's measurement. The *Great Republic* was built by Henry Steers, the well-known New York shipbuilder, under the superintendence of Mr. W. Vanderbilt.

JAPANESE MUSIC.—The following is derived from the *Orchestra*:—"Mr. Marquis Chisholm, who has visited Japan, and even given pianoforte recitals of national music at Yokohama, gives some details of musical art there. The Japanese have very indifferent instruments, the best of which is the 'cotto,' a kind of dulcimerharp of thirteen strings. Each string has a movable bridge, by shifting which the note is raised or flattened in tuning. An idea of the scale of the 'cotto' can be formed by touching in succession the following notes on the pianoforte, beginning on A, the first ledger line above the treble clef, and descending A, G, E flat, D, B flat, A, G, E flat, D, B flat, A, G, and ascending again to D the 5th above. Numerous and fascinating are the quaint melodies derived from this scale in the hands of a good player. The 'cotto' is a difficult and expensive instrument, and is only fingered by ladies moving in the upper circles of Japanese society. It is placed flat on the floor, and the player, sitting in the usual Japanese attitudes, bends over it, and pulls the strings much in the same manner as our own harp players, but with this exception that the 'cotto' player incases her fingers in thimbles which terminate with a little projecting piece of ivory in size and form like a finger nail, with the aid of which she manipulates her instrument without giving the least fatigue or pain to the fingers. The cheap and popular musical instrument of Japan is the 'saamsing,' a three-stringed guitar. It is not arbitrarily tuned in one fixed manner, as are the stringed instruments of the West; sometimes the tonic, the fourth and octave, sometimes tonic, fifth and octave, and sometimes the tonic, fourth and minor seventh. It may be imagined how difficult it is to assimilate our ideas to theirs. When Mr. Chisholm had given his recital, playing the native music on the pianoforte, the admiration of his audience knew no bounds. On his second visit to Japan, his admirers prepared an elaborate drawing representing him in the act of playing; and round the drawing were appended various eulogistic comments on the pianoforte and its player."

ANCIENT CHINESE ENAMELS.—Some very fine specimens of this rare *matériel* were lately brought under the hammer of Messrs. Christie, Manson, and Woods, at their rooms in King-street. Among the more important were:—A pair of beautiful cylindrical vases and covers, enamelled with plants in white and brilliant colours, on turquoise ground—25 guineas. A pair of large teapots and covers, on feet, enamelled with flowers in brilliant colours, on turquoise, 12in.—30 guineas. A pair of beautiful two-handled vases, with plants in lapis lazuli and green, on white ground, the neck and foot enamelled with ornaments on turquoise ground, 12 in.—45 guineas. A pair of very fine double-flat bottles of the rare white, yellow, black, and red ground, united with ornaments in colours, and with medallions of insects and flowers, 11¼in.—55 guineas. A very rare and curious double cylindrical vase and cover of the rare white ground, with ornaments and characters in brilliant colours, the foot and handles formed as grotesque animals and birds, 26in. high—85 guineas. A fine, large circular bowl, enamelled with flowers in colours, on turquoise ground, inside and out, a metal-gilt boss in the centre chased with dragons, 18in. in diameter; and a fine, large circular dish, turquoise ground, with gold trellis-work, with animals and plants in colours in circular medallions inside and butterflies in colours outside, 21¼in. diameter—45 guineas. A pair of fine square-shaped vases, enamelled with flowers in colours, on turquoise ground, in borders, with ornaments in colours—75 guineas. A pair of elephants, miniature size, with trappings, and a pair of bottles, enamelled with flowers in colours—78 guineas. A pair of beautiful enamelled lamps, with perforated panels and a blackbird in enamel—45 guineas. A pair of enamelled slabs, with birds and flowers, beautifully ornamented—55 guineas. A large vase, chased with scrolls, richly gilt, ornamented with flowers and foliage, enamelled, a large medallion of a river scene on each side—35 guineas. A handsome table, the top formed of a large oblong enamelled slab, with flowers on turquoise ground, the stand of rosewood, carved and inlaid with six small enamelled *plaques*—25 guineas. A pair of magnificent garden seats, of the rarest ancient Chinese enamel, with birds, flowers, and ornaments in colour, on turquoise ground, on elaborately carved stands—105 guineas.

TRIAL OF THE "EUPHRATES."—The *Euphrates*, 2, screw iron troopship, 4,173 tons, 700-horse power, Captain Montague B. Dunn, one of five new steamships, standing on the Admiralty navy list as "Transports for service in carrying troops to India," has been officially tried over the measured mile in Stoke's Bay, previous to being despatched to India to enter upon her duties as a troop transport between Calcutta and other Indian ports and Suez. The result of the trial was most satisfactory.

VICE-ADMIRAL SIR JAMES HOPE, C.B., arrived in London last evening on his return from North America and the West Indies, to the naval command of which he was appointed in January, 1864.

Naval and Military.

The copper-bottomed and ironclad screw steamship Ocean, of 4,000 tons burthen and 1,000 horse power, having been appointed to the China station under the flag of Admiral Sir Henry Keppel, K.C.B., as stated in our issue of 26th April, will leave Malta in a few days for China, calling at Gibraltar. The following are the names of the officers attached to the Ocean:—Captain Chandos S. S. Stanhope; Commander Charles W. Manthorp; Lieutenants A. R. Tinklar, John Houghton, Frank Rougemont, R. H. W. Cornwall, Alex. R. Kerr; Master David Moore; Captain of Marines Geo. Brydges; First Lieut. Marines C. P. Heaslop; Second Lieut. C. Waddy; Chaplain Rev. F. W. Nickoll, B.A.; Surgeon John Rorie; Paymaster Richard Curgenven; Chief Engineer Samuel Madden; Sub-Lieutenants Thos. Leventhorpe, F. A. Gataker; Second Master R. W. E. Middleton; Assistant Surgeons Samuel Davidson, M.D., Joseph May; Assistant Paymaster C. B. Willcocks; Additional, Edward Cocks.

It is generally believed that Captain the Hon. A. A. Cochrane, C.B., and Captain the Hon. J. M. S. Spencer, will be the recipients of two of the good-service pensions. The former did good service in China, and was aide-de-camp to Baraguay D'Hilliers in the first Baltic campaign. The latter has served well and long, and merits all that can be bestowed upon him. The fact of Captain Wodehouse being Deputy Comptroller of the Coastguard should not deprive him of his chance of competing with others for an extra prize in the service lottery. Precedents are not wanting for this last-named case, if any should be required by the Admiralty.

Parliamentary Intelligence.

THE TROOPS IN CEYLON, CHINA AND JAPAN.

(6th.) Mr. OLIPHANT, in bringing forward the motion of which he had given notice on this subject, said he had on a former occasion asked the Secretary for War whether it was the intention of the Government to erect barracks for the troops at Point de Galle, when he received the reply that it was; but he thought it would not be difficult to show to anyone practically acquainted with the locality that that was a project which they ought not to entertain. The great *desiderata* in posting troops under such circumstances were their health and discipline; and these objects were to be gained by placing them in the healthiest parts of the country, and keeping them in as large bodies as possible, for distributing troops in small detachments over a country was most detrimental to their discipline. The system generally pursued in the East was exactly the opposite; it was to pick out the most unhealthy localities and distribute the troops in small detachments over those localities. This was notably so in Ceylon. His object was to show that it was in the highest degree inexpedient to build barracks at Galle. The hill station, where he had lived for many years, was very healthy; it was approached by good roads, and was within 100 miles of the sea. There was no physical reason why the troops should be kept in the plain. He hoped to receive an assurance from the right hon. gentleman that the proposed new barracks at Galle would not be built, and that the troops would be located at the more healthy hill station; which could be reached from the sea by means of the existing railway in about four hours; but, at any rate, he trusted that the right hon. gentleman would assent to his proposition that the barracks at Galle should not be built until after the report of the Select Committee upon the distribution of troops in India and the colonies should have been received. He expressed a hope respecting the new huts at Hong Kong, which, he understood, were about to be built at an expense of £20,000 upon a site the soil of which emitted a pestilential vapour. He also wished to be informed how long the 2,000 British troops in Japan were to remain there. These troops were quartered in barracks which had been built in the neighbourhood of Yokohama by the Japanese Government, who might expect that they were entitled to the services of these troops in quelling internal disturbances. Again, our keeping troops in that country was an invitation to other Powers to set up military establishments in the island. It was therefore desirable that the right hon. gentleman should give the House an assurance that our military force in Japan would soon be withdrawn. He trusted that the explanation of the right hon. gentleman would be satisfactory, but in case of the assurances he asked for not being given, he should feel it to be his duty to divide the House upon the motion of which he had given notice. He concluded by moving the following resolution:—"That in the opinion of this House it is desirable to postpone the construction of barracks at Ceylon, the Straits Settlements, China, and Japan until after the report of the Select Committee upon the distribution of troops in India and the colonies shall have been received."—Sir J. PAKINGTON had no hesitation in giving the assurance asked for by the hon. member, because it would take a much longer time for an ar-

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rangement to be come to with reference to the construction of the barracks than would elapse before the publication of the report. The proposed barracks in Ceylon were to be erected at the expense of that colony, and he did not believe it would be likely that the colonial authorities would build them in a low and unhealthy locality, instead of in a high and healthy position, which was easily accessible. It was not the intention of Her Majesty's Government to prolong our military occupation of Japan, but as the expense of that occupation was included in the estimates, the matter could be more conveniently discussed when that item came before the House.—Sir H. VERNEY thought the question of the locality of barracks for British troops was too important to be left to the decision of colonists. —The motion was then withdrawn.

THE FRENCH EXHIBITION.

The "World's Fair" in Paris is now in the zenith of its splendour. It would of course be useless for us to attempt any succinct account of its attractions; we can but continue from time to time our desultory notices of such portions of it as are likely to prove specially interesting to our own circle of readers. Among these, Food Products may fairly be classed, for the chief exhibitors in this department are the firms of Crosse and Blackwell and Huntley and Palmer, names necessarily "familiar as household words" to all travellers and residents in the East, and indeed in all parts of the world. There are two entrances to the British Food Courts. Commanding these entrances are two most artistically arranged and attractive cases, viz., the glazed biscuit trophy of the renowned Huntley and Palmers, and the really artistic and brilliant array of ornamental glass and pottery in which the great purveyors of European delicacies to our Anglo-Indian empire, Messrs. Crosse and Blackwell, are pleased to enclose their condiments and preserves. These two firms, with their elaborate displays, draw the public into the British Food Court. The case of Messrs. Crosse and Blackwell is one of the handsomest in the British section; and the elegant jars, many of them, be it observed, of fine Wedgwood ware, bought direct from the great firm, are set forth with great taste. As a show of bottles and pottery it is worth a visit. The variety of food preserved is as extraordinary as the quantities are. The necessity for all these preserved provisions has grown with the extension of our population in different parts of the world. The history of this firm is a curious one. It dates as far back as 1706; and yet in 1835 it employed only some fifteen hands. In thirty years the number employed has increased from fifteen to nearly four hundred, because the demand for all the edible luxuries of Europe which can be preserved for the East has sprung up within this period. Some of the lobsters are now caught in Nova Scotia, packed in these small tin cases, and carried off to presently give a savour of home to a dinner up country in India, or in China, or in Australia. No less than 100,000 of these cans travel East every year, in the company of other tins containing salmon which have been caught at Labrador, and oysters, and preserved bacon, and mock turtle and every kind of soup, nay, the plum-pudding for the Anglo-Indian Christmas dinner goes forth in the same good company, with a host of other home delicacies. It is some satisfaction to find that the French, and the most delicate epicures among them, have stood in ecstasies over the delicacies of this one case. They have literally taken the pickled walnuts by storm, and there is not a walnut left in the building—these very walnuts being originally imported green from France. A new flavour is to the *gourmet* what a new opera is to the musician. The pickles, the marmalades, and jams daintily enclosed in every variety of ornamental jar and vase, the fish sauces, the anchovies, the produce of every clime in short deposited on these shelves in perfect state, have given a new charm to epicurian life here. Be the traveller where he may, if he have money in his purse, he can make out his English dinner, eat his English fruits and vegetables. He can carry the truffle with him to Spitzbergen, and from Nantes he can be supplied with ortolans and *foie gras* and asparagus. I will add a few facts illustrative of the extraordinary extent to which the preserved provision trade has spread within the last twenty years. Messrs. Crosse and Blackwell import 80 hogsheads of capers annually, 18,000 gallons of Italian oil, and 7,000 casks of anchovies. They export 17,000 tins of green peas, and 200,000 tins of lobsters. They consume a ton of loaf sugar daily, and annually 240,000 gallons of vinegar, 27,000 gallons of catsup. They preserve 450 tons of fruit, and make 200,000 gallons of pickles. In short, Crosse and Blackwell's case has made a very great sensation.

That which first attracts the visitor to the second great stall in the British Food Court, or the Court which should contain British food, is Owen Jones' clever drawing of Messrs. Huntley and Palmer's works at Reading. The pencil of Owen Jones has been employed on most of the brilliantly-illuminated boxes and labels within the case. You see how our leading manufacturers are wedding art to their industry wherever the union is possible. As we find the art work of Wedgwood enclosing preserved ginger, we discover Owen Jones enfolding Albert or Osborne biscuits. The rapid advance of this great biscuit firm is, I suspect, much owing to international exhibitions. Twelve or fifteen years ago English biscuits were unknown in France, and now madame gently shakes a few of Huntley and Palmer's sweet biscuits out of a little can as a delicacy. The familiar tin boxes of London are to be seen of late years in every good Paris grocer's window. There is every conceivable description of biscuit, even to the old lady's biscuit—one compounded of maizena, and which crumbles with the slightest pressure. There are raspberry, orange, lemon, ginger wafers, a sponge rusk that will stir champagne without breaking, and — the last novelty — the Napoleon biscuit. The quantities in which these simple dainties are made and exported will startle the reader. Upwards of eight hundred sacks of flour are consumed in the one manufacture, at Reading, a week, and about one thousand hands are employed in the manufactory. The striking part of this manufacture is that the French, whose *petits fours* are delightfully various in flavour and appearance, cannot compete with the English biscuit makers. At Reading nearly everything is done by machinery. That which the French make by hand the English can make by machinery. The flour goes in at one end of the series of machines and comes out at the other a perfect Albert. Biscuits, like other things, have their day, some enjoying but a fleeting popularity, while others—the Jamaica biscuit for instance—hold their own for forty years.

The English "Commissioners" sent to the Exposition in Paris, and more especially the Colonial Commissioners, complain bitterly of the neglect with which they are treated in Paris. They say that as Commissioners they are invited nowhere, not even to official entertainments; that they are afforded no means of acquiring information, and are, in fact, little more than visitors to the Exhibition. They attribute the neglect partly to the want of organisation in the Imperial Commission, partly to the hostility of that body to Mr. Cole, and growl most audibly. Perhaps they expect a little too much; but still their own argument, that many of them have come great distances and incurred great expense to help in fulfilling an Imperial idea is true, and should entitle them to more courtesy. They are all to have the Legion of Honour, but of what use is that bit of ribbon to men about to leave Europe again? Can't they strike, as the engine-drivers of the North-Eastern did, for more honourable treatment?

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JUNE 7.

Since my last letter a general dulness has prevailed in our politics. The Second Chamber has been occupied with discussing the Bill referring to the reorganisation of the militia, which after a long and very tiresome debate passed at last with the trifling majority of three votes (37 to 34). The East Indian Budget for 1868 being not yet received at the Colonial department, it is very improbable that it can be laid before the Chambers before the month of August, ergo it will not be discussed this session notwithstanding the necessity was urged last year. The Second Chamber will adjourn on the 23rd or 25th of June, and will not meet again until September.

According to the *Arnheinsche Courant*, the Cabinet will be interpellated by some Conservative member of the Second Chamber about the behaviour of the Governor-General, Mr. Myer, with regard to the stipulations about the coffee plantations.

For several years the necessity has been urged that the position of the medical officers, both of the marine and the army, should be improved. The ministry has at last taken the first step towards it by increasing the salaries of these gentlemen by 100fl. per annum. It is a concession, but a very poor one.

According to a Royal decree the fortresses of Maestricht, Venlo, and Bergen ap Zoom will be dismantled.

The Minister of the Colonial Department has made some alterations in the conditions on which tenders will be accepted for the conveyance of produce from India to Dutch ports on account of the Government. It will be remembered that Mr. Trahrauen abolished the privileged chartered-ings, which measure should take effect on the 1st January, 1868, and there was much noise about it, because no ships of less than 175 last could be engaged. The Minister now has conceded that for the first three vessels of 125 last should be eligible. Some further liberal alterations are made with regard to the required first officers, whilst the vessels only can be obliged to load in three Indian harbours.

A Dutch translation will be published shortly of the "Commercial Code of Signals for the use of all Nations," by Mr. H. Nygh, of this town. I need not demonstrate that this system is the only one hitherto devised capable of achieving the grand desideratum of universal inter-communication amongst maritime States, so that it will be adopted universally before long. It is time, therefore, that shipmasters should realise the necessity of not going to sea without this book, that only costs 10 fl. on board. The official translation is made by Mr. W. van der Hoeven, expert of veritas here, and is controlled by a special commission appointed by the State.

The Belgian Government has appointed a commission of engineers to report on the Scheldt question. It is an enigma, indeed, what will be the result of the behaviour of the Belgian Government. It always protests, whilst our Government presses on the speedy construction of the works to dam up the Scheldt.

The returns about the rinderpest are very satisfactory. In the week ending the 2nd of May 78 head of cattle were attacked, against 84 and 87 in both the former weeks.

Messrs. Paul van Vlissingen and Duvok van Heel are in course of constructing on their iron works an establishment which will enable them to build iron-clads. I fear they have commenced too late, for most of these vessels, for which credits were granted at the last budget, are ordered now in England.

COMMERCIAL.

COFFEE.—Of the late auction on the 22nd ult. a good deal was sold for export; the white and white yellowish sorts were accepted in the first place, and also the Cuba and West Indian sorts. For the moment the demand is not so animated, but the coffee of the Dutch Trading Society is not much offered. The position of the market is firm. On the 19th inst there will be another auction at Amsterdam of 118.500 bales, including the 51,126 bales bought in at the auction of the 24th April. For private account the following transactions found place at Amsterdam:—650 bales Java, ex Koophandel, fine good ordinary white greenish, 42c.; 1,600 bales Padang, ex Almelo, good white, from 44½c. to 48½c.; and 900 bales Macassar, ex Maria Adolphina, good ordinary and good ordinary white greenish and greenish from 35½c. to 36c. The import was as follows:—342 piculs Java per Tollens, 6,047 per Khandeish, and at Amsterdam 3,094 bales per Princess Amelie. The 1,351 bales Bali bought in at the auction of the 24th May were sold from 19c. to 20c. Deliveries at the Trading Company, from 1st January to 1st May, 353,525 bales, against 284,602 bales in 1866, and 335,282 bales in 1865.

SUGAR.—The market is very firm. Yesterday and to-day 2,300 baskets Java were sold from board at ¼f. to ½f. under the May auction prices, 880 baskets Sourabaya ex Jannetje partly damaged, very good, No. 17¾, at 33¾f., and 2,100 baskets per Majestic, Tollens, and Aunt Lizzie at firm prices. The unsold stock of Java sugar was on the 1st inst. at the Dutch Trading Company, 36,934 baskets, against 68,882 on the 1st June, 1866; sold, but not yet received from preceding auctions of the company, 111,09[illegible]

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baskets, against 109,315 at the same time in 1866. The stock in first private hands was on the 1st instant 38,350 baskets, say 9,986 baskets here and 28,364 at Amsterdam.

TEA.—The market is firm at the last quotations. There was some demand for Java Pecco, and do. green sorts were sold for export. Good ord. China Congou, 90c., and ord. 80c.

RICE.—No transactions, but firm. Per Tollens, 1,060 bales Java were imported, which were already sold floating; 1st Java, 16 to 18f.; 2nd, 13 to 14f.

SPICES.—Are not below the last prices; but the trade was unimportant; of Pepper 780 bales were imported per Tollens; 520 piculs per Khandeish, and 625 ditto per Aunt Lizzie, from Java. Yesterday, 200 chests China Cinnamon ord. quality were sold, of which the valuation was 70c. and 63c. was paid.

NUTMEGS.—No. 1, from 88 to 90c.; Mace, 108c.; Pepper, 17c.

TOBACCO.—The import amounts to 1,375 bales Java, per Khandeish. The auctions at Amsterdam on the 5th instant were as follows: 1,479 bales Java Kawi, 689 bales D., 539 bales C Blitar, and 186 bales W. G. T. Stock on first hands, 2,134 bales Java, and 56 bales Manila. The result of the tobacco auctions that were held to-day here was as follows: 2,168 bales Java, Kawi from 13 to 39½, average 20 c., and D from 7½ to 20½, average 11½ c.; 186 bales W. G. T. from 12½ to 35½, average 22½ c.; 504 bales Java, 5 lots sold from 14½ to 27 c., and 19 lots bought in from 4 to 50 c.; 539 bales C Blitar from 9 to 17, average 13½ c.; 50 bales Japan bought in at 10 c. At Amsterdam were sold 5,141 ps. cow-hides; imports per Felicia from Samarang; per Baltimore, from Sourabaya, 595 ps. cow-hides; 1,223 do. bought in; Per Jacoba, from Batavia, 657 ps. buffalo hides, of 10½ kilo at 35 c.

COTTON.—The market is in a good position. 150 bales have been sold from 41c. to 42c. for fair Bengal. Stock, 1,523 bales.

INDIGO.—East Indian: 83 bales 5,000 kilo. were bought in at f.30, but afterwards sold at f.29.

HIDES.—The following quantities were sold:—

1667	St. Soerabaya	Cow	...	3¾ to 4	Ko.	Ex *Bombay.*
1957	Do.	do.	...	3¾ to 4	„	
1070	Do.	do.	...	ca. 7½	„	
746	Do.	do.	...	„ 5¾	„	
64	St. Samarang	do.	...	„ 4	„	Ex *Sydney Eggers.*
160	Do.	Buffalo	...	9¾ to 10	„	
823	Do.	Cow	...	3¼ to 3½	„	Ex *Felicia.*
655	Do.	do.	...	ca. 3¼	„	
522	Do.	Buffalo	...	„ 8	„	
304	St. Soerabaya	Cow	...	3¼ to 3½	„	Ex *Sparkenhoe.*
847	St. Passaroeang	Buffalo		8¾ to 9	„	Ex *Bombay.*

Import this year, 28,866 Hides; and in 1866, 44,023. Stock, 15,420, against 15,932 in 1866.

INDIGO.—Unchanged in price, and the trade was not important; there was some demand for good sorts; of which there is very little stock.

SEGARS.—Of Manilla, 1411 mille; 2 do., Cortavas 1862, damaged, were sold from 11¼f. to 22½f.; 280 mille do., of which 20 mille bought in at 36f.; 170 mille Habanos do., of which 30 mille (damaged) sold from 30f. to 30¼f.

TIN.—Banca: 2,000 slabs were sold at 53¼f.; 1,000 do., 53f.; and 1,500, 52¾f.; and in the preceding week 1,000 slabs, 53½f.; 1,200, 53¾f.; 750, 53¼f.; and 1,000, 53⅜; 1,100 slabs, 53½f. The market opened very firm in the beginning of the month, the more favourable turn of Continental politics created a good demand, and prices gradually advanced 1½f. from the closing quotation of last month; in the last few days, however, there was a greater pressure to sell, and prices again declined. Banca was in great request, and the price advanced from 52¼f. to 53¾f. in the middle of the month. Subsequently, however, on the sales prompt (falling due the 28th inst.), holders were more desirous to realise, and large lots were sold from 53f. to 52¾f., which is now the nominal closing quotation. Stock at the Dutch Trading Society on the 31st of May 198,242 slabs, against 213,386 in 1866. Deliveries in May 9884 slabs, and in 1866, 22,739 slabs.

ARACK.—12 casks very fine Batavia ex Felicia, and 50 do. Sourabaya ex Bombay were sold: 123 casks were imported from Batavia per Aunt Lizzie, and at Amsterdam 48 casks per Mydia.

DRUGS.—Of China preserved ginger, direct import, 500 chests were sold at auction from 77c. to 109c., and 50 do. Mandarin at 102c. to 104c. Of Getah Lahoe 35 bales were sold at 1¾f. Camphor: Higher in price; China 80c. and Japan 82c. Of Cubeben 500 bales were sold at 30c. Cassia Lignea: 68c. on the market. Cassia Vera, 39 to 40c. Oleum Anisi Steleati, 6¾f. to 7¼f.; ditto Cassia, 4½f. Gum Benjamin, 115c. to 125c. Japan Wax, 42f. to 56f. O.S. Gum Elasticum not on the market. Gum Damar, 40c.

RATTANS.—The transactions were very important; 187 piculs ex Jane Avery. 350 ex Pluton, 709 ex Sparkenhoe, 200 ex Cœur de Lion, 30 ex Baltimore, and 400 ex Rothby.

SHIPPING INTELLIGENCE.

ARRIVALS.—Texel, May 27, Doelwyk, from Batavia; Princess Amelie, from Macassar; May 28, Nydia, from Banjoewangie; Danube, from Passaroeang; Brouwershaven, May 29, Tollens, from Batavia; Hellevoet, May 29, Sophia Amalia, from Tjilatjap; Texel, May 29, Astrea, from Banjoewangie; Brouwershaven, May 31, Khandeish, from Banjoewangie; Hellevoet, May 31, Aunt Lizzie, from Batavia; Texel, June 2, John Fraser, from Banjoewangie; Brouwershaven, June 4, Licht Straal, County of Bute, both from Banjoewangie. Texel, June 4, Kronprinzen, Jolar, both from Batavia; Vice-Admiral May, from Passaroeang, Padang Packet, from Padang; Brouwershaven, June 6, Harkaway, from Banjoewangie; Oceanus, from Fanaroekan; Jessie Ann, from Banjoewangie.

DEPARTURES.—Texel, May 23, A. R. Falck, Java Packet, both for Batavia; Brouwershaven, May 25, Zeemanshoop, for Batavia; Hellevoet, May 25, Neptunus, for Singapore, via Newcastle; Texel, May 31, Auguste for Batavia; June 4, Vriendschap, for Samarang; Texel, June 3, Sindbad, for Sourabaya.

PASSENGERS INWARD.—From Java, per Christina Maria, M. P. W. de Bok and family; per Doelwyk, Mr. C. Boogart de Best and family; Vermeer, Muller, Isman, Knoute, Mrs. Slot and five children; per Astrea, Mr. Scheltema and family; per Padang Packet, Mr. Wilkens, J. L. de Bere and family, Mrs. de la Conture, 2 young gentlemen, John T. Veld; per Lichtstraal, Mr. Vyzelaar and family; Mr. Leideking and family' Mrs. Dezlaan and two children, Mrs. Von der Beer; per Vice-Admiral May, Mr. J. Van Leuver and family.

PASSENGERS OUTWARD.—Per Padang Packet; Lieuts. Lauzing de Vletter, Kaels, and 125 soldiers; per Vriendschap, Mr. P. H. Van der Welden and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JUNE 7.

At a much earlier period than in former years the official annual returns of the trade and navigation of this city for 1866, drawn up as usual with wonderful carefulness and perspicuity of detail, have just been published by our local Board of Trade in the shape of a rather bulky quarto volume of tables. From these it appears that the value of the imports in 1866 by sea and by land amounted to 779,088,010 marks Banco, against 771,668,880 marks Banco in 1865, thus showing a trifling increase over the previous year. There is also a corresponding improvement in the weight of the goods imported, which were 47,269,932 centners, against 47,198,954 centners in 1865. Perfect as these tables are in everything connected with the import trade, it is much to be regretted that they again suffer from the same chronic imperfection noticed before in these columns of the total absence of all matter relating to the exports; though it is but fair to add that it is not the fault of the Board of Trade, who have ever been most anxious to appreciate the value of such an important part of the commercial statistics, but it is not in their power to obtain any *data* on the subject; for ever since the abolition of the export duty a few years ago there are no declarations to make at the Custom-house and therefore no control over the value or contents of packages shipped. At first it was supposed that some clue might be obtained by overhauling the manifests of outward bound vessels, but this was soon found to be futile; for independently of its being altogether a matter of courtesy and goodwill on the part of consuls and shipowners to give a copy of the manifests, the merchants themselves entertain an invincible aversion to what they consider to be an impertinent prying into their private concerns, and shroud the extent and nature of their export transactions under the mysterious terms of so many "bales of manufactured goods," or so many packages of merchandise inserted in their bills of lading.

With regard to navigation, the total number of vessels that arrived in the port of Hamburg from all places in 1866 was 5,185, against 5,186 in the previous year, but there was a considerable increase in the amount of tonnage; for whereas in 1865 they contained 543,735 Hamburg lasts of 3 English tons each, in 1866 the tonnage had risen to 599,077 lasts, showing an increase of 55,342 lasts, or 166,000 tons. Of the total number 477 vessels with a tonnage of 89,822 lasts came from places out of Europe. Among the outward bound vessels there was a slight increase in the number, and a larger one in the tonnage, the figures being 5,210 vessels of 592,250 lasts that cleared out in 1866, against 5,186 vessels of 540,666 lasts the previous year. As the ships exhibit a larger tonnage there is also a corresponding increase in the numbers of the crews; in 1865 the vessels that arrived were manned by 56,468 men, and those that sailed by 56,319, whereas for last year the numbers were respectively 61,194 and 61,198.

With special reference to the navigation with the Far East, these tables show among the arrivals 10 vessels of 1,220 lasts from China—1 from Canton, 1 from Canton and Macao, 2 from Canton and Whampoa, 1 from Canton, Hong Kong, and Macao, 2 from Foochow, 1 from Hong Kong and Canton, and 2 from Hong Kong and Macao; 6 vessels of 1,014 lasts from the Philippine Islands—3 from Ilo-Ilo, 2 from Ilo-Ilo and Hong Kong, and 1 from Manila; 4 vessels of 419 lasts from Netherlands India—1 from Batavia and Samarang, and 3 from Batavia and Sourabaya; and 15 vessels of 3,158 lasts from the British East Indies—5 from Akyab, 2 from Bassein, 1 from Chittagong, 1 from Cochin, 4 from Rangoon, and 2 from Singapore. Total, 35 vessels, with 5,811 lasts, or 17,433 tons.

Among the departures were 23 vessels of 3,303 lasts to China—12 to Hong Kong, 2 to Hong Kong and Shanghai, 1 to Hong Kong and Whampoa, 1 to Macao and Macassar, 5 to Shanghai, 1 to Shanghai and Tien-tsin, and 1 to Tien-tsin direct; 1 to Manila; 6 vessels of 930 lasts to Nicolayefsk; 3 to the Navigators' Islands; and 10 of 1,982 lasts to Singapore. Total, 40 vessels of 6,332 lasts or 18,996 tons.

At the last sitting of the Academy of Sciences at St. Petersburg the Academician von Brandt announced a valuable present made by Major General Kukel, in command of the military district of East Siberia, to the Zoological Museum, consisting of a fine male specimen of the Mongolian antelope (*antelope gutturosa*). This very rare animal has not been seen or described since the days of Pallas. The thanks of the meeting were voted to the General.

COMMERCIAL.

COFFEE.—There is a continued good demand, and full prices are willingly paid. Sales of the week, 14,000 bags.

SUGAR.—The raw market is firm, and better prices are now obtained. The imports this year were 7,500,000 lbs., against 19,250,000 lbs. at this period in 1866. Present stock is 2,250,000 lbs., against 7,500,000 lbs. last year. Of refined 12,000 loaves were taken at full rates, and the sales would have been greater, but there was no more of ready goods in the market.

RICE.—This market is firm, but with limited dealings. A cargo of Indromayo (5,640 bags) has come to hand, but was previously sold for arrival.

SPICES.—Market quiet, but prices well supported.

SPELTER.—No transactions to report. Quotations are a trifle lower, as Silesian slabs may be had both for delivery and ex warehouse at 13 marks 13 Sch. Banco.

DISCOUNT.—The money market continues in a favourable condition; discount, 1½ per cent. On the Stock Exchange everything is *couleur de rose*, and all descriptions of funds and shares are rising every day.

SHIPPING.

SAILED.—Emma, to Singapore and Penang; Overmann, to Hong Kong.

ARRIVED.—Triton, from Batavia; Johann Christopp, from Whampoa.

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THE P. AND O. COMPANY.

THE fifty-ninth half-yearly report of the directors of the Peninsular and Oriental Company is the least satisfactory they have issued for many years. The accounts to the 31st March exhibit an excess of expenditure over receipts of some £36,000, and consequently the "interim dividend," which of late years has been declared with such unvarying regularity that it has come to be looked for by shareholders as a reliable source of income, is not forthcoming. The abnormal state of the India and China trade, resulting in an almost entire cessation of specie shipments, the active competition of the French Company, and the greatly enhanced cost of coal, are the reasons put forward by the directors for this unfavourable state of the Company's affairs, and we are bound to admit that they are amply sufficient to account for a temporary falling off in its prosperity. That it will be other than temporary there is happily no ground for apprehension. The China trade already begins to emerge from the slough of despond in which it has for a time been smothered, and there is every reason to believe that it will surely, though perhaps slowly, re-establish itself on a firmer basis than ever. As regards the competition of the French Company, it is eminently satisfactory to find on the part of the directors such a candid admission that it really *is* a formidable opposition; the unreserved recognition of this fact will doubtless result in renewed exertions to increase the efficiency of the P. and O. Company's vessels, so that they may no longer be left behind in the race. It is true enough that the French Company has a larger subsidy—but it is equally true that there are other reasons than this for their success; it is not the subsidy granted them by the French Government that induces so many English passengers and shippers to give the French steamers the preference. There is no doubt that of late the P. and O. Company has launched some very fine vessels, and got rid of many useless "mistakes"—that, with their experience, ought never to have occurred—and it is an encouraging fact that this work of remodelling and in part reconstructing their vast fleet, which has been going on for some time at a great outlay, is now nearly completed. So we may reasonably hope that the good time will soon come when increased efficiency and an increased subsidy will go hand in hand with the much-desired dividends. The following are extracts from

THE REPORT.

The reports submitted to the proprietors at the half-yearly meetings of the company have usually been more brief and of less importance than those of the annual meetings held in December, when the operations of the whole financial year are dealt with and the accounts produced; but the directors find it necessary on this occasion considerably to exceed the ordinary limits of the June report. They beg, however, before proceeding to matters of special interest, to furnish the usual information relating to

THE COMPANY'S FLEET.

The *Mooltan* has received her new engines and boilers, and was despatched to Alexandria with the mails of the 27th instant. The *Columbian*, and the new ship, built by Messrs. Denny Brothers (which has been named the *Bangalore*), also appear on the list of vessels in active service, as each will start on her first voyage during the month of June. It was stated in the last report that the *Nemesis* was on her way home from the East to receive new boilers and a general refit. On arrival she was carefully surveyed, and it being estimated that the cost of the necessary repairs would amount to considerably more than half the price of a new ship of the same size and power, the directors accepted the offer of Messrs. Denny Brothers, of Dumbarton, to sell them a sister ship to the *Bangalore*, of about 2,167 tons and 500-horse power, then on the stocks, that firm taking the *Nemesis* as representing £25,000 of the purchase money. This new vessel, which has been called the *Sumatra*, was launched on the 6th instant, and will be ready for sea in August. The *Poonah* is receiving new engines and boilers in the Thames. The *Massilia* will be laid up to take in new boilers on her return from her present voyage; and the *Orissa* is undergoing a similar process at Bombay. The *Pekin* has been sold at Hong Kong to be broken up for a sum nearly equal to what she stood at in the company's books; this vessel was sent to the East upwards of twenty years ago, and was not worth repair. By the end of the year 1867 the building and repairing operations referred to above will be completed, and the company's fleet generally will be in a high state of efficiency.

THE NEW SUPPLEMENTAL CHARTER AND CAPITAL.

Her Majesty in Council having been pleased to grant the petition of the directors for a further charter, that document was passed under the great seal on the 7th February last. It conferred upon the company the power to raise one million of fresh capital by the issue of 20,000 new shares of £50 each, and it extended to the subscribers to this additional capital all the privileges secured under the original charter of 1840. The directors lost no time in placing the new shares at the disposal of the existing shareholders in the proper proportions, and they have the satisfaction to announce that the proprietors have responded by accepting their allotments to the extent of 15,902 shares, being 1,730 in excess of the number taken up in 1855, when a similar operation took place. The proprietors will bear in mind that this charter was applied for in August last, shortly after the appearance of the report of the Parliamentary Committee of 1866, which recommended a reorganisation and extension of the postal service with the East; and when it had become known that the Government would in the main adopt the recommendations of that committee, terminate the current contracts, and invite competition for new ones, to meet all the circumstances arising out of which it was necessary the company should be well prepared.

A new and important source of traffic in the conveyance of Manchester goods and cotton by the overland route had also to be provided for, and this furnished an additional reason for the purchase and construction of vessels combining large cargo capacity and passenger accommodation with the requisite speed for the mail service. Some of the older ships have been withdrawn from active service and their places have been taken by the new and larger ships mentioned above, and this process of substitution and increase of the fleet could not be accomplished without calling upon the shareholders for additional means. It would seem, on reference to the list of sea-going ships prefixed to the annual report of 1866, that the fleet consisted of 49 ships, measuring in the aggregate 73,954 tons.

THE POSTAL SERVICE.

In the last and previous reports the directors prepared the shareholders for the announcement they have now to make, namely, that notice was served on them by the Postmaster-General, on the 31st January last, that the India and China contracts of 1853, and the Bombay contract of 1854 would be terminated on the 1st of February, 1868. Shortly afterwards advertisements appeared in the public papers inviting tenders for new services to be sent in on the 16th September next. In the last annual report the directors stated that "they were far from viewing the probable termination of the existing contracts with anxiety, as the experience of the last few years had proved to them that in consequence of the increase in the price of labour, the advance in the cost of coals and stores of all kinds, together with the onerous effect of certain clauses, a modification of the terms of these contracts had become necessary." The few months which have elapsed since the date of that report have given much additional force to these observations. The directors are not at present prepared to go into the details of the proposed new services. Their experience of the past, their knowledge of the present, and a careful estimate of the future, as regards the working of a great mail contract, will, they hope, form a safe basis on which to make their tender in September next.

From the commencement of the year until the 20th instant the company have run two additional steamers each month between Bombay and Suez, in conformity with the intention announced in the last annual report, with the view of ascertaining at what probable expense to the public such a service, or one embracing a departure on a fixed day in each week, could be maintained. This extra service, as well as the ordinary contract service with Bombay, has worked with perfect regularity, and the two combined have furnished to the public the advantages of a postal communication with Bombay four times a month. That this was a voluntary experiment made by the company, that it formed no portion of their engagements with the Government, and that the conveyance of mails by these extra steamers was a gratuitous act on their part, appear to have been forgotten or overlooked, judging from the comments in some of the newspapers, and the questions put in Parliament on the announcement from the company and the Post-Office that this extra service would be discontinued from the 20th instant, the ordinary season for the setting in of the monsoon.

RECEIPTS AND EXPENDITURE.

The export of specie to the East, which has usually formed a considerable portion of the company's revenue, has during the six months embraced in this report almost entirely ceased. There has also been a great falling off in the revenue, owing to the contraction of mercantile operations in the East which has followed the monetary panic of 1866, and the very active competition of the French Company. To these disadvantages has been added a considerable rise in the cost of coal at the foreign depots, involving an increased outlay, as compared with the corresponding six months of last year, of upwards of £40,000. It is scarcely necessary to state that the directors could exercise no control over these adverse circumstances, neither could they by any modification or curtailment of the services counteract the unfortunate results, as the strict conditions of the Mail Contract had to be fulfilled. Without, therefore, entering into detailed statements and figures, which will be presented as usual at the annual general meeting in December next, the directors regret to report that the state of the accounts to 31st March exhibits an excess of expenditure over receipts to the extent of £36,000, without making any provision for insurance or depreciation. They are consequently unable to recommend the declaration of an interim dividend. In conclusion, it has become evident that if the company are to continue bound to the compulsory departures—the high rates of speed and other onerous and costly conditions of a mail service contract—now that they are exposed to the competition of a foreign company, which is subsidized by its Government to an extent so far in excess of the rate per mile paid by our Government, they must look for a very material addition to the subsidy. The directors will not fail, therefore, to lay the subject before the Government in such a manner, when the time comes for sending in the tenders, as should lead to its consideration on the broad basis whether such a system of postal communication with the remote dependencies of the country, as that which has been carried on by the company for the last twenty-five years, merits the support of the State to the extent necessary to afford a reasonable prospect of earning, in combination with other sources of revenue, a fair return on the capital embarked in the enterprise. The postal services with the East are connected with a commerce now amounting to the enormous sum of £110,000,000 sterling annually. This commerce has for years past rapidly increased, and the ocean lines of postal communication with the countries with which it is carried on have without doubt materially contributed to its development. Bearing in view these facts, together with those previously mentioned, the directors cannot but feel confident that an enlightened consideration of the whole question will be taken by the Government.

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NOTICES TO CORRESPONDENTS

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The London & China Telegraph.

LONDON, MONDAY, JUNE 10, 1867.

THE HONG KONG MINT.

THE latest accounts from Hong Kong are to the effect that unless some very unexpected circumstances should suddenly arise to give renewed hope of success, the doors of the Mint will be closed during the present month. To say the least, such a step as this would be premature; and however strong may be Sir RICHARD MACDONNELL'S own convictions on the subject, we can hardly believe that he will allow them to carry him over the barrier of "instructions from home," which should certainly be waited for and acted upon. The course to be adopted is still the subject of anxious consideration here, both by the Treasury and the Colonial-office, and as no decision has yet been arrived at, the final instructions of the SECRETARY OF STATE have not been sent forward. With regard to this part of the subject, we can only repeat the opinion we have already expressed. The experiment was tried at an unfortunate time, but should not therefore be hastily abandoned. It has had a most exceptional state of things to contend with throughout. Never since our trade with China commenced has it experienced such a series of mercantile disasters as have lately fallen on it, restricting business, throwing out the course of exchange, and unhinging, as it were, the whole fabric of commercial operations. How could immediate and unalloyed success have been expected under such circumstances? Now, however, the first heavy expenses have been paid, though doubtless at the cost of much inconvenience, and the large sum thus invested should not be lightly thrown away. The working expenses have been reduced to a comparatively nominal sum, and these should be maintained for at least another year, if only for the bare chance of "something turning up" before it is finally decided to close the establishment. We may shortly expect to hear of an order having been sent from Singapore for the coinage of a supply of small silver currency, if not of dollars, and this would at least help to tide over the present period of inactivity.

If, however, the fiat has gone forth, and the Mint has been abandoned by Sir RICHARD MACDONNELL, either with or without the consent of the Home Government, the next question that arises is, "What will he do with it?" By *it* we mean, of course, the plant that has been conveyed to Hong Kong, and there set up at such a heavy cost to the colony. It is clearly of no use bringing it home again. Could not the Chinese be persuaded to purchase it, and set it up in some part of North China? They might then issue coins in conformity with the circulation there which fixes the tael as the standard, with a subsidiary coinage of mace and candareens, or tael cents. If persevered in, this would in time supersede the Mexican dollar altogether. Moreover, however capricious may be the movements of the precious metals in Hong Kong, there is always plenty of sycee in the North to feed a mint; and if the coin produced by it were made a legal tender in payment of duties, and recognised by the Hai-quan Bank, there is little doubt that it would soon acquire an extensive circulation. The cost of production could be no obstacle here; the Chinese are always willing to pay a fancy price for a coin that pleases them; all that is necessary is to make it palatable to them. Should the Hong Kong experiment, then, prove a hopeless blunder after all, here is at least one chance of getting out of it with comparatively little loss, and with a prospect of ultimately doing more to establish an uniform currency for China than would result from a permanent mint in Hong Kong. Of course there would be difficulties in the way, but not necessarily insuperable ones. With the recent memorial of the TSONG-LI-YAMEN before us, we must no longer regard as hopeless the introduction and application of European science in China. Failing this, perhaps the Japanese Government, or one of the Princes, might be disposed to make the purchase.

MORE TREATY PORTS IN JAPAN.

VERY little regret was manifested on the part of the public when the Japanese Government allowed the time fixed for opening Ne-e-gata to pass over without manifesting any disposition to fulfil that stipulation of the Treaty. We were still far from being comfortably settled either at Yokohama or Nagasaki. Hakodadi was generally admitted to be a failure, and recent experiences in China had gone far to prove that a "new port" was not *always* certain to prove a mine of wealth, from which the early settler must necessarily draw a rapid fortune. And when Ne-e-gata was found to be entirely deficient in the requisite qualifications for a mercantile settlement the matter was considered to be shelved for an indefinite period, and those who were given to indulging in sanguine anticipations regarding the further "opening up" of the country, turned their attention to Osaka, which still seemed to promise a golden future. It is true that the option was reserved of substituting for Ne-e-gata some other suitable port on the West coast of Niphon; but it must be remembered that to be "suitable" in the terms of the Treaty, it was necessary that the place selected should be situated within the limits of the so-called Imperial territory; and of ports so placed there were few to choose from. By late advices from Japan we learnt that Captain BLAKISTON, R.E., who lately visited the West coast, had there discovered a port possessing all the advantages in which Ne-e-gata was deficient; but nothing was then said as to the prospect of its being thrown open in place of the latter.

A telegram just received from Shanghai *via* Galle, ought to throw some additional light on the subject, but as usual fails to do so. It is dated May 7, and is thus worded:—"Advices received here from Japan announce that four ports will be open "to foreign commerce in January next." This, as it stands, means—nothing. There are three Treaty ports already, and Hiogo, the opening of which is definitively fixed for the 1st of January, 1868, will of course make the fourth; so that, taken literally, the telegram conveys no news at all. But if (as seems not improbable) a couple of letters have been accidentally omitted —if it be intended to read "four ports will be opened," instead of "four ports will be open,"—then, indeed, it becomes important, for in the latter case the word "new" or "additional" may be understood. Where four more suitable ports are to be found within the Imperial territory we are at a loss to discern; but perhaps this condition will now be dispensed with. Of the many weak points in the Treaty of 1858 this vexatious restriction is about the worst. The SHIOGOON'S Government, it will be remembered, asserted that the Daimios were one and all hostile to foreigners and averse to opening their ports, and that though willing, he was powerless to coerce them. We now know that this statement was false, that from the first many of the Daimios were eager to secure a share of the advantages arising from foreign trade, and that the SHIOGOON used such power as he did possess to defeat their object, and so preserve his own monopoly. The utter failure however of the operations against CHOSIU, as well as the haughty attitude of other powerful Daimios, may well have convinced the new SHIOGOON of the expediency of abandoning his assumed right to exclude them from the benefits of the Treaty; in which case it would be an easy matter to select four additional ports in every way suitable, and we may be quite sure that Simonoseki and Kagosima would be among them. The new port above alluded to in place of Ne-e-gata, might be another; although it is very doubtful whether this boon would prove worth having, for the northern part of the Island of Niphon is but sparsely populated, and is far from being as productive as the southern portion, or Kiusiu. But the admission of foreigners at the two former ports is greatly to be desired, and would we are certain do more towards thoroughly developing the resources of the country than even the opening of Osaka itself.

The *Japan Times*, in discussing this matter, advocates "the "abrogation of the present Treaty, so hastily and inconsiderately "made, and the substitution for it of another more comprehen

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"sive and practical." In this we do not quite agree. The Treaty is certainly very defective, but the fact of its having been made hastily and inconsiderately is no argument for throwing it aside in a similar manner. Far better to endeavour by persuasion, and when necessary by gentle pressure, to get it gradually modified and extended until it meets the requirements of the time. Again, the *Times* says, "We have a Treaty with the SHIOGOON, which "Treaty can have force in his territory alone." This we think scarcely describes the actual state of the case. It is true the Treaty was originally made with the SHIOGOON, but it has since been formally accepted and ratified by the MIKADO, whose vassal the SHIOGOON is, in common with all the other Daimios, and it ought therefore to be available throughout the length and breadth of the country. Why then should not a clause be added to it by which foreigners shall be permitted to trade with such of the Daimios as may be found willing to throw their ports open, giving at the same time a guarantee not to force themselves on those who are averse to such intercourse? Were the matter taken in hand with the requisite tact and firmness, there is little doubt that such a clause would be assented to by the SHIOGOON and ratified by the MIKADO. It must be evident to them both by this time that with or without their permission certain Daimios *will* avail themselves of the benefits of commerce; and it should not need much persuasion to induce them to withdraw a prohibition they are powerless to enforce.

THE MAIL SERVICE.

IT will be seen in our Parliamentary reports that a distinct question was put to the Treasury department as to their intentions in reference to inviting the Messageries Imperiales to tender for the performance of our India and China mail service. There was a great outcry on this subject at the meeting of the P. and O. Company, and there is a general uproar at the possibility of such a contract being made; but the agitators need not disturb themselves on the subject, for there is no probability of our Post-office coming to terms with the French company, which is restrained by the very proper belief that they cannot serve two masters. Any arrangement with the English Government would necessarily interfere with the high subsidy they at present receive from their own. In consequence of some misconception of the intentions of the Committee on the Postal Service, the chairman (Mr. CRAWFORD, M.P.) has published the following letter in *The Times*. It is important to know that the committee did not mean by the expression, "*having regard to any facilities which may be afforded by the "monthly service to China now performed by the Messageries "Imperiales from Marseilles*," that such service was to be used as a substitute for one of our own English services, but that full facilities should be afforded by our Post-office to avail of such service in addition to our own fortnightly one. Of course there is no security as to how long the Messageries line may run, and it would be highly impolitic to base our arrangements in any way upon it, except as a supplementary or extra service.

"Broad-street, June 6.

"Sir,—I wish to remove some misapprehensions which exist in the minds of many persons as to the intent and meaning of the paragraph in the 'recommendations' of the Select Committee of last session, in which reference was made to the Messageries Imperiales Company of France. The paragraph ran as follows:—

"'That Her Majesty's Government should take into their early consideration the arrangements to be made in consequence of the proposed separation of the Indian service for maintaining a fortnightly or half-monthly service to China, and a monthly or four-weekly service to Australia, having regard to any facilities which may be afforded by the monthly service to China now performed by the Messageries Imperiales from Marseilles.'

"The committee did not propose, nor was it in their view, that the Government should enter into any contract with the Messageries Imperiales Company for the conveyance of the China mails. They had before them the fact that as our mails are conveyed once in the month to and from the Brazils and the Gulf of Mexico by the mail steamers of the French company, with much advantage to the British public, in the fortnight intervening between the monthly departures of the vessels of the Royal Mail Steam Packet Company, so an endeavour should be made to utilise, more than is at present done for our purposes, the service of the Messageries Company, by arrangements made to harmonise the departure of their vessels from Marseilles with those of the Peninsular and Oriental Company from the same port.

"There is every reason why we should not be dependent upon a foreign company for the conveyance of our regular mails, but no reason, on the other hand, why we should refuse to use freely for the purposes of our commerce any supplementary facilities which a foreign service may place in our way.—I am, Sir, your obedient servant, "R. W. CRAWFORD."

THE JAPANESE VISITORS TO PARIS.

THE rival Japanese missions still continue to attract a good deal of attention. A Paris paper having stated that there were two Embassies from Japan now in Paris, one representing the Shiogoon and the other the Prince of Satsuma, "one of the most powerful and influential of the Japanese Confederation," *La France* objects to this description. It is not true that the brother of the Shiogoon now in Paris is an *Ambassador*. He has no title but that of Prince; he is merely a private individual; and the Minister he has brought with him has no other function but that of settling questions of etiquette during the young Prince's stay in the French capital. Neither is it correct to give the title of Ambassador to the representative of the Prince of Satsuma, for the simple reason that Prince Satsuma is a vassal of the Japanese Crown, and by consequence has no right to be represented by *Ambassadors* at foreign Courts. The personages sent to Paris by Prince Satsuma are Commissioners to the Exhibition; and that they are not accredited as diplomatic agents to this Court is proved by the fact of their not having been received officially by the Minister of Foreign Affairs.

WE understand that instructions have been sent out to the officer who commanded the 73rd Regiment on its passage to Hong Kong per *Golden Fleece*, to forward an official explanation as to certain statements that appeared in the *Hong Kong Daily Press* in reference to their ill-treatment on board, improper clothing when landed, and the despatch of the women to Stanley, whilst their husbands were kept in the town barracks. The complaints as to want of ventilation we are glad to learn were attended to before the vessel left on her return voyage.

IT appears that Mr. POPE HENNESSY has accepted the post offered him of Governor of Labuan and Consul-General in Borneo, but his departure has been delayed for the present. Should any more desirable appointment fall vacant before Mr. HENNESSY proceeds to the East it is not impossible that his acknowledged claim on the Conservative party will receive due consideration from Lord DERBY'S Government.

THE next departure of the steamer *Colorado* from Hong Kong is fixed for the 18th May. Allowing six days for the run to Yokohama—which is ample during the S.W. monsoon—two days detention, and twenty days from thence to San Francisco, she may be considered due at the latter port on the 15th June. Should the telegraphic wires and the Atlantic cable be in working order we may expect messages on the following day, and we trust they will prove more useful than the last.

WE find that the intimation received by last mail regarding the probable opening of Nanking did not proceed from an official source. It is very doubtful whether such a step will be taken during the present year, as experience indicates that we have enough open ports on the Yang-tse already.

WE are informed that the publication of the correspondence moved for by Mr. WHITE in the House of Commons relative to Dutch aggressions in Sumatra, has been delayed in consequence of the transfer of the Straits Settlements from the India department to the Colonial-office.

WE observe that the instalment of Sikhs, which it had been decided should be recruited in India for the police force at Hong Kong, has left Calcutta for that place, the number being about 150.

IT is notified in the *Gazette* that the Queen has been pleased to approve Mr. Th. Probst as Consul at Hong Kong for his Majesty the King of Prussia.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The half-yearly general meeting of proprietors was held on the 5th inst., at the offices of the company, 122, Leadenhall-street; Mr. P. D. HADOW, the deputy-chairman, presiding.

The report of the directors, which is given in another column, having been read by Mr. HOWELL, the secretary,

The CHAIRMAN proceeded to move its adoption. He prefaced his remarks by stating that the lamented absence of Mr. Anderson rendered it incumbent upon him to occupy his present position. The causes of the deficiency were very clear and very simple. They arose chiefly in two respects—namely, the enormous increase of necessary outlay, and the almost total cessation of freight that they had been accustomed to have regularly for the last 14 years. As had been stated in the report, the increase in the price of coals during the past six months was £42,000, and to that must be added the immense falling off in the carriage of specie. Those, he thought, were two satisfactory and conclusive reasons why the

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directors did not offer a dividend on that occasion. They had also been tied to the performance of a complicated series of contracts, which were taken in 1853 and 1854; and in times like these, when everything was so increased in price—when, in fact, everything had risen 15 per cent. as compared with the period to which he referred—many circumstances tended to add to the unfavourableness of their position. Those contracts admitted of no relaxation. Their non-performance would have been attended with heavy penalties, and the board hailed with satisfaction their termination in February, 1868. When they first entered upon the contracts they had no foreign competitor to contend with; they had the ground to themselves; they had higher fares, and they had less expense as regarded wages and other items than they had now. Since that time great changes had taken place not only in trade generally, but in their position. The French Government, seeing how the commercial position of England had advanced, and the Emperor naturally desirous to promote his own prestige amongst other sovereigns, encouraged the formation of a very large and powerful steam company for the purpose of trading to India, China, and Japan. His Majesty subsidised the company, and not only did that, but advanced the money to commence the creation of this large fleet, which was now working, and of course, with great advantages compared with those afforded to the Peninsular and Oriental Company. When they took the contracts in 1853 and 1854 they did not think the word "mails" was so comprehensive in its character as it subsequently proved to be, and they, in their simplicity, thought it merely included letters and newspapers, whereas they now found it embraced books, jewellery, and other things which they formerly used to carry as valuable parcels. If they had contracts any more they should have that matter adjusted. He wished to mention all the unfavourable circumstances to them, and he therefore would not omit to state that the Government were about to establish a transport between Suez and Bombay for the conveyance of troops from this country to the latter place, and that step on the part of the Government would tend to diminish their passenger traffic. With regard to the contracts which would expire in February, he wished to say that they would receive the attention of the directors. Owing to the general increase in their expenses it was quite necessary that they should have an increase of subsidy, and it was impossible to expect that they could go on with advantage without it. The Chairman then read a letter from Mr. Anderson, the chairman of the company. That gentleman, after explaining the cause of his absence from the meeting, stated "that the inability of the directors to recommend any payment on account of dividend had naturally caused disappointment, but he trusted that a careful perusal of the report would have convinced the proprietors that no means had been neglected by the managers of the company's affairs to protect their interest. The circumstances which had led to the present check to the company's hitherto successful progress he looked upon as only of a temporary character. The time was not distant when they would be in a position to obtain a revision of their contracts for the India and China postal service, with such an increase of remuneration as might form an adequate compensation for the expenses and drawbacks which the execution of that service involved. The recent stagnation of trade in the East must before long have its reaction, as the history of such commercial vicissitudes had generally demonstrated. But should there be some falling off of the freight hitherto obtained on valuable articles, such as silk and specie, he thought they might look forward to that being to a considerable extent, if not altogether, compensated by the new branch of carrying traffic springing up, viz., that of raw cotton homewards and manufactured goods outwards, now taken by the overland route instead of that by the Cape of Good Hope. They had not failed in taking measures for reaping the benefit of their new branch of traffic. The new ships recently added and being added to their fleet were well adapted for it by large cargo capacity. Taking into view these circumstances, he could not entertain any feeling of despondency as to the future progress of their great enterprise, and he trusted he might venture, after having been intimately and actively connected from its origin with the steps which had led to its successful progress hitherto, without too much presumption, to claim some confidence for his opinion. He would state a fact which he thought could not fail to prove his confidence in what he predicted, viz.—that of the large number of shares held by him he did not intend to part with one. On the most careful consideration he confessed that he could not see anything either in the present position or future prospects of the company to cause that alarm which seemed to have led some of the shareholders to rush into the market with their shares, sacrificing their own property and depreciating, for the present at least, that of their fellow-shareholders. Their splendid fleet never was in a better condition than at present, and it was fully equal to carrying out the whole of the proposed extended postal service with India and the East. They had the recorded approval of the highest and most competent authorities—the Parliamentary committee and the Postmaster-General—of the efficiency with which they had hitherto performed the postal service, as well as the liberal manner in which they had dealt with the Government and the public in respect to it, and this for a period extending over more than a quarter of a century." The Chairman, referring to one portion of Mr. Anderson's letter, explained that the directors had sent a proposal in favour of remodelling the contracts, but it had not been accepted, although he believed it would have been well for the country if it had been accepted. He then concluded by moving the adoption of the report.

Mr. EWART seconded the motion.

Mr. WARD, after complaining of the increase in the item of coal, inquired what steps had been taken by the directors during the past twelve months to investigate the question of the supply of Australian coal for use at the Indian ports. He said that that coal could be landed in Bombay at 30s. per ton, and he had been told the company had been paying 58s. for their supply at the same place. He had in his possession reports from the Government and from public companies to show that Australian coal was at all events equal to the best English coal.

Dr. BEATTIE said that five years ago, at a half-yearly meeting in that room, while referring to the vast benefits conferred on this country and its Eastern possessions by the rapid and exact communication kept up by their company, he gave expression to his view of the consequences which would result from the competition which was then being established by the Compagnie des Messageries Imperiales. An hon. director then presiding, and who he regretted to see was unable to be present on that occasion, said he did not share in his anticipations. The result, however, had been unfortunate to the shareholders, nor could it be otherwise, seeing the French company received from Government a subsidy four times as much as the Peninsular and Oriental Company got. That company had, therefore, been able not only to give increased opportunity of postal communication with the East, but to carry English passengers, treasure, and merchandise at a reduced tariff, be it observed, without requiring or obtaining any aid from our Government. Past experience did not, he thought, justify the expectations expressed in the directors' report now before them that the Government would take a liberal or an enlightened view of the question, about which the British public at large, as well as they themselves, were at present interested. They would have observed a question put on Monday night in the House of Commons by an energetic member lately connected with the Treasury, and no doubt an aspirant for office hereafter, but who as a director of an important subsidised mail company with which the French company competed ought not to hold his present opinions and that office. The reply given by a member of the Government was that the French company had been invited to tender, and it was hoped would tender, for carrying the English mails to the East. Well, neither he nor any one then present feared or grudged competition by English capitalists, but for his part he thought it an unpatriotic and very questionable proceeding to solicit a foreign company to compete with English shipowners to convey English mails to English colonies, and to alienate a portion of the revenues of this country to strengthen the commercial navy of the French. He knew not what the intentions of the directors of the company were in reference to the present emergency. He had confidence they would act judiciously, but he regretted, before taking power to increase the capital of the company, that they did not adopt the initiative and give notice to Government that they could not carry on the service without higher compensation.

Sir P. COLQUHOUN considered that the 9½ per cent., which was the average of the dividend that they had received, could be hardly said to be a good return on an investment in a sea-going company which had great risks in connection with it. He thought the great blot in the company was that it had no depreciation fund. They were continually eating their property, and in order to restore it to its former position they must get new capital.

Mr. JONES echoed the hopes entertained by the chairman, and believed the cry of discontent came solely from the non-commercial shareholders. With reference to the invitation given by the Government to the French Company to send tenders for the conveyance of English mails, he thought a general outcry should be raised against such a proceeding, which he believed would act most prejudicially against the commercial interests of this country.

One or two other proprietors shared in the feeling expressed by Mr. Jones in reference to the conveyance of English mails by a foreign company, and considered the company should enter their indignant protest against any proposal to that effect.

The CHAIRMAN, in replying to questions that had been put, and to the observations that had been made, said that if coals of good quality and in sufficient quantity were supplied at a cheaper rate than they at present paid, they would be very happy to receive them. The stores were of the best possible description, and not to be equalled by any other steamship fleet afloat. With regard to the suggestion made in reference to the publication of the accounts, he wished to say that the accounts were open to the inspection of shareholders a fortnight before the meeting. The real deficiency was £153,000, which included insurance and depreciation. It was not true that the board had made four calls, knowing the state of affairs, and thereby taken in the shareholders. He told them last year that the new capital would be issued as soon as the new charter could be obtained, in February, and the board did not then anticipate not receiving a dividend. The directors had all taken their shares and paid upon them. The reserve fund, which was £450,000, was invested in the company's fleet, and if it had not been utilised in that way they must have called up an equal amount of capital. The amount of business upon which the loss had taken place was over £1,000,000. He considered it probable that another call would be made this year.

Sir PATRICK COLQUHOUN introduced a motion in favour of the appointment of a committee of investigation, but as it found no seconder it fell to the ground, and the report was adopted.

A vote of thanks to the chairman terminated the proceedings.

SALES OF CHINESE OBJECTS OF ART IN PARIS.

The demand for artistic objects of Chinese and Japanese origin seems to be on the increase; there have been several sales of importance of late, and at one of them less than two hundred lots realised an amount equal to £5,639. A large semi-oval porcelain vase sold for a sum equal to £100; one china jardiniere for £149, and another for £95; a narrow-necked bottle of "camelia-leaf" green, £440. The cloisonné enamelled ware as usual reached still higher prices; a balustre-shaped vase fetched £146; a four-faced vase £120; a large square perfume pan, £81; a triple gourd-shaped vase, £118; and another balustre-shaped vase, £160. The gems of the sale, however, were a pair of elephant vases (not very large) which fetched £524; and two statues, half life-size divinities, supposed to offer protection against evil genii and to personate wisdom and science, which realised £564. It is not the custom in Paris so announce the names of buyers, so that it is by no means easy to ascertain into whose hands such treasures pass; the facts themselves however are sufficient to show that the taste for what the French call *Chinoiseries* is far from having expired in Paris.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

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Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.
China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.
Netherlands India Steam Navigation Company, Gresham House.
Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.
Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.
Singapore Gas Company, 25, Poultry, Robert King, secretary.
Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.
Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.
Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.
Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.
North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.
Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.
Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.
Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.
China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.
Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.
Ceylon Company, 7, East India Avenue, J. Anderson, secretary.
Borneo Company, 7, Mincing-lane, R. Harvey, manager.
Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.
Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. N. Adam, manager.
Chartered Mercantile Bank of India, London, and China, 52, Threadneedle-street, D. T. Robertson, general manager.
Comptoir d'Escompte de Paris, 13, Leadenhall-street.
Bank of Rotterdam, Union Bank of London, agents, Princes-street.
Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, Gresham House, Old Broad-street.
Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Monetary and Commercial.

The bullion in the Bank of England has now reached a total of £20,954,326, showing an increase of £537,043. The reserve of notes has augmented to £11,627,090, exhibiting an increase of £268,495. The other securities show a decrease of only £9,825. The Government balances have increased £354,696, and the private balances have decreased £122,179. The Bank of France return is also exceedingly satisfactory. A further increase of bullion to the extent of £1,140,000 has taken place. The private accounts show an increase of £203,320. There has been a decrease in the bills discounted of £2,240,000, and a decrease in the amount of notes circulated of £1,120,000.

The progress shown in the banking world from 1839 to 1866, as represented by the total balances of the four greatest joint-stock banks in London, is exceedingly remarkable. The total balances held by the London and Westminster, the London Joint-Stock, the London and County, and the Union Bank of London, at the close of 1839 (or as near that date as can be ascertained) amounted to £3,030,963; and the same banks held on the 31st of December last the enormous amount of £71,788,555, which shows a growth equal to no less than 2,268 per cent. since 1839. To what extent the balances held by the other banks of the metropolis have increased during that period there is no means of ascertaining.

The Commercial Bank Corporation of India and the East have received a telegram from Mr. Chauntrell, of Bombay, stating that meetings of the shareholders and creditors have been held, and resolutions unanimously passed, approving the project by Messrs. Chadwick, K'Kenna, and Co., for the reconstruction of the bank, and for the payment of the creditors by instalments.

In the matter of Overend, Gurney, and Company the application for the £10 call, which the Court on the 3rd of May directed the liquidators to make, came on before Vice-Chancellor Malins in chambers. It was opposed on behalf of the shareholders, but, nevertheless, the order was made for the call of £10, to be paid on the 25th June, the Vice-Chancellor remarking that he could not permit the pendency of the appeal to the House of Lords to interfere with the general liquidation, and that in his view the shareholders, and not the creditors, were to wait the realisation of the locked-up assets. He considered the creditors entitled to look to the unpaid capital as an asset of the company, and that, under the circumstances of the case, however much he regretted the necessity, it was his duty to make the call. The parties mentioned that they had every hope that the appeal would be decided by the House of Lords before the end of the session.

Messrs. Thomson, Bonar, and Co., have invited subscriptions for £200,000 bonds of the Provincial Orel and Vitebsk Railway Company, with an absolute guarantee of 5 per cent. from the Russian Government, being part of an authorised sum of £4,500,000. The dividends will date from the 15th of April last, and the issuing price is 77½, representing a money total of £1,550,000. The instalments extend to the 15th of November next, and the bonds are to be redeemed by a sinking fund, at par, within a term of 85 years. The railway, it is stated in the prospectus, completes a system of lines "directly connecting the most productive districts of central Russia and the capitals of the empire with its western ports, and of itself offers ample security for the payment of the dividends on the capital employed in its construction." The guarantee for the 5 per cent. interest, however, is not dependent on the line paying its working expenses, but is unqualified and free from all contingencies.

The annual meeting of the Ceylon Company (Limited) will be held on the 18th instant, when a dividend for the six months ending March last will be declared.

The biddings for £250,000 in bills on India took place at the Bank of England. The amounts allotted were—to Calcutta, £124,800; to Madras, £17,500; and to Bombay, £58,500 The *minimum* price was fixed, as before, at 1s. 11½d. on all the Presidencies, and all tenders at and above the *minimum* will receive in full. These results show a further considerable falling off in the demand for means of remittance to the East.

The half-yearly meeting of the P. and O. Company was held on the 5th instant, and the report duly adopted. A notice will be found in another column.

BOARD OF TRADE RETURNS.

A further falling off in both the Import and Export trade of this country is shown by the Returns of the Board of Trade for the month of April and the first four months of the year, which have been published somewhat later than usual. As evidence of the universal depression at present existing in all branches of commerce, the value of the exports for the month of April as compared with April, 1866, exhibits a decline of ten per cent., the figures being £13,804,908, against £15,366,414. For the four months the deficiency amounts to nine per cent., the value of the exports being £56,186,529, against £62,357,579 in the corresponding four months of 1866. The Imports are returned only for the month of March, and for the first quarter of the year. Their value for that month was £17,183,770, fourteen per cent. less than the value for March, 1866, which was returned at £19,891,204; while for the three months ended 31st March, the Imports amounted in value to £41,464,818, against £46,348,927 in the corresponding period of last year, showing a reduction of £4,984,109, or about ten per cent.

The value of the Imports into this country from China (exclusive of Hong Kong) for the first quarter of the present year, compared with the corresponding period of 1866, shows an increase of twenty per cent., from Hong Kong an increase of eighty-five per cent., from Japan an increase of twenty-six per cent., from Singapore a decrease of eighteen per cent., and from Ceylon a decrease of thirteen per cent. The Importation of Raw Silk from China has decreased in value seventy-six per cent., and that of Sugar from the Philippine Islands sixty-eight per cent.

Our Export trade with the Far East has also for the most part undergone considerable decline. Thus the value of the Exports to China (exclusive of Hong Kong) for the three months, when compared with the corresponding quarter of last year, exhibits a reduction of sixteen per cent., to Hong Kong forty-eight per cent., to Japan twenty-five per cent., and to Java five per cent. On the other hand, the Export to Singapore shows an increase in value of thirty per cent., and to the Philippine Islands of sixty per cent. The principal falling-off appears to have been in Cotton Goods, the export of Yarns to China being thirty-nine per cent., and of Manufactures forty-three per cent. lower in value than last year.

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The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and four months ended 30th April, and the value to the 31st March, are thus given :—

From	1865.	1866.	1867.	
	Quantity for the Month ended 30th April.			
China	36,672	—	—	cwts.
British India	230,900	610,930	139,233	„
Egypt	123,330	155,598	97,140	„
Total from all parts	592,095	1,663,025	987,176	„
	Quantity for the Four Months ended 30th April.			
China	142,818	—	2,041	cwts.
British India	635.510	1,068.380	286,263	„
Egypt	600 693	402.495	551.145	„
Total from all parts	2,025,369	3,689,434	2,802,395	„
	Value for the Month ended 31st March.			
China	£268,190	—	—	
British India	1,101,132	£1,062.783	£230,972	
Egypt	1,118.997	1,058.618	1,708.903	
Total from all parts	3,762,195	7,848,229	5,854.959	
	Value for the Three Months ended 31st March.			
China	£538.048	—	£10,001	
British India	2,362,135	£3.215.313	696,137	
Egypt	4,165.482	2.544,308	3,415.414	
Total from all parts	10,819,439	17,903,379	12,119.848	

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown :—

From	1865.	1866.	1867.	
	Quantity for the Month ended 30th April.			
Ceylon	5,796.814	7,980.343	9,680.005	lbs.
Other British Possessions	1,394,493	1,689,969	1,628,056	„
	Quantity for the Four Months ended 30th April.			
Ceylon	15,350,315	15,323.641	16.533,024	lbs.
Other British Possessions	4,820,990	2,863,736	3,129.974	„
	Value for the Month ended 31st March.			
Ceylon	£212,026	£124.693	£76.175	
Other British Possessions	47,763	17,519	8,940	
	Value for the Three Months ended 31st March.			
Ceylon	£329,913	£237.800	£236,564	
Other British Possessions	107,332	38,742	45,215	

The following quantities were entered for Home Consumption :—

	1865.	1866.	1867.	
	In the Month ended 30th April.			
Ceylon	1,463,070	1,556,626	1,807,976	lbs.
Other British Possessions	537,560	387,114	470,683	„
	In the Four Months ended 30th April.			
Ceylon	6,693 578	6,937,090	7,408,797	lbs.
Other British Possessions	2,988,590	1,936,809	2,458,075	„

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	1865.	1866.	1867.	
	Quantity for the Month ended 30th April.			
Of 3rd quality	25.519	—	—	cwts.
Of 4th do.	81,662	12,165	58,289	„
Total, all qualities	107,181	12,165	58.289	„
	Quantity for the Four Months ended 30th April.			
Of 3rd do.	54.313	10,389	63	cwts.
Of 4th do.	265.594	50,276	74.609	„
Total, all qualities	319,907	60,665	74.672	„
	Value for the Month ended 31st March.			
Of 3rd do.	£11.287	£11,168	£63	
Of 4th do.	136.355	32,871	13,641	
Total value	147,592	44,039	13,704	
	Value for the Three Months ended 31st March.			
Of 3rd do.	£27,102	£11,168	£63	
Of 4th do.	191 597	32 871	13 740	
Total value	218,699	44,039	13,803	

The following were the quantities entered for Home Consumption :—

	1865.	1866.	1867.	
	In the Month ended 30th April.			
Of 3rd quality	24,653	4.416	21.639	cwts.
Of 4th do.	24 308	6.969	25.647	„
Total, all qualities	48,961	10,785	47,286	„
	In the Four Months ended 30th April.			
Of 3rd quality	63 341	18 233	64 944	cwts.
Of 4th do.	76.638	56,287	124.949	„
Total, all quatities	139,979	74,540	189,893	„

The Hemp imported from the Philippine Islands during the month and four months presents the following figures :—

	1865.	1866.	1867.	
Quantity for the month ended 30th April	5,742	891	12,360	cwts.
Quantity for the four months ended 30th April	75,825	16,589	18,147	„
Value for the month ended 31st March	£54,347	£37,021	£14,468	
Value for the three months ended 31st March	£95,597	£37,021	£14,468	

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	1865.	1866.	1867.	
	Quantity for the Month ended 30th April.			
China	23,413	16,400	6,150	lbs.
British India	—	—	—	
*Egypt	257,450	201,313	234,158	„
Other Countries	127.963	80,174	113,135	„
Total	408,826	297,887	353,443	„
	Quantity for the Four Months ended 30th April.			
China	54.989	64,720	16,609	lbs.
British India	4,260	57.271	—	
*Egypt	1,374,408	1,155,464	1,353,127	„
Other Countries	467,273	564.719	800,731	„
Total	1,900,930	1,842,174	2,170,467	
	Value for the Three Months ended 31st			
China	£38,199	£57,602	£13,597	
British India	4.047	64.430	—	
*Egypt	1,318,664	1,127,826	1,461,059	
Other Countries	474,822	672,310	950.164	
Total	1,835.732	1,922,168	2,424,820	

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and four months ended 30th April, and their value to the 31st March of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and four months ended 30th April are returned as follows ;—

	1865.	1866.	1867.
	Quantity for the Month ended 30th April.		
Coffee (lbs.)	8,173,730	11,023,332	13,583.044
Hemp (cwts.)	30.149	39,305	27,270
Thrown Silk (lbs.)	762	8 619	15,211
Tea (lbs.)	25,334.277	11,949 738	9,047,336
Unrefined Sugar (cwts.)	608,160	1,017,310	1,366,237
	Quantity for the Four Months ended 30th April.		
Coffee (lbs.)	25,138,900	23,577,309	25,423,392
Hemp (cwts.)	148,649	117,522	86,325
Thrown Silk (lbs.)	8,246	16.832	31,142
Tea (lbs.)	50.550,424	41,035,656	51,007,635
Unrefined Sugar (cwts.)	2,229,412	2,703,220	3,184,463
	Value for the Month ended 31st March.		
Coffee	£319,519	£173,578	£113,985
Hemp	87.638	121,078	67,086
Thrown Silk	3.250	4,647	18.731
Tea	1,051.487	1,245 431	1,058.373
Unrefined Sugar	737,702	588,621	635,869
	Value for the Three Months ended 31st March.		
Coffee	£552,051	£384.584	£369,309
Hemp	165,267	160.2 6	109,687
Thrown Silk	13.845	17,547	34.361
Tea	1,732.566	2,362.979	3,156.298
Unrefined Sugar	1,653,734	1,921,669	2,000,954
	Entered for Home Consumption in the Month ended 30th April.		
Coffee (lbs.)	2,135,470	2,095.254	2.627.577
Tea (lbs.)	5,963,214	7,003,737	8,949,758
Unrefined Sugar (cwts.)	747,641	815,865	1,124,198
	Entered for Home Consumption in the Four Months ended 30th April.		
Coffee (lbs.)	10,413.245	9.607,695	11,253.453
Tea (lbs.)	29.024.728	29,642,132	35 663,725
Unrefined Sugar (cwts.)	3,214,817	3,049,939	3,822,454

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th April, 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	23,660.411	29,483.165	26.972,345
Tea (lbs)	119,039.571	98,003,143	105,067,691
Unrefined sugar (cwts.)	2,858,779	3,137,660	2,575,009

During the three months ended 31st March of the present and two previous years, the value of the merchandise imported into the United Kingdom from the undermentioned colonies and foreign countries was as follows :—

Imported from	1865.	1866.	1867.
China (exclusive of H. Kong)	£2,040,838	£2,312,588	£2,901,361
Hong Kong	315 661	47,896	88.885
Japan	128.842	72,488	91,110
Singap. & Straits Settlements	411.406	278,163	234.928
Ceylon	447.215	360.865	316.016
Philippine Islands	484.089	103,026	29.969
Borneo	7,613	—	9.226
Siam	2,098	1,389	—

EXPORTS.

The Exports to China and Hong Kong during the month and four months are returned as follows :—

	1865.	1866.	1867.	
	Quantity for the Month ended 30th April.			
Cotton yarn	45,000	427.038	600,660	lbs.
Cotton manufactures	13,738.050	12.678 996	12,841,560	yds.
Worsted stuffs	2,433,088	2,090.769	1,866,856	„
Woollen & worsted cloths	159,542	124.089	132,979	„
Lead	180	1,180	406	tons.

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	Quantity for Four Months ended 30th April.		
Cotton yarn	560,762 ..	1,637,206 ..	1,397,250 lbs.
Cotton manufactures ..	35,330,951 ..	52,990,171 ..	36,968,901 yds.
Worsted stuffs	5,613,193 ..	6,270,680 ..	9,416.697 ,,
Woollen & worsted cloths	511,125 ..	630,037 ..	614 067 ,,
Lead	863 ..	2,835 ..	605 tons
	Value for the Month ended 30th April.		
Cotton Yarn	£4.359 ..	£46,526 ..	£47.423
Cotton manufactures ..	296.565 ..	318.464 ..	248.730
Worsted stuffs	182.137 ..	126.404 ..	120.930
Woln. & worsted cths....	32,057 ..	21,492 ..	24,835
Lead	3.821 ..	25,250 ..	8,274
	Value for Four Months ended 30th April.		
Cotton yarn	£57,675 ..	£178,839 ..	£108,818
Cotton manufactures ..	844,028 ..	1,337,314 ..	763,377
Worsted stuffs	426,105 ..	499,161 ..	567,668
Woollen and worsted cloths	94,155 ..	103,429 ..	98,359
Lead	19,012 ..	62,264 ..	12,595

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	1865.	1866.	1867.
	Quantity for the Month ended 30th April.		
Ceylon	— ..	60,330 ..	— lbs.
Singapore	169,670 ..	144,080 ..	182,950 ,,
	Quantity for the Four Months ended 30th April.		
Ceylon	37,192 ..	116,330 ..	31,000 lbs.
Singapore	618,870 ..	349,390 ..	901,730 ,,
	Value for the Month ended 30th April.		
Ceylon	— ..	£8,830 ..	—
Singapore	£17,808 ..	14,954 ..	£19,609
	Value for the Four Months ended 30th April.		
Ceylon	£3,450 ..	£18,370 ..	£3,030
Singapore	61,742 ..	39,642 ..	82,918

Of Cotton Manufactures the following were the Exports :—

To	1865.	1866.	1867.
	Quantity for the Month ended 30th April.		
Ceylon	181,923 ..	1,547,110 ..	634,990 yds.
Singapore	2,677,297 ..	7,416,999 ..	5,175 850 ,,
Java	— ..	5,300,920 ..	5,343,280 ,,
Philippine Islands ..	— ..	2,681,229 ..	2,358,217 ,,
	Quantity for the Four Months ended 30th April.		
Ceylon	2,808,300 ..	5,983,227 ..	7,383,193 yds.
Singapore	16,964,414 ..	17,535,736 ..	23,601,711 ,,
Java	5 957,107 ..	16,182,366 ..	13,622,920 ,,
Philippine Islands ..	7,255,783 ..	5,952,409 ..	11,999,782 ,,
	Value for the Month ended 30th April.		
Ceylon	£6.124 ..	£46,357 ..	£16,806
Singapore	57,355 ..	184.842 ..	103,553
Java	— ..	127,624 ..	125,471
Philippine Islands ..	— ..	73,360 ..	53,237
	Value for the Four Months ended 30th April.		
Ceylon	£80,196 ..	£171,539 ..	£170,143
Singapore	373,945 ..	430,483 ..	489.681
Java	149.981 ..	402,876 ..	314,735
Philippine Islands ..	189,201 ..	164,649 ..	293,972

The following Returns contain the total quantity and value of the several articles named exported from the United Kingdom to all parts during the four months ended 30th April of the present and two preceding years :—

	1865.	1866.	1867.
	Quantity for the Four Months ended 30th April.		
Cotton yarn	21,124,196 ..	44,881,046 ..	45.649,377 lbs.
Cotton manufactures ..	595,401,399 ..	769,235,485 ..	820,049.652 yds.
Worsted stuffs	55,874,291 ..	81,764,827 ..	68.657,352 ,,
Woln. & worsted cloths.	7,797,398 ..	11,265,905 ..	10,580.782 ,,
Lead	6,849 ..	9,335 ..	5,911 tons
	Value for the Four Months ended 30th April.		
Cotton yarn	£2,228,414 ..	£4,880.919 ..	£4.319,786
Cotton manufactures ..	13,878,141 ..	19,128,485 ..	16,829,329
Worsted stuffs	3,355.001 ..	4,726,126 ..	4,113 234
Woollen & worsted cloths	1,204,036 ..	1,747,778 ..	1,810.288
Lead	148,979 ..	209,442 ..	130,706

During the month and three months ended 31st March of the present and two previous years, the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	1865.	1866.	1867.
	For the Month ended 31st March.		
China(exclusive of H. Kong).	£281 279 ..	£446.702 ..	£281,211
Hong Kong	191.139 ..	267.866 ..	229.084
Japan	259,909 ..	193,683 ..	113,664
Singap. & Straits Settlements	215.623 ..	118.804 ..	231.078
Ceylon	78.061 ..	76,346 ..	66.960
Philippine Islands	20,038 ..	— ..	55.371
Java	102,215 ..	188,473 ..	2,346
	For the Three Months ended 31st March.		
China (exclusive of H. Kong)	£774.416 ..	£1,135 368 ..	£951,091
Hong Kong	352.794 ..	716.461 ..	373,401
apan	319,721 ..	411,272 ..	304,618
Singap. & Straits Settlements	480.232 ..	383,109 ..	550 430
Ceylon	159,469 ..	206,326 ..	218.345
Philippine Islands	280,365 ..	120.498 ..	297,468
Java	200,944 ..	342,485 ..	326,462

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton, on the 20th inst., was—In gold, to Aden, £300; to Madras, £1,430; in silver, to Hong Kong, £1,430; to Foochow, £2,000; total in gold, £1,073; in silver, £3,430.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices May 16.	Prices June 8.
£10	Agra Bank	8	—	—
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	33 to 35	33 to 35
20	Chartered Bank Ind., Aust., & China	All	16½ to 17½	19 to 20
25	Chartered Merc. of India and China	All	28 to 30	33 to 35
20	City Bank	10	12 to 13	15 to 17
20	Eastern Exchange	5	2½ to 1½ dis.	1½ to ½ dis.
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	2½ to 2 dis	2 to 1½ dis.
50	London and County	20	55 to 57	59 to 61
50	London Joint Stock	15	42 to 43	44 to 46
100	London and Westminster	20	92 to 94	108 to 110
25	Oriental Bank Corporation	All	43 to 44	44 to 46
50	Union of London	15	38 to 39	44 to 46
	MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4½	4½ to 5
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	101 to 103
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	1½ to ½ dis.	½ dis. to ½ pm.
20	Do. A shares	2	1½ to ½ dis.	½ dis. to ½ pm.
20	China Steamship & Lanuan Coal Co	12	13 to 12 dis.	13 to 12 dis.
10	Credit Foncier & Mobilier of England	9	6½ to 6½ dis.	5½ to 5½ dis
20	Egyptian Com. & Trading Company	7	4½ to 3½ dis.	4 to 3½ dis.
10	General Credit & Discount Company	7½	2½ to 2½ dis.	1½ to 1½ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2½ to 2½ dis	1½ to 1½ dis.
5	Oriental Gas	All	5½ to 5½	5½ to 6½
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	60 to 62	46 to 48
50	Do. New	All	59 to 61	46 to 48
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	93 to 95	94 to 96

MANCHESTER MARKETS.

After the 1st inst. the demand in this market became more active, and higher prices generally quoted with firmness, both for Yarns and Goods; but at the advance buyers have not shown much inclination to continue operations. The market is very steady at full prices, but sales are within small compass. Grey Shirtings, 7 lbs., 9s. 9d. to 10s.; 8½ lbs., 12s. 3d.; Cotton Yarn, Nos. 16-24, 1s. 4½d. to 1s 5d.; 28-32, 1s. 5½d. to 1s. 6d.; Maddapollams, 4s. 3d.; Long Cloths, 11s. 3d.; T-Cloths, 7s. 6d.

ARTICLES OF IMPORT.

TEA.—We have no activity to note in our market during the past fortnight. The large daily consumption is sufficient to keep prices tolerably steady, as the trade generally, holding but small stocks, are compelled to select such as they require from the quantity offering. The total afloat now being very small, the daily wants will have to be supplied chiefly from the stock now on hand, which will tend to keep a steady market, with a slight advance on current rates. The day for any alarm as to small stocks has certainly passed. Congous.—Siftings show no material change, Moning kinds selling from 5d. to 7d., and Kaisows from 6d. to 9d., according to quality. Broken-leaf have been steady. Fair to good common have sold to a moderate extent at former prices. Fair to good flavory kinds have sold at former prices. Good Kaisows have met with rather more inquiry, and prices show ½d. to 1d. per lb. advance. Fine to finest show no change, the transactions being limited; the same applies to Pak Ling kinds. In new-make Canton kinds sales have been made to some extent at from 1s. 3½d. to 1s. 7d. per lb. for half-chests, and 1s. 5d. to 1s. 11d. per lb. for boxes. Oolongs show no change, the finer kinds being the most in request. Souchongs remain much as before, fine to finest not selling so readily, but common to good kinds are in steady demand at full prices. Flowery Pekoes remain without change. Scented Capers have sold freely, but in some instances the late extreme rates have been barely maintained. Scented Orange Pekoes have been in rather more request, but without improvement in prices. Foochow kinds, however, have been rather dearer. Uncoloured Japans show no alteration. Green Teas: There has been a good demand for most kinds during the fortnight. Fair to good Twankays have sold rather higher. Moyune Young Hysons and Gunpowders have been steady, also the Ping Suey kinds. Hysons have sold at about previous prices. Canton Young Hysons and Gunpowders fully maintain the late advanced quotations. The public sales of China Tea on the 4th comprised 24,813 packages, of which 19,307 packages were sold, 18,890 packages being offered without reserve. The stock in the United Kingdom on the 31st May was estimated at 105,000,000 lbs., against 118,500,000 lbs. in 1866. The quantity afloat is now reduced to about 5,500,000 lbs. in seven vessels.

SILK.—During the last few days the advices that the crops had suffered less from the recent bad weather than might have been expected have caused speculators rather to pause, but there is still a fair business doing, and evidently for immediate and chiefly home comsumption, for which stocks on hand are extremely limited in addition to the assortment of fine and good useful silk by no means large. This statistical position seems to be identical everywhere, both here and on the Continent. The latest telegram from China (Shanghai, May 7) reports the silk season closed. The export being 42,000 bales, including about 13,500 Japans, against 53,625 bales to the same date in 1866. Piece Goods: A small parcel of Black Silk Handkerchiefs and Szechuen Pongees, lately arrived, found buyers at good prices, and this small business constitutes the only feature of the month, nothing else having been done in China Cloths since the Public Sales in May, the market having been very quiet. A fair parcel of Plain Crape Shawls of assorted

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weights has recently changed hands at fair prices, but this article is also devoid of general inquiry. The deliveries of all China Silk Piece Goods in May were small; the present stocks are moderate. The deliveries of Raw Silk for May have been 2,675 China, 790 Japan, and from the 1st to 6th June 404 China, 125 Japan.

	Usual Imports.					
	s.	d.		s.	d.	
CHINA:—Tsatlee, No. 1 & 2	32	0	to	33	6	
,, No. 3	30	6	to	31	6	
,, Hangchow	24	6	to	27	6	
Yuenfa and Hamin, No. 1 & 2...	26	6	to	29	0	
,, ,, ,, No. 3 & 4...	21	0	to	26	6	
Taysaam, No. 1 & 2	26	0	to	28	6	
,, No. 3 & 4	18	0	to	25	6	
Long Reel	19	0	to	24	0	
Skeins	20	0	to	21	0	
Canton	18	0	to	24	0	
JAPAN:—Mibaah & Sinchew, No. 1 & 2	32	0	to	35	0	
No. 3 & 4	28	6	to	31	6	
Ida, Bricks, No. 1 & 2	29	0	to	32	0	
No. 3 & 4	26	0	to	28	0	
Sodai, No. 1 & 2	28	0	to	31	0	
No. 3 & Inf.	26	0	to	27	0	

STATE OF THE WAREHOUSES.

	Sold Stock.		Unsold Stock.		Delivered.	
	June 1, 1867.	June 1, 1866.	June 1, 1867.	June 1, 1866.	Jan. 1 to June 6, 1867.	Jan. 1 to June 6, 1866.
Bengal.....	2,450	2,112	2,312	2,499	4,043	3,035
China	6,859	4,215	4,805	6,809	10,632	11,911
Japan	2,809	1,630	2,342	1,074	3,477	3,302
Canton.....	1,492	1,114	1,680	2,809	2,433	2,120
Chinese Thrown	8	4	—	—	25	26

COTTON.—A better tone has prevailed since our report of the 27th ult., and quotations for some descriptions are raised ⅛d. to ¼d. per lb. The total London sales have been 7,100 bales afloat and 6,900 on the spot, which includes 150 bales middling to good fair China at 8⅝d. to 10¼d. per lb. The stock of China and Japan is 525 bales, and the importations from 1st January to 6th June have been 1,048 bales.

COFFEE.—A steady demand continues to prevail for Colonial sorts, and with much lighter supplies of Ceylon on the market, prices have remained without alteration. Of Plantation Ceylon, 2,400 casks and 1,900 barrels and bags have realised—fine ordinary small to fine fine ordinary, 71s. to 76s.; low medium and medium, 77s. 6d. to 81s.; good and fine medium, 83s. to 87s.; pea berry, 89s. to 95s. The sales of Native have been 360 casks and 5,000 bags as follows:—Good ordinary, 64s. to 65s.; bold, 69s. 6d. to 71s.; small, 58s. 58s. 6d.; ordinary, 50s. to 54s. 6d.; brown garblings, 26s. to 40s. The only other sale reported is of 68 bags indirect Java at 65s. The stock of coffee in the United Kingdom on the 1st inst. was 12,500 tons, against 18,600 tons at the same time last year, and 12,950 tons in 1865. The amount on hand in the five principal ports of the Continent was 57,300 tons, against 56,000 tons in 1866, and 59,300 tons in the preceding year.

COIR YARN.—A fair supply at the public sales was all disposed of without alteration in the current rates. Of Ceylon at auction 38 tons sold, good medium at £34 to £34 5s.; medium, £30 5s.; common to good common, £25 10s. to £28 5s. By private contract 104 tons found buyers, common at £25 10s. to £27 5s.; good common, £28 10s.; medium, £29 15s. to £30 10s.; good medium £34 to £36; fine, £43 to £46 per ton.

DRUGS.—Beans: Of 11 packages Tonquin offered 10 packages sold, very ordinary to good medium at 10d. to 13d. Cubebs: At auction 50 bags second-class mouldy Singapore were bought in at 48s. per cwt. Camphor: Quotations are still maintained at the previous advance, and 100 cases China realised £6 15s. to £6 17s. 6d. former weights and 50 cases £7 reweights. Of Japan 50 tubs sold at £6 16s. 3d. per cwt. Galls: 20 cases partly broken Japan were bought in at 55s. per cwt. Rhubarb: Of 208 cases China at auction 80 cases sold, very good at 8s. to 8s. 9d.; fair, 5s. 6d.; good medium, 4s. 3d.; medium, 3s. 1d.; low medium, 2s. 3d. to 2s. 6d.; one lot very ordinary 11d. per lb.

EBONY.—Of Ceylon 33 logs (14 tons) were bought in at £7 10s. to £9 per ton.

GUMS.—Benjamin: At auction 2 cases medium Sumatra seconds realised £9 2s. 6d. per cwt. Copal: The sales have been 77 cases Manila, good medium hard at 37s. 6d. to 38s.; good soft yellow, 29s.; ordinary mixed soft, 22s. to 23s. 6d.; and 8 cases Singapore at 32s. 6d. per cwt. Damar: 25 cases small pale Batavian sold at 75s. per cwt.

INDIA RUBBER.—The only sale reported is of 67 baskets low damp Singapore at 1s. 3¼d. to 1s. 3½d. per lb.

ISINGLASS.—Of Penang 7 cases and 6 bags realised: good tongue, 3s. 9d.; good medium, 3s. 7d.; medium, 2s. 8d. to 2s. 10d.; Manila sort, 1s. 6d.; pickings, 10d. to 1s 3d.

JAPAN WAX.—Of 512 boxes saucers 200 were withdrawn, and the remainder sold at steady rates; medium, partly mixed, 73s. to 74s. 6d.; ordinary mixed, 67s. to 69s. 6d.; also 19 boxes good middling cake at 78s. 6d. per cwt.

MANILA HEMP.—Prices are obtained at the former value, but transactions have been to a trifling extent, the total sales not exceeding 300 bales, chiefly good roping, at £50 per ton.

PLUMBAGO.—The sales have been 272 barrels Ceylon good lump at 25s. 6d.; good chips, 17s. to 17s. 6d.; very small chips, 11s. 6d. to 12s.; dust, 9s.; ordinary dull and sea-damaged lump, 11s. to 13s. per cwt.

PEPPER.—Black continues in request, and about 4,000 bags have been taken during the week, chiefly Penang, common to good at 2⅛d. to 2 15-16d.; Singapore, 3 3-16d. to 3¼d.; and Cochin at 3⅛d. 200 bags fair Penang White were disposed of by auction at 5⅜d. to 5½d., being ⅛d. cheaper. By private contract 1,600 bags have been sold, Singapore 3 3-16d. to 3¼d.; West Coast Penang, 2 15-16d.; Trang, 3 1-16d. to 3⅛d.; and 800 bags Cochin at 3⅛d. 205 bags Singapore White were partly taken at 5½d.

RICE.—A dull tone has continued to exist in this market on the spot, and of soft grain only 5,000 bags Nakrenzie have been sold at 11s. 4½d. The business reported in other kinds is also small, viz., 800 bags Ballam at 14s. 1½d. to 14s. 3d., and 200 tons Madagascar at 16s. For arrival, 50 tons low red Bengal have been placed at 11s. 4½d. to 11s. 6d. Floating cargoes are still inquired for, and several have been sold, but in some cases at easier prices—two of Nakrenzie, 2,000 tons, at 10s. 4½d. to 10s. 6d., and two together 1,500 tons Rangoon at 11s., Continental terms.

SUGAR.—The market has been extremely animated, and a large business has been transacted. The change has not been entirely produced by any exceptional circumstance, but is owing to a combination of favourable influences, such as stocks, prospects of supply, and low prices, brought more prominently into notice by a general amelioration of finance. The trade were disposed to buy freely, but holders becoming very firm, and at the same time a determination to buy on speculation appearing, the general value has been advanced 6d. to 1s. per cwt., while in some instances, more particularly for the common descriptions of East India, as much as 1s. 6d. to 2s. advance has been paid. The business done in floating cargoes has been unusually large, and at gradually advancing prices, which are now 1s. to 1s. 6d. above those current previously. At auction 1,400 bags Penang have been placed at 30s. 6d. to 34s., and 5,593 bags unclayed Manilla of recent import at 25s. 6d. to 26s. The private sales have comprised 36,000 bags unclayed Manila at 25s. to 26s., and 1,200 bags clayed Manila at 30s. to 31s. per cwt. The imports of sugar into the United Kingdom during the first five months of the year are estimated at 256,000 tons, against 230,000 tons in 1866; the clearances for home consumption at 258,000, against 214,200 tons; the stock at the end of May was 185,600 tons, against 203,000 tons last year.

STICKLAC.—In good demand, and 200 cases Siam sold without discount at 52s. 6d.

SAPANWOOD.—Of 24 tons Siam offered 15 tons sold, first pile at £12 10s.; second, £11 10s. to £11 15s. Of Manila, 22 tons were bought in at £12 10s.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6; nail rod, £7. 10s. to £8; hoops, £8. 10s. to £9; sheets, single, £9. 15s. to £10; Staffordshire bars, £7. 10s. to £8 10s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish keg, £16.

COPPER.—Sheet and Sheathing, £83 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£89 for block; £90 for common bars. Tin plates, best charcoal I.C., 30s. to 31s. 6d.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £23; sheet, £21; spelter, £21 to £21. 5s.; zinc, English sheet, £26 10s. to £27; quicksilver, £6 17s.

The following is from the Circular of Messrs. French and Smith:—There are symptoms of increased activity in this market, although we see but little improvement in prices. The low price of money should, we think, have some influence on price, especially as some metals are much below their average value. Iron: Scotch pig is firm; Welsh is rather stronger; Staffordshire, for best brands, is still inquired for. Copper: The first part of May there was an improved demand, and prices advanced 1 to 2 per cent.; the latter portion of the month this advance was lost. Chili bars now quoted £71. 10s.; Burra, £87; Wallaroo, £84; Tough, £83. At the Swansea sale of 28th ult. the price of ores rose 2 per cent. TIN: In this article we have had a good deal of business, principally for immediate consumption, but there being no speculative operations to assist holders, the price has moved up but little. To-day £85 10s. is paid freely for fine quality Straits; £86 to £87 afloat, according to date of sailing. Banca here is quiet at £92. In Holland some transactions are reported at £52 guilders. The last price of Straits quoted at Singapore brings the price to about 88 laid down here. Tin Plates: The quotations have continued to give way, more especially coke plates, not so much owing to a falling off in demand as to the great and increasing production. The shipments for May were 145,000 boxes, against 80,000 boxes same month in 1866. By the Board of Trade Returns the exports, January to April, were 23,230 tons in 1867, against 24,680 tons in 1866. The United States have taken 5,500 tons less the first four months of the present year than during the same months in last, a part of this falling off being compensated by increased export to other countries. Lead: The price is a little more in favour of buyers, as the export demand the past month was very limited. The falling off in the exports is mainly to China and the East, the shipments to this quarter being 2,600 tons less than last year. The United States have also taken less by 1,000 tons than last year during the same months. Spelter remains at £21 to £21 5s. per ton, with scarcely any variation through the past month; the stock on 31st ult. was 3,296 tons, against 5,787 tons in 1866. Quicksilver, unchanged.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£45,095
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	12,059
Singapore	—	6,915
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	30,640
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	5,559	—
To Hong Kong	4,000	2,000
To Shanghai	—	17,956
To Yokohama	—	21,565

GOLD AND SILVER.

Bar Gold (per ounce)	£3	17	9
Spanish Doubloon	3	16	0
United States Gold Coin	3	16	4
Silver in Bars	0	5	0⅛
Mexican Dollars	0	4	10½

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
May25	Ahkera	Ognist	Mauimein	London.
—	Tavistock	Tate	Foochow	Plymouth.
— 25	Sanderson	Sanderson	Colombo	Do.
— 26	Jupiter	Gatje	China	Falmouth.
— 27	Kronprinsen	Bothen	Batavia	Do.
— 23	Robert Henderson	Clarke	Rangoon	Crookhaven.
— 13	Cha Sze	Shewan	Yokohama	New York.
— 28	Carnarvonshire	Richards	Nagasaki	London.
— 28	James Shepherd	Jeon	Shanghai	Do.
— 28	Red Riding Hood	Anderson	Foochow	Do.
— 27	Robert Morrison		Colombo	Deal.
— 28	Charlotte	Fearons	Foochow	Do.
— 28	Shalimar	Willis	Colombo	Do.
— 27	Cecilia	Svendsen	Sourabaya	Off Falmouth
— 27	Johann	Lehrmann	Canton	Do.
— 27	Stirlingshire	Munro	Singapore	Liverpool.
— 7	Confucius	Stenzel	Macao	Havana.
— 24	Canton	Hennings	Do.	Cuxhaven
— 27	Doelwyk	Hoefman	Batavia	Texel.
— 27	Prinses Amelie	Groenveld	Banjoewangie	Do.
— 15	Dunkeld	Toms	Shanghai	New York.
— 14	Avondale	Ogilvie	Do.	Quebec
— 30	Isis	Schultz	Nagasaki	London.
— 30	Margaret Pugh	Jones	Colombo	Do.
— 29	Khandeish	Storey	Java	Deal.
— 28	Aunt Lizzie	Grant	Batavia	Off Dover
— 29	Solar	Wright	Java	Off Plymouth.
— 31	Elizabeth Ann	Hall	Colombo	London.
— 28	Scharnhorst	Hollman	Batavia	Off St. Albans.
— 29	John Fraser		Java	Off Portland
— 28	Nydia	McKerley	Banjoewangie	Texel.
— 31	Agamemnon	George	Shanghai, &c.	Deal.
— 29	Astrea	Koordors	Banjoewangie	Texel.
— 31	Carlotta	Pespersen	Singapore	Off Falmouth.
— 31	Saturnus	Diedrich	Rangoon	Do.
— 29	Sophia Amalia	Overklift	Tjilatjap	Helvoet.
— 29	Tollens	Verhagen	Batavia	Brouwershaven.
June 3	Padang Packet	de Koppe	Padang	Deal.
May31	County of Bute	Battersby	Java	Off Portland.
June 2	Lichtstraal	Wierikx	Batavia	Off Dartmouth.
— 3	Jessianna	Andrews	Java	Off Falmouth.
May31	Auguste	Tubergen	Batavia	Texel.
— 30	Bantam	Claasen	Sourabaya	Belle Isle.
— 31	Iberia	Duvoire	Singapore	Bordeaux.
June 3	Bankside	Frail	Macao, &c.	Deal.
— 4	Hesperia	James	Colombo	Do.
— 2	Constance	Davis	Manimain	Queenstown.
— 5	Eastern Queen	Milburn	Nagasaki	London.
— 2	John Fraser	Norton	Banjoewangie	Texel.
May23	Game Cock	Sherburne	Manila	New York.
— 23	Lord Clyde	Murphy	Amoy	Do.
— 23	Bravo	Ode	Singapore	Do.
— 24	Dueddon	Turner	Shanghai	Do.
June 4	Albatross	Gibson	Rangoon	Queenstown.
— 4	Kronprinzen	Bothen	Batavia	Texel.
— 3	Preiet Paul Feart	Picard	Singapore	Bordeaux.
May27	Timavo	Saudrinelli	Manila	Gibraltar.
June 5	Manila II	Belviens	Rangoon	Falmouth.
— 4	Johann Christoph	Wehrmann	Canton	Altona.
—	Nelson	Cobb	Colombo	Off Penzance.
5	Canaan	Wilson	Manila	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
May23	Dagmar	Brunstrom	Shanghai	Liverpool.
— 24	Ocean Home	Spence	Do.	Do.
— 28	Tamerlane	Hughes	Do.	London.
—	A. R. Falck	v.d. Plas	Batavia	Amsterdam.
— 23	Samuel	Wiggett	Chefoo	Cardiff.
— 24	Einsign	Duncan	Shanghai	Do.
— 24	Ocean	Smit	Singapore	Do.
—	Lady Love	Gladstone	Shanghai	Bristol.
— 20	Jane Avery	Haslip	Hong Kong	Shields.
— 30	Red Deer	Mills	Do. and Canton	London.
— 27	Tasco		Yokohama	Shields.
— 30	Peter Jurtd	Brodersen	Galle, &c.	Liverpool.
June 1	Memento	Lyall	Colombo	London.
— 1	John Lidgett	Polson	Shanghai	Do.
— 1	Skimmer of the Waves	Goouch	Colombo	Do.
May30	Queen of England	McKenzie	Galle	Liverpool.
June 1	Annie Brigginton	McDougal	Shanghai	Newport.
May31	Hindostan		Do.	Shields.
—	Emma	Hemmet	Singapore	Hamburg.
—	Java Packet	Hellingmon	Batavia	Amsterdam.
— 30	Aria and Betsy	Haverbult	Singapore	Cardiff.
June 1	Chillingham		Shanghai	Shields.
May13	Lusita	Gordia	Hong Kong	Havana.
June 4	Allegonda Jacoba	Mannes	Singapore	Swansea.
— 1	Majestic	Robertson	Samarang	Glasgow.
— 1	Bothwell Castle	Thyne	Singapore	Do.
— 5	Englishman	Brown	Hong Kong	Falmouth.*
— 4	Samuel	Wiggell	Chefoo	Scilly.*
— 7	Ithah	Reid	Hg. Kg. and Canton	London.
— 6	Royal Diadem	Thomas	Shanghai	Swansea.
— 5	Brierly Hill	Crisp	Galle	Liverpool.
— 5	Nazarine		Shanghai	Shields.

* After repairng.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Neville, Eastern Queen, Early Dawn. For Shanghai: Cora Linn, Talbot, Dilpussund, James Shepherd. For Hong Kong: Art Union. For Hong Kong and Canton: Southern Cross, Gresham, Red Riding Hood, Charlotte. For Amoy: Eleanor. For Singapore and Penang: Florence Nightingale. For Batavia and Sourabaya: Silentium. For Colombo: Palmerston, Teviot.

At LIVERPOOL.—For Yokohama: Castleton, Brilliant. For Yokohama or Hong Kong: Golden Dream. For Hong Kong: Falcon, Petchelee. For Shanghai: Maria. For Singapore: Dunmore, Bigota. For Manila: Adolfo, Olano, Feliz. For Batavia and Sourabaya: Tahti. For Ceylon: Peter Symons. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (s.).

At GLASGOW.—For Yokohama: Parana. For Manila: Tres de Mayo, Rosa del Turia. For Sourabaya: County of Argyle.

SPOKEN.

ARCHOS, Liverpool to Batavia, April 8, 4 S., 27 W.
HINDOSTAN, Bordeaux to Batavia, March 7, 33 S., 27 W.
CORNEILLE DAVID (Belg.) Shields to S'pore., April 8, 6 S., 27 W.
SUMATRA, Sunderland to Galle, March 30, 2 N., 23 W.
MADURA (Dut. bq.), Rottdm. to Batavia, May 23, 39 N., 14 W.
BLANCHE (Fr. ship), Marseilles to China, Apl. 1, on the line, 25 W.
ANN (bq.), of and for London, from Colombo, May 11, 35 N., 43 W.
PRESIDENT PLATE (s.), of Rottdm., for Batavia, Apl. 20, 10 S., 31 W.
JANE ALMOND, Japan to New York, March (?) 19, 35 S., 22 E.
LIBERIA (Fr. bq), Singapore to Bayonne, April 15, 2 S., 21 W.
CRUSADER, Cardiff to Galle, May 20, 2 N., 24 W.
OSMOND (Dut. bq.). Cardiff to Singapore, May 23, 49 N., 9 W.
SOUTHERN BELLE. Cardiff to Hong Kong, April 21, 8 S., 26 W.
RODERICK DHU, Colombo to London, May 6, 30 N., 42 W.
VYF VRIENDEN, Rottdm. to Samarang, May 17, (?) 1 S., 22 W.
CLARA SYMES (s.), for Hong Kong, April 22, 13 S., 33 W.
BARRACOUTA, Liverpool to Yokohama, April 10, 20 S., 31 W.
LIBRA (Dut. brig), Java to Holland, Mar. 16, 25 S., 64 E.
HELEN'S BANK (barq), Singapore to London, March 18, 26 S., 60 E.
ANNA SOPHIA, Batavia to Amsterdam, April 29, 13 S., 9 W.
COLORADO, of Boston, New York to Hong Kong, May 21, 34 N., 34 W.
MARY FAIRLIE (?), Colombo to Gibraltar, March 28.
REGENT, Liverpool to Bangkok, May 30, 50 N., 10 W.
NAVARRE (?) (barque), Macao to London.
CORNEILLE DAVID, Shields to Singapore, May 8, 31 N., 39 W.
HARKAWAY, Java to Rotterdam, May 13, 35 N., 42 W.
CECILLA (?) (ship), Liverpool to Singapore, March 20.
NAOMI (ship), London to Hong Kong, April 26, 28 S., 26 W.
ALMONDE, Liverpool to Batavia, April 16, 1 N., 22 W.
5 VRIENDEN, Rotterdam to Samarang, May 17 (?), 1 S., 22 W.
KAREL AUGUST (Dut. brig), Java to Rotterdam, March 27, 31 S., 38 E.
CEYLON, Colombo to London, May 2, 1 N., 21 W.
BEATRIX (Dut.), Java to Amsterdam, 85 days out, May 18, 25 N., 40 W.
AMY (Brem. Schr.), Amoy to New York, Feb. 8, in Banca Straits.
DIAMOND, (Ham. barq), Canton to New York, Feb. 8, in Banka Straits.
ALMONDE (Dut.), Liverpool to Batavia, 9 S., 28 W.
LOUIS HENRY (of Bremen), Shields to H. Kong, April 14, 27 S., 26 W.
SOUTHERN BELLE, Cardiff to Hong Kong, April 21, 9 S., 23 W. (?)
NORTHFLEET, London to Hong Kong, April 24, 3 S., 27 W.
THAMES, Ceylon to London, April 13, 29 S., 37 E.
ORLINDA, Manila to London, April 19, 34 S., 18 E.

FREIGHTS AND CHARTERS.

Outward freights to the Eastern ports remain as quoted in our last issue. Coal freights from the northern outports still continue firm.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56 For Saigon: £50. For Yokohama: £52. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for the conveyance of 570 hogsheads beer from the Thames to Hong Kong; and of 11 tons heavy, a gun, iron garlands and shells, to Trincomalee.

CASUALTIES.

The Northfleet, from London to Hong Kong, spoken April 19, 2 N., 13 W., had met with a severe gale from N.W. March 25, when a heavy sea broke on board, washed overboard chief mate, and carried away starboard quarter boat and lee bulwarks.

The Welfenfurst, Schramm, from New York to Hong Kong, put in at Rio Janeiro Jan. 31, being leaky, and has since been sold by auction.

The Coringa, Fellows, from Liverpool to Hong Kong, arrived at Queenstown June 1, reported leaky.

The Samuel, Wigzel, which sailed from Cardiff May 23 for Chefoo, arrived at Scilly May 31, with mainhatch stove, loss of bulwarks, cargo shifted, &c.

The Seaflower, Talbot, from Sunderland to Shanghai, which put in at Rio de Janeiro April 21, with damage, will have to discharge her cargo.

A telegram from Penang dated May 23 states that the Freeland (ship), from Cardiff to Singapore, has foundered, and is a total loss; crew saved.

MISCELLANEOUS.

At MADEIRA.—May 15, Royalist (s.), Oxford, from Glasgow, and left for Singapore.

At ST. VINCENT (C.V.).—May 11, Pehio (s.), Bell, from Glasgow, and left 12 for China; April 27, Thales (s.), Bramwell, from Liverpool, and left May 1 for China; May 17, Lamont (s.), Castilla, from Glasgow, and left 21 for Shanghai; April 23, Coquette (s.), Lobnitz, and sailed for Japan.

At MAURITIUS.—March 18, Pride of the West, Curwen, from Singapore; 23, Borneo, Mathews, sailed for Batavia; 31, Alabama, Harrison, and sailed for Galle.

The steamer Lamont put into Lisbon on the 3rd May, leaving on the 9th, and arrived at St. Vincent on the 17th, which port she left on the 21st for Cape and China. The Peiho, steamer, left St. Vincent on the 12th May for China. The Courier, steamer, arrived on the 19th, and was to leave on the 22nd or 23rd for Japan.

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CHINA.

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Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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RESERVED FUND, £444,000.

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Duncan James Kay, Esq.	Lestock Robert Reid, Esq.
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The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.
Threadneedle-street, London, 1867.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

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Paid-up capital, £800,000.

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LONDON BANKERS.
The Bank of England; the City Bank.

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Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

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CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—
At 5 per cent. per annum, subject to 12 months' notice of withdrawal.
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M. BALFOUR, Manager.

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Recognised by the International Convention of 30th April, 1862.

	Francs.	
Subscribed Capital	80,000,000 ...	£3,200,000
Capital paid up	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867	10,000,000 ...	£400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

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LONDON AGENT.—W. H. Vacher, 25, Old Broad-street

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

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Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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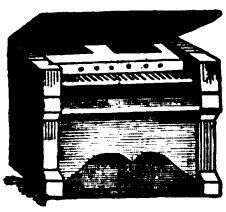

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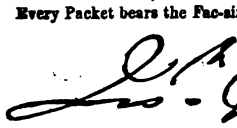

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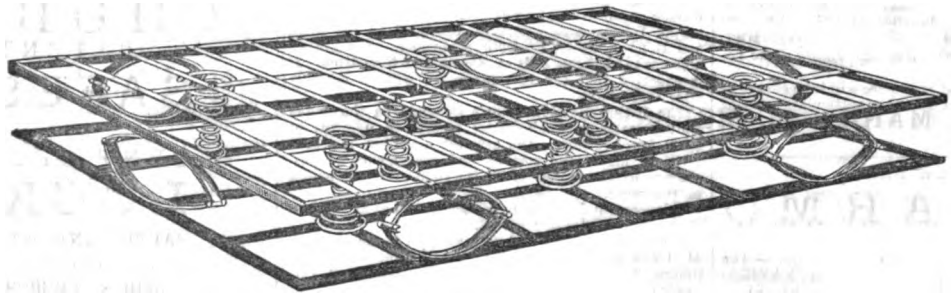

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The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours
It is frequently done in 73 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA, NAGASAKI SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month. Passengers by this route are less than ten days in the tropics.

The next departures from San Francisco are:—
GREAT REPUBLIC, 5,000 tons, September 3rd.
CELESTIAL EMPIRE, 5,000 tons, October 25rd.
COLORADO, 4,000 tons, November —.

For particulars of Freight, through passage rates, &c &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

NEW OCEAN MAIL ROUTE to CHINA and JAPAN, via the Isthmus of Panama and San Francisco.

THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departures will be:—

From LIVERPOOL—5th and 20th of July,

Intending to connect, at San Francisco, with the steamer leaving on the 3rd Sptember for Japan and China, arriving at Yokohama on the 22nd, Shanghai on the 27th, and Hong Kong on the 29th September. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

For rates of Freight and Passage apply to the agent, J. M. CURRIE, Havre and Paris; or at the Company's Offices, The Temple, Dale-street, Liverpool, and 117, Leadenhall-street, London, E.C.

ARTHUR R. FORWOOD, Managing Director.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA.—Arrangements have been made with the United States Pacific Mail Steamship Company by which GOODS for Japan and China can be shipped under through bill of lading via Panama by the ROYAL MAIL STEAMPACKET COMPANY'S STEAMER leaving Southampton on 17th May. Freight from Southampton, £21. 7s. per ton measurement, with 10s. per ton primage.

Further particulars can be obtained on application to J. M. LLOYD, Secretary.

Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

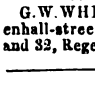
NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Wagnorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W and 32, Regent-street, S.W.

CHINA AND JAPAN, &c.



ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Jas. Shepherd	A1 13 yr.	W.I.D.	With des.
Hong Kong & Whampoa ...	Art Union ...	A1 13 yr.	E.I.D.	With des.
Ditto	Red Riding H	A1	W.I.D.	With des.
Kanagawa	Estrn. Queen	A1 13 yr.	W.I.D.	With des.
Amoy	Eleanor	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class Clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock	Last Shipping Day.
Shanghai ..	Dilpussund	A1 15 yr.	E.I.D.	June 15.
Hong Kong & Whampoa ..	Charlotte...	A1 12 yr.	E.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Early Dwn	A1 11 yr	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND AUSTRALIA.

SHAW, LOWTHER, & MAXTON will despatch the following first-class SHIPS as under:—

Destination.	Ships.	Class.	Date of Sailing.
Shanghai	Talbot	A1 13 yrs.	20th June.
Hong Kong & Whampoa	Gresham ...	A1 10 yrs.	With des.
Melbourne	P. of the Ocn	...	20th June.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo... Mangalore, Cannanore Calicut, &	Palmerston.	978	A 1 15 yrs	W.I.D.	To fol.
Cochin ...	Eln. Browse	345		W.I.D.	June 20
Bombay ..	Jes. Gilbert	635	3-3rdsL. 11	E.I.D.	June 15
Bombay ...	Bebington...	899	AA1		To fol.

No. 22, Great St. Helen's, E.C.

COLOMBO DIRECT, the well-known clipper ship TEVIOT, A 1 13 years, 433 tons register; JOHN WHEELAN, Commander; loading in the West India Docks. This splendid vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For passage apply to W. H. Tindall, 5, Tokenhouse-yard, and for freight or passage to F. Tallack, 23, Birchin-lane, E.C.

To follow the "Skimmer of the Waves."
Will meet with the usual despatch.

DIRECT FOR COLOMBO, the splendid fast-sailing British-built ship, PALMERSTON, A1 15 years, 894 tons register, J. N. SEAGROVE, Commander; West India Docks. This magnificent vessel has just returned from Cochin in 95 days, and from her high class and quick passages offers the most favourable opportunity for passengers and shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

MALABAR COAST.—SECOND SEASON SHIP.
To follow the LIFE BRIGADE.
Has a large portion of her Cargo engaged, and will meet with quick Despatch.

DIRECT FOR MANGALORE, CANNANORE, CALICUT (or BEYPORE) and COCHIN, the fine, fast-sailing British Ship ELLEN BROWSE. A 1, 345 tons register, J. W. JONES, Commander; West India Docks. This beautiful nearly new ship offers a first-rate opportunity to shippers of Season Goods.

For Freight or Passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington," and will sail June 15.

FOR BOMBAY Direct, the fine British-owned Clipper Ship JESSIE GILBERT, 3/3rds L. 1, 1, 635 Tons Register; JOHN STAPLEDON, Commander, East India Docks. This splendid vessel is nearly new, having just completed her first voyage, and from her fast sailing qualities is confidently recommended to shippers.

For freight or passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C

To follow the "Jessie Gilbert," and will meet with the usual quick dispatch.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c, &c., &c

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE "LONDON AND CHINA EXPRESS," ON SALE.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 10, 1867.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 248.] LONDON, SATURDAY, JUNE 15, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN — Yokohama	Feb. 16	Apr. 15	Apr. 17
Nagasaki			
Hakodadi			
CHINA—Peking			Apr. 12
Tien-tsin			Apr. 14
Chefoo			
New-chwang			
Hankow			Apr. 14
Kiu-kiang			Apr. 16
Chin-kiang			
Shanghai	Feb. 26	Apr. 13	Apr. 23
Ningpo			
Foo-Chow			Apr. 22
Formosa—Tamsuy			
Amoy			Apr. 22
Swatow			
Hong Kong	Mar. 17	Apr. 29	Apr. 29
Canton			
Macao			
PHILIPPINES—			
Manila	Feb. 26	Apr. 14	Apr. 19
COCHIN-CHINA—			
Saigon			May 3
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Apr. 30
MALACCA STRAITS—			
Singapore	Mar. 26	Apr 28	May 7
Penang	Mar. 26	Apr. 26	May 9

Telegrams have been received from Hong Kong in advance of the French mail of 25th May.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived June 15.—From Hong Kong: Mr. Burlinghaume, Mr. Ugarte, Mr. del Valle, Captain Heaton, Mr. Dearborn, Mr. Rennie, Mr. Lerysoln, Mr. S. Thompson, Mr. H. C. Moore, and one second-class passenger. From Singapore: Mr. Weynschink and servant, Mr. Baclin, Mr. G. Von Gerrevrick, Don P. Ansoleagas, Mr. R. Callaborra, General Solar, Don B. Espana, A.D.C., Mrs. Hoen, two children, and servant, Padre A. Lugeu, Mrs. Riach. From Ceylon: Mr. Still, Deputy-Inspector of Hospitals, J. Fraser and servant, Mrs. Fraser and four children, and one second-class passenger.

To Southampton, per P. and O. steamer Delta, expected to arrive June 21.—From Hong Kong: Mrs. Robertson, Com. Loney, R.N., Mr. A. F. Bain, Mr. G. Inglis. From Singapore: Mrs. Velze, three children, and servant, Mrs. Vanderyse and child, Don Adolfo Yolif. From Galle: Miss Johnson, Mr. O'Grady, Mr. and Mrs. Barnes, and one second-class passenger.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The mail delivered to-day brings no later dates than the French mail received on the 10th, viz., the 17th of April. The *Colorado* is, however, now due at San Francisco, and telegrams bringing Japan news to the 26th of May may be expected at any moment. In the meantime we have a telegram of doubtful import from New York, to the following effect :—

Intelligence received here, *via* San Francisco, from Yokohama, dated the 28th of April, announces that the former foreign commissioners have been cordially received by the Japanese Government, which had agreed to open the ports of Yedo, Negota, and Osaka on the 1st of June.

This news was conveyed from Yokohama to San Francisco by sailing ship. It is as usual incomprehensible, but refers, we suppose, to the reception of the foreign Ministers at Osaka.

The *Japan Times* has the following article on the opening of the new Treaty Ports :—

"Within a very few weeks of the establishment of this journal occurred the expedition of the foreign Ministers to Osaka, which resulted in the sanction by the Mikado to the Treaties made in 1858 with the Shiogoon. When the allied squadron left Yokohama we, in common with all the diplomatists who had resided in Japan, and the writers who had chronicled their successes and their failures, had no ground for more than strong suspicion that we had been the victims of deliberate and long continued deception, or that the Shiogoon was other than he had been represented. After thirteen days of anxious suspense, the foreign representatives received the ratification which—forgery or not—has since been and must continue to be, the basis of our diplomatic intercourse with the Yedo Government; but, be it understood, with the Yedo Government alone. The decree, published with every necessary formality, is thus worded :—

"The Imperial Consent having been given to the Treaties, you (the Shiogoon) will execute all necessary arrangements connected therewith."

Its tenor most clearly intimates that we have never had a treaty with the real Sovereign of Japan. Our treaties with the Shiogoon were binding on him and his subjects alone, and had force only in his "dominions"—that is, in the eight provinces which lie round Yedo and in the out-lying patches of territory belonging to him in other parts of Japan, such as those in which are situated Nagasaki, Hakodadi, and Osaka.

But it intimates something more. It permits the Shiogoon to carry out these Treaties, which he had made with foreigners, *so far as regards his own* "dominions," and orders the fulfilment of their conditions. Amongst these are the opening of certain ports to foreign trade in 1868. And when we consider the persistent way in which the Shiogoon has endeavoured to keep for his own use the whole benefits of foreign commerce, and his efforts to prevent other Princes of the Empire from holding intercourse with us; when we consider, too, the manner in which these other Princes have received the British Minister and Admiral when, using with a commendable freedom the privileges of their station, they have visited them in their own dominions; and, to sum up—when we contrast the treatment we have received and the treatment we may expect, from these independent Princes, with that we have experienced at the hands of the Yedo chief; when we consider all these points, in connection with what we now know of the constitution of Japan, the relative positions of the Mikado, the Daimios, and the Shiogoon, we can well understand the object of the latter's treacherous delays, and the singularity of the overtures of the Daimios; and we can well believe, too, that the time is nearly come for the Mikado to resume the ancient power of his predecessors, and for the empire of Japan to be really opened to foreign trade.

Meanwhile, Osaka and Hiogo being both in the Shiogoon's territory, will be opened by virtue of our treaties with him. And in discussing the probable effects of the measure, there is one very important base for our calculations which it is desirable to determine :—whether to one or both of these places, foreign traders are to be now admitted. The treaties of 1858, modified as to date only, in this particular, by subsequent conventions, are perfectly clear. Foreigners are to be allowed to reside in Yedo, some port on the west coast, Hiogo and Osaka —as well as at Yokohama, Nagasaki and Hakodadi. We hear that Yedo will be opened before the end of this year, and that the port on the west coast has also been de-

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manded. But with regard to the great city of the Inland Sea, some difference of opinion appears to exist among the foreign Ministers, and we hear confidently expressed in some quarters the opinion, that residence in Osaka will not be permitted, and that we shall be confined to the outport of Hiogo. The French Minister is believed to advocate the opening of Hiogo only, on the ground that it will be impossible to protect foreign residents in Osaka, the water in that part of the bay not being deep enough to allow of the near approach of our men-of-war. Without the opportunity of forming an opinion on the spot upon this point, it is hardly possible to say whether some part of the city of Osaka cannot be efficiently protected by troops, without the assistance of a naval force, but it is most unlikely that this cannot be done; and the charts show very clearly that, should Hiogo only be opened, the isolation of foreigners from "all classes of Japanese," which it is the constant endeavour of the Shiogoon's Government to secure, and which it should be the constant aim of our representatives to prevent, would be very efficiently provided for. Hiogo is situated on one horn of the bay, and the extreme point is formed by a low spit of land, quite commanded by Japanese forts. It is here that the Shiogoon will most likely recommend the establishment of the foreign settlement. We have had quite sufficient experience of the disadvantages of such a situation as this in Yokohama, and it is most earnestly to be hoped that Sir Harry Parkes will resist alike the arguments of his colleague and those of the Ministers of our Japanese ally. M. Roches' motives are easy to fathom. The objection of the French army to garrisoning such distant stations as these is notorious, and residents in Osaka will have to be protected by a British regiment. The Frenchman may well object to an arrangement which will give his rival in their contest for influence with the Council of the Shiogoon—perhaps shortly with that of the Mikado—the inestimable advantage of the presence of a material, visible force to back his will. At Hiogo, the *Guerriere* could anchor alongside of the *Rodney*, and the Governor would have a wholesome fear of both; but in case of difficulty at Osaka or Kioto, the lead would indubitably be taken by him who had the command of a thousand bayonets.

CHINA.

TIENTSIN.

A correspondent at this port writes as follows, under date April 12 :—

Sir Rutherford Alcock intends visiting the coast ports in May, or some time during the year. People generally are bethinking themselves what grievances we want redressed as the time approaches for revising the tariff. We have commenced already asking for a reduction of the coal duties.

The coal has been tried by several of the steamers, and both bitumen and anthracite are said to be of the best quality for steam purposes, as far as a trial on a very small scale can be said to try them. At present we cannot get enough to try them on a large scale for want of carriage. With railway communication, and the mines worked on scientific principles, we could lay these coals down here, or at Taku, at or under 5 taels per ton; but at present we have only mules and camels as far as Tungchow, and water communication which at present will not admit of more than boats carrying 200 piculs each, and we are not allowed to work the mines. Shansi is full of the best iron and coal, the best description of coal lying at our feet, but we are not allowed to touch it. With the country open to us, Tientsin will be one of the first to profit by it, and more largely than most places.

Steamers are bringing up large quantities of shirtings and getting for them tls. 14 per ton of 40 feet—double the price a sailing vessel gets to bring them from London to Shanghai. When will you be wise and send them on direct? Our silver is five per cent. above that in Shanghai, deduct for freight and insurance, and still we lay the Sycee down at Shanghai at four per cent. over them. We have 14 feet on the bar at spring tide high water; 12 feet can come up to Tientsin. We had seven steamers and 23 sailing vessels arriving in March, and six steamers and twelve sailing vessels left. Amongst the imports in March were—60,700 p. Grey Shirtings, 24,950 White Shirtings, 1,600 Blue do., 3,300 White Spots, 3,255 White Brocades, 1,550 Dyed Spots, 5,990 Dyed Brocades, 9,259 Chintzes, 3,150 T-Reds, 3,670 English Drill, 3,860 do. American, 870 do. Dutch, 21,198 T-Cloths, Spanish Stripes 558, Long Ells 320, Camlets, English, 670, Lastings 9, Lastings Crape 605.

SHANGHAI.

The dates by the present mail are no later than those brought by the French mail. The following is a more detailed account of the proposals of Dr. Macgowan in laying telegraphs in China :—

Among the papers read at the meeting of the Asiatic Society, held on the 18th inst., was one by Dr. Macgowan, Commissioner of the East India Telegraph Company, giving amongst other interesting information some statistical notes on the steamers sold to Japanese Daimios, with remarks on the condition of that empire.

After the conclusion of the paper, information having been requested of Dr. Macgowan respecting the prospect of telegraphs in China and Japan, he remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, which, but for the death of the Mikado, would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believes that the time is not distant when Japan will be connected by telegraph with the Russo-American line at the Amoor, and he thinks it not unlikely that Shanghai may, by means of a cable to Japan, find its readiest channel of communication with America to Europe.

With regard to China he holds that submarine telegraphy along the coast, as advocated by the newspapers of Shanghai and Hong Kong, is preferable to a land line. That even were a concession for a land line to be made by the Imperial Government, such a line could not compete with a cable, nor even supersede it. The East Indian Telegraph Company, which he represents, has advised him of its having decided to order the manufacture in England of the requisite amount of cable. He proposes to connect the Woosung shore-end with this city by an air line extending along the road constructed by foreigners from Shanghai to that point, which he is confident can be done without much popular opposition; and that no official obstruction can thwart him, as the Imperial concession for a submarine cable necessarily includes the privilege of extension to the company's offices; but as some local functionary might prove unfriendly to the enterprise, he looks to next year's revision of the treaties as certain to ensure a remedy for all the ills that telegraphy may be heir to in China. At Nanking, which he visited in the United States steamer *Wachusett*, he failed to accomplish anything, owing to the absence of the provincial authorities. He is now about to proceed to Peking to prosecute his undertaking in that capital. In view of the strides which submarine telegraphy is making, he looks forward to a telegraphic connection of the continents separated by the broad Pacific, and urges the taking of deep sea soundings at an early day to ascertain the character of its bed, both in the general interests of science and of ocean telegraphy. Assuming that its bed and its depth present no insuperable obstacles, the work can be best accomplished by a line in five sections :—Hong Kong to Luzon, 420 miles; Suez to Guam, 1,280; Guam to the Nadick Group, 1,500; thence to Honolulu, 1,920; and thence to San Francisco, 2,080; making in all, 7,200 miles.

The interruptions to which telegraphy is exposed in the tropics, and the greater ones to which it is liable in the icy regions of Russian America and Siberia, render it probable that, ultimately, preference will be given to ocean telegraphy for girding the globe. There are now 153,000 miles of telegraph lines in the world, 3,000 of which are in India, 60,000 in Europe, and 90,000 in America. [Dr. Macgowan forgot the nearly 3,000 miles in Australia.]

In the Bankruptcy Court, before Sir Edmund Hornby, Chief Judge, K. R. Mackenzie came up to pass his last examination and make application for his order of discharge. The bankrupt's accounts were handed in and sworn to, the deficiency being 33,745 tls., assets, 205,880 tls., and liabilities 239,625 tls. The following debts were proved:—Commercial Bank, tls. 7,555.39—admitted. The Central Bank of India applied to increase their proof by tls. 1,513.90, in consequence of an allowance made by them for repairs to the purchaser of a hong at Hankow which the bankrupt held as security. The assignees not objecting, the proof was increased accordingly to tls. 8,433.03—admitted. Hyde and Jones, per Attorney S. W. Hyde, claimed tls. 14,209.72—admitted. Hong Kong and Shanghai Banking Corporation claimed for tls. 12,000, subject to the sale of security, held by them in respect of the debt—admitted, subject to an application for leave to sell if necessary. Chartered Bank of India claimed taels 13,126.24, balance of account, subject to any dividend payable from the estate of

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Ballance and Hallam, jointly liable on a promissory note with the bankrupt. Hall and Holtz claimed taels 733.3 balance of account—admitted. No opposition was offered. The assignees stated that the cause of the bankrupt's losses were depreciation of land and produce, failure of the parties jointly interested in promissory notes, and misappropriation of money by Chinese. Order of discharge granted.

In the case of S. Clifton, a bankrupt reported in our last issue, the creditors, at the suggestion of Mr. Robinson, agreed to ask the official assignee to declare a dividend of 4 mace in the tael, which was accordingly done.

A paragraph appears in the *Friend of China* to the effect that the *Comptoir d'Escompte* had recalled their managers and assistants. There is no foundation for such a statement. The managers at Hong Kong and Shanghai applied for leave, and are at present in Europe, the business of the branches being carried on by successors.

The following is the report and balance-sheet of the China Fire Insurance Company alluded to in our last issue :—

The directors have the pleasure to lay before the shareholders a report of the company from 1st January to 31st December, 1866, and a balance-sheet showing its position at the latter date.

It appears from the accounts, which have been duly audited, that there was at credit of the company a balance, exclusive of capital, of Tls. 105,567.22.

The business of the company for the past 12 months has shown (notwithstanding the general depression of trade) an increase upon that of the preceding year of upwards of Tls. 22,000, that is to say, in Shanghai, Tls. 13,481.12, and at the various ports, Tls. 8,738.57.

In referring to the loss at Yokohama the directors regret that the company should have suffered so severely, and have to inform the shareholders that all claims have been settled, and were most strictly examined into before payment.

In accordance with the provisions of the deed of settlement, the term of office of the directors expires this day, but they are eligible for re-election.

Balance-sheet, 31st December, 1866.

Dr.	Taels.	Taels.
To paid up capital on 400 shares		200,000.00
„ reserve fund on 31st December, 1865 ...	196,816.35	
less amount at Dr. of working account 31st December, 1866, brought forward ...	91,249.13	
		105,567.22
„ suspense account		186,483.13
	Shanghai Taels	492,050.35

Cr.	Taels.	Taels.
By cash on interest at 7 per cent. per annum—		
with Chartered Mercantile Bank ...	100,000.00	
with Comptoir d'Escompte de Paris ...	124,000.00	
„ Hong Kong and Shanghai Banking Company	100,000.00	
„ Oriental Bank Corporation	124,591.91	
		448,591.91
By cash in account current with Commercial Bank Corporation	5,417.95	
„ in secretary's account with Commercial Bank Corporation	3,350.93	
„ in account current with Hong Kong and Shanghai Banking Company ...	24,524.42	
„ in secretary's account with Hong Kong and Shanghai Banking Company ...	452.62	
„ in dividend account with Hong Kong and Shanghai Banking Company ...	550.00	
		34,295.92
By cash in hands of various agents		6,343.86
„ five shares in Hong Kong Fire Insurance Company, $2,500...	1,860.00	
„ office furniture	287.03	
„ fire engine at Hankow	671.63	
		2,818.66
	Shanghai Taels	492,050.35

Working Account, 31st December, 1866.

Dr.	Dollars.	Taels.	Taels.
To premia collected to 31st December, 1866—			
Shanghai			58,349.24
Hong Kong	43,522.44	81,346.37	
Yokohama	16,266.90	11,712.16	
Hankow	—	10,336.36	
Foochow	9,561.63	6,884.35	
Nagasaki	8,867.29	6,383.45	
Ningpo	3,095.68	2,228.88	
Amoy	2,902.23	2,090.80	
Tientsin	—	1,931.87	
Kiukiang	—	1,564.43	
Swatow	1,221.65	879.60	
Chefoo	—	510.89	
Newchwang	—	187.50	
			76,069.61
To interest account			29,721.01
„ profit on exchange			1,074.35
„ balance to be transferred to reserve fund			91,249.13
		Shanghai Taels	256,463.38

Cr.	Taels.	Taels.
By charges in Shanghai—		
„ house rent, repairs, and taxes	1,587.47	
„ advertising, printing, and stationery ...	493.59	
„ retaining fee to solicitor	300.00	
„ law expenses	467.00	
„ subscription to fire brigade	400.00	
„ auditors' fees	400.00	
„ office expenditure	674.74	
		4,322.36
By salary of secretary	3,000.00	
„ „ assistant	1,200.00	
		4,200.00
By charges at various agencies—		
„ Hong Kong	174.63	
„ Yokohama	99.72	
„ Ningpo	85.69	
„ Hankow	3.00	
		363.04
By commission to agents		7,684.38
„ re-insurance		2,390.40
„ dividends on 400 shares at Tls. 50 per share		20,000.00
By losses and claims—		
„ Shanghai	17,692.53	
„ Hong Kong	6,624.00	
„ Yokohama	193,176.87	
„ Foochow	6.36	
		217,502.76
	Shanghai Taels	256,463.38

FOOCHOW.

Another attack has been made on foreigners at Foochow. The *Advertiser* says :—"Two gentlemen left their boat for a stroll on the bank of the river near Kushan and on passing through a village were attacked by the villagers without the slightest provocation having been offered. It appears that the Chinaman who commenced the attack made some impertinent remarks to the gentleman he met first, and on meeting the other, who was some little way behind his companion, he boldly confronted him in a menacing attitude, and while making a feint with one hand, with the other he snatched at the gentleman's watch chain and managed to secure it. The two gentlemen then went up a hill with the view of ascertaining the most direct route to their boat, and finding it necessary to come down the same side of the hill, they were met by their enemy, who pleased with his former success, had called in the aid of his friends in the village, nearly thirty in number, to secure the remainder of the spoil, an attempt in which they succeeded. At this time the assailants were armed with bamboos and other weapons of a more dangerous character usually to be found in a Chinese village, and one of the gentlemen was struck several times, knocked down and trampled on. We are glad to learn however that he sustained no serious injury, which was not unlikely to have been the result of such treatment. On receiving notice of the occurrence H.B.M.'s Consul despatched a gentleman, in the consular service, with some Chinese officials to inquire into the matter; the latter we understand entered the village and succeeded in recovering some part of the stolen property, but neither the rascal who first perpetrated the attack nor any of his aiders and abettors were secured. We trust H.M.'s Consul will not rest satisfied with the mere recovery of the stolen property, but will insist upon the principal offenders being brought to justice."

HONG KONG.

Dates are down to the 29th of April (Monday). The French mail of March 17 arrived out on the 28th of April.

The following on the subject of the new treaty ports is from the *China Mail* :—"Rumours, apparently well grounded, are in circulation that within a few days or weeks two new ports will be added to the list of those open by treaty, viz., Nanking and Kiung-chow, in Hainan. The opening of the former place has been long expected, and nearly two years ago measures were taken by the British authorities to secure a suitable site for the future settlement. Of Kiung-chow less is known than of Nanking, but judging from the reports to hand, it would seem to present a more favourable opening for commercial enterprise than the ancient capital of China ; and this chiefly from the island of Hainan being to a great extent beyond the range of those adverse official influences which may be expected for some time to restrict European enterprise at Nanking. At the time of Kiung-chow being inserted in the list of ports to be opened, it does not appear that our authorities possessed any very definite ideas of its resources or capabilities, and even to the present day our knowledge of Hainan is chiefly based upon the reports of shipwrecked sailors (who have generally been well treated), or of those who, conceiving that their own rendering of the treaty was a sufficient warrant for frequenting its port,

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have constantly and successfully run the gauntlet of the Chinese mandarin junks, and by the magnificent gunboats which, by a pleasing fiction, have been lately supposed to do duty as preventive vessels.

The formation of Hainan is mountainous, but it possesses many well cultivated level spots. The thick forests which cover a large portion of the island are inhabited by an aboriginal race who gave for many years considerable trouble to the Chinese authorities. The east coast of the island does not appear to afford any good anchorages, nor, with the exception of Kiung-chow, do the few ports on the north, west, and south sides offer inducements to mariners to frequent them. Dr. Williams, in his "Commercial Guide," 1863, states that the productions of Hainan "comprise cocoa-nuts, betel, fruits, sugar, cotton, salt, lacquer-varnish, beeswax, tanned hides, and rice: gold, silver, pearls, sapanwood, tortoise-shell, and many kinds of fine cabinet wood, we found in or near the island." The list of articles comprise some important items, but there is little information as to the quantity produced. When foreign trade shall have been fully opened, however, these particulars will be speedily ascertained.

It is impossible to predict with any certainty whether mercantile houses will be inclined to establish agencies at Hainan, should the report we have referred to prove true, but for our own part we do not think that many will avail themselves of the privilege for at least some time to come. The state of the financial world in China just now is unfavourable to fresh enterprise, and the few who seek to take advantage of the clause permitting trade at that place will probably find that they hold the monopoly of any trade which may arise. Still, as another step towards the final opening up of the country, we cannot but be glad to learn that Hainan is likely to become fully accessible to foreigners.

Turning to Nanking, reasons of a very different nature account for the satisfaction with which we learn that foreigners will ere long be allowed to reside at the once famous city. As a political centre of foreign action it will be invaluable, and the benefits of its being brought within the range of European influence will be felt by the Chinese even more than by ourselves. Rebellion and rapine must recede before the steps of Western civilisation; and as the bear, the panther, and the serpent retreat before the settler's hut in Western America, so will the appearance of foreigners at Nanking put a stop to the dangers from rebels and Nienfei, which for so many years have harassed the southern capital. As a place of trade we do not think that Nanking is likely, for at least many years, to compete with the more important open ports in its neighbourhood, unless indeed it becomes, like a second Shanghai, a refuge for the wretched country people who have suffered alike for years from rebel and Imperialist. Its opening will, however, mark another step in the onward progress of China, and as such, the accomplishment of that event will be welcome news to all.

We have to acknowledge the receipt of Parts III. and IV. of *Notes and Queries*, containing a very interesting paper on the "Distribution of Gold in China," &c. We have also received a specimen sheet of the *China Punch* to be published at the *China Mail* office, Hong Kong.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 7th May. The outward mail of the 26th March was delivered on the 28th April, with London telegrams to the 13th April. The following summary of news is from the *Straits Times*:—His Excellency the Governor returned from his trip to Malacca on the 30th April. A meeting of the Legislative Council was held on the 4th May, when a few local measures were brought forward. The new order of things appears to be working very smoothly. The disturbances which lately broke out in the native province of Klang in the peninsula still continue, and it would appear are causing considerable hardship to the Chinese British subjects who have made their domicile there. No clear account of the *casus belli* has as yet been made public, but it would seem that European influence has been more or less at work, if not to bring about the disturbances, at least to prolong them. As far as can be gathered, a dispute has arisen between the Sultan and his Rajah regarding the revenue of the province; the latter it seems has collected the revenues and sticks to them, refusing to pay over to his hereditary superior. Whether the Rajah is right or wrong, he has obtained apparently command of the position, and has secured through European influence the loan of a small British steamer (the *John Bull*) with which he maintains, it is said, a tolerably effective blockade of the river Klang—thus preventing any effective attack on the part of his adversaries. The country in the meantime is thrown into a condition of anarchy, completely paralysing industry, and entailing great hardship upon the tin miners and their families; indeed, from the reports which reached Malacca, it was considered advisable to charter a steamer and load her with rice for the relief of those who were starving, and to bring back the wives and families of British subjects. So effective, however, was the blockade of the River established by the Rajah, that the steamer could not ascend to the villages and was obliged to return. However, H.M.S. *Rinaldo* and the Government steamer *Pluto*, were despatched to conduct supplies to the people who are starving, and also to put an end to the interference in the blockade of the British steamer at first alluded to. Doubtless this prompt action will have a salutary effect.

A very interesting discovery has been made by the police, which leads to the detection of the perpetrator of a robbery of jewels that took place on board the steamer *John Bright* some months ago on her voyage from Bombay to Calcutta, and which has hitherto remained a mystery, casting very painful suspicion upon innocent men. The perpetrator was the second officer of the steamer at the time, and, singularly enough, not a breath of suspicion appeared to have attached to him, though the most searching investigation was made in Calcutta. How he effected the theft has not yet appeared, but from Calcutta he proceeded still in the *John Bright* to China, and being there discharged, returned to Singapore, where he has been living since. A few nights ago, in an hour of conviviality, he became communicative, and, singularly enough, selected one of the deputy inspectors of police for his confidante. Bit by bit the whole story came out, and the jewels were displayed under the seal of good fellowship, a delusion on the part of the thief which was rather rudely disturbed by the return of the deputy inspector, an hour after their parting, with a posse of police. The man was at once arrested, and after examination before a magistrate committed to gaol, About Rs. 15,000 worth of jewels have been recovered.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

GOODWIN—On the 10th April, at Shanghai, the wife of C. W. Goodwin, Esq., of a son.

MACPHERSON—On the 24th April, at Singapore, the wife of Mr. G. Macpherson, Army Schoolmaster, of a son.

SCRYMGEOUR—On the 25th April, at Grange-road Bungalow, Mrs. J. S. Scrymgeour, of a daughter.

MARRIAGE.

MURRAY—AH-HAE.—On the 8th April, at the United States Consulate, Ningpo, by the Rev. E. C. Lord, James S. Murray, Esq., to Miss Tsin Ah-Hae.

DEATHS.

ODOBERTIS—On the 20th April, at the Christian Brothers' School, Singapore, Rev. Brother Odobertis, aged 32 years.

STEWART—On the 21st April, at Penang, Mr. William Stewart, late of Singapore, aged 71 years and 6 days.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagnsaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to March 31, 1867	919887	54865250	47546475		12400163	115731775	—
Corresponding period last season	1112250	49829983	46784080	747284	14250935	112724432	60318

SHIPMENTS SINCE.

	Ship.	From.		
April 15 ...	Hugh Fortescue	... Canton	... 484,266	
„ 18 ...	Vanguard	... Shanghai	... 740,624	
„ 24 ...	Kosmos	... Canton	... 299,791	
„ 28 ...	Alphee (Fr. ml. st.)	... Shanghai	... —	476
„ 29 ...	Ottawa (ml. st.)	... Do.	... —	131

The total export to 13th May reported by telegram is 117,000,000, which corresponds very nearly with our own statement.

TO UNITED STATES.

							Pcls.
From June 1 to March 31, 1867	...	...	...	...	...	32267632	519
Corresponding period last season	...	...	...	...	...	30389550	—

SHIPMENTS SINCE.

	Ship.	From	
April 11 ...	Windward*	... Canton	... 28,260

* Put back to dock, having grounded in the Canton river.

TO THE CONTINENT

							Bales
From June 1 to March 31, 1867	...	...	...	...	...	1676397	—
Corresponding period last season	...	...	...	...	...	—	—

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Teapkgs	Boxes
From June 1 to March 31, 1867	...	...	...	...	...	49948	106
Corresponding period last season	...	...	...	...	...	43118	504

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TO AUSTRALIA.

From June 1, 1866, to March 31, 1867 ... ... 10,737,798 lbs.
Corresponding period last year 10,436,897

SHIPMENTS SINCE.

	Ship.	From	
April 21	... Atrevida	... Hong Kong	... 31,600
„ 23	... Joshua Bates	... Do.	... 25,476

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,200	18,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,280
„ 1855 to 1856.....	92,240,300	50,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	83,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	70,644
„ 1861 to 1862.....	109,854,040	79,199
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,603
„ 1864 to 1865.....	121,236,870	32,313
„ 1865 to 1866.....	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to March 31, 1867	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to March 31, 1867	10541	75	400	1560	506	480

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to March 31, 1867	197062	80732	6249	17729	2635	...

SHIPMENTS SINCE.

April 11	Windward	16000	5653			

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to March 31, 1867	1654	...	71179	12524	4050	446151

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to March 31, 1867	170	...	3008	2718		...

SHIPMENTS SINCE.

Apr. 21	Atrevida	—	...	—	...	465	... 300
„ 23	Joshua Bates	267	...	—	...	662	

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	6 months' sight.		4s. 4½d. to 4s. 5d.	4s. 5½d. to 4s. 5⅝d.
„	4	ditto	4s. 4d. to 4s. 4½d.	4s. 4½d. to 4s. 4⅝d.
At Shanghai	6	ditto	6s. 0¼d.	6s. 0¼d. to 6s. 0⅜d
„	4	ditto	6s. 0d.	
At Canton	6	ditto	4s. 6½d.	4s. 7d.
At Hong Kong	4	ditto	4s. 5¾d.	4s. 6¼d.
At Macao				
At Singapore	4	ditto	4s. 5¾d.	4s. 5⅞d.
At Manila	6	ditto	4s. 4½d.	4s. 5¼d.

At Shanghai, bills on India, Rs. 297 per 100 taels. At Hong Kong, Rs. 218⅛ per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 74·05 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 3 per cent.; old, 6 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 30 per cent.; Steam Shares, 10 per cent. dis.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—FOOCHOW.—The market report of Messrs. Rusden, Phipps, and Co. says:—The only settlements have been—Congou, 222 chests at 15 to 17 taels. Souchong, 50 chests at 29 taels. The *Fuike Senior* sailed for Sydney with 245,000 lbs. on 28th March, closing the season. Their review for the season is as follows:—In commenting on the course of our market during the season now closed, we think a remark or two necessary on the complaints now made so continually at home on the deterioration in the quality of tea of late years. In London this is usually attributed to hasty manufacture; but we do not think that this is more than an accidental assistant to the real cause. We believe that it will invariably be found that whenever the cost of the leaf is greatly enhanced by excessive competition that the teas will be proportionately inferior. Then the high price is a double reason for insufficient picking; first, to increase the quantity, and, secondly, to lessen the cost of his tea. The competition deprives the manufacturer of the requisite quantity from the districts which produce the aromatic leaf on which he depends to give his tea a flavour, and he is compelled to make up the quantity from inferior districts, for which, too, he is probably compelled to pay an extravagant price. Another complaint made in England is that shipments are hurried forward so early in the season. Though, no doubt, other causes have assisted to produce this effect, the principal reason, we apprehend, that the teas are shipped off earlier is the increased facilities of communication arising from the present proximity of the shipping ports to the producing districts. The production of the first crop was large; nearly fifty per cent. more than the previous season. The very dry weather lessened the production later on, but had it not been for the continued bad accounts received from home our total supply would have been 60,000 chests in excess of season 1865-66.

CONGOU.—The quality of the teas appeared to be above the average, particularly as regards strength, but from the causes mentioned above, aggravated by the heavy rains that obtained during their manufacture, they have outturned in England in a very disappointing manner to shippers, few of them improving (as first crop Kaisows usually do) on the voyage, and many of them actually deteriorating. The market was opened on the 24th May at 37½ taels for Suey Kuts and Kiennings, an unprecedentedly large business was done until on the 10th June the startling intelligence of Overend, Gurney and Co.'s failure was received by telegram. (Prices for Sa Nues went as high as 42, and for Soomeo and Chingho teas as 46 taels short.) This, however, caused but a temporary lull, for on prices giving way 4 to 5 taels, purchases were resumed and continued until nearly the middle of July, when partly in consequence of Australian orders, prices recovered about 3 taels. Towards the latter part of July rates were barely maintained for the lower grades, while the better kinds remaining declined 2 to 3 taels. During August common kinds were in less demand, while as the better grades became scarce they showed an advance of 1 tael. In September the market was generally quiet, though a few large purchases just after the middle of the month enabled teamen to maintain prices of the better kinds. Common sorts, however, were nearly a tael cheaper. Unfavourable advices from home checked business during October, until the teamen, as stocks had largely accumulated, lowered their ideas, and towards the end of the month a large business was done at 1 tael decline for common and 1½ taels for flavoury. During November a large business was done, but, as teamen were anxious sellers, without any advance in price. Disastrous telegrams received in the beginning of December had the effect of almost stopping business, and at the end of the month the teamen lowered their demands. A large business was consequently done at a reduction of 1 to 2 taels, which caused a reaction in prices of about a tael in the beginning of January. The arrival of the 10th of November mail caused a decline of half a tael, which induced a large business, under the influence of which prices advanced 2 taels during the month. The stock was so reduced at the beginning of February that teamen were able to obtain a further advance of a tael for the few parcels remaining.

SOUCHONG.—The quality of this description was very inferior. The market was opened early in July at 48 taels for burnt tarry kinds. This price being generally considered extravagant, the next settlements were made a fortnight later at 6 taels reduction, and at these rates, the teas being still generally considered too dear, but little business was done until the end of August, when considerable excitement took place, and settlements were large, at only about 2 taels decline, and all chops approaching fine quality were cleared off. During September but little demand existed, but in October buyers were attracted by the lower prices asked, and some quantity were settled at a reduction of about 3 taels; but as their freshness had gone off, prices were only nominally lower. During November a further fall in the price of about 3 taels induced buyers to clear off the greater part of the stock, and the remainder was taken during December and January, latterly at an advance of 2 taels.

PEKOE.—The qualities were inferior, the "even leaf" teas being brown instead of black. The market opened at the end of June at 40 taels for even leaf, and 29½ for mixed leaf. There was very little inquiry for these kinds for Europe, though parcels continued to be taken occasionally until October. Then a demand sprang up for common qualities for the Bombay market, which continued, though not briskly, until January. One or two parcels of fair quality were taken for Europe in December.

OOLONGS.—The quality of the fine grades was superior to late seasons, but the bulk of the crop again had a strong affinity in flavour to Ankoi tea, we presume on account of the high price of the leaf. Some quantity of the fine kinds were settled in May and the beginning of June for the English market at 27 to 39 taels. The market then remained quiet until the middle of July, when a few were taken for San Francisco at a reduction of 4 taels. About the middle of August the market was opened for the United States at 30 taels for fully good cargo, and a large business was done in the finer grades, while lower kinds were neglected. During the latter part of September and October but little was done, the finer grades having been cleared off and teamen asking more than buyers would give for cargo kinds; but in the beginning of November a large business

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was done at a fall of fully 4 taels, the cheapest parcels showing a reduction of 6 taels. A steady business continued to be transacted at about previous prices until the stock was cleared off at the end of December.

SCENTED.—The quality was fully up to the average. A few parcels of fine and curious were taken in May and early in June at 35½ to 36 and 43½ to 48 taels. The teas, as usual so early in the season, though fine, had scarcely any scent. During June a reduction of 2 taels in price took place, and the scent improved. A steady business continued to be done at about the same rates during July and August. In September a further reduction of 2 taels was established, which caused a continuation of the demand, but in October, it being then ascertained that the supply would be less than the previous season, higher rates were demanded, and the business at the end of October and first half of November was confined to broken leaf kinds. At the end of November prices fell 2 taels, but as the scent was getting poor, and the tea was inferior, the reduction was only nominal.

SHANGHAI.—The following is from the report of the *North China Herald*:—

BLACK TEAS.—Nearly the whole of the small stock of Tea left on the market has been taken, and the season may be considered closed. Purchases have been made at rather easier rates. Teamen being quite ready to meet buyers. The sales comprise, at Exchange 6s. 1d. and Freight £3 per ton:—2,500 chests, Ningchow, common to fair, at taels 19.5 to taels 21.5., equals, 1s. 1d. to 1s. 3d. Re-shipments, none. Stock, 450 chests, against 650 chests at the same date last year. Total Settlements, with re-shipments from the river ports, from the 1st June 1866 to date, 329,000 chests against 272,000 chests last year.

GREEN TEAS.—The settlements are again less than for the previous fortnight, although teamen are getting so anxious ta get back into the country, that while some have shipped the remainder of their stock on their own account to England, the rest are quite willing to accept a considerable decline even on last mail's rates. The settlements comprise:—500 half-chests fair Moyune at tls. 33; 1,100 half-chests common to fair Fychow and Teenkai, 20 to 28.

HANKOW.—The only settlement of the fortnight was one chop Oopack, 460 chests, at 15 taels. By this sale the stock was reduced to 2,000 chests. Should the weather continue favourable, we shall be able to announce next mail that picking the leaf has commenced. About four-fifths of last year's number of hongs have been opened in Oopack and Oonam, but the amount of foreign money sent up country for contracts has been curtailed in much greater proportion. Statistics are:—

	Arrivals.	Settlements.	Stock.
1866-7 ..	372,200 chests. ..	370,200 chests. ..	2,000 chests.
1865-6 ..	325,600 „ ..	325,600 „ ..	nil „

KIUKIANG.—Under date the 17th we hear that there was no change to report in either the Black or Green Tea markets at this port. The expected arrivals of Green Teas have been diverted to Chinkiang, and there has been nothing to direct attention to the small parcels on the market. As regards the new season it is reported that twenty-three hongs have been opened at Ningchow, where some leaf has been bought at prices laying down the tea at Tls. 28 in Kiukiang, as against Tls. 40 last year. The market generally, however, was not yet open.

	Arrivals.		Settlements.		Stock.	
	Black.	Green.	Black.	Green.	Black.	Green.
1866-7 ...	151,800	157,300 ...	151,500	157,000 ..	300	300 pkgs.
1865-6 ...	95,600	146,700 ...	95,600	146,700 ...	nil.	nil.

CHINKIANG.—The stock remains at 3,000 packages, which the native merchants are getting anxious to sell. No disposition of them, however, has been made as yet.

Export of Tea from Shanghai and Yangtze ports (in lbs.)

To Great Britain, direct—	Black.	Green.	Total.
Export from 1st June, 1866...lbs.	46,662,517	8,311,227	54,973,744
Vanguard ... ... „	343,388	406,236	749,624
Total from 1st June, 1866, to date ... ...lbs.	47,005,905	8,717,463	55,723,368
Against total export same period 1865-6 ... ...lbs.	41,846,185	9,691,119	51,537,304
To North America—			
Export from 1st June, 1866 ..lbs.	25,221	14,605,272	14,630,493
Total from 1st June, 1866, to date ... ...lbs.	25,221	14,605,272	14,630,493
Against total export same period 1865-6 ... .. lbs.	—	11,659,041	11,659,041

CANTON.—The report is as follows:—

The market has been quiet, the only settlement in Country Congous being one chop at tls. 23, this shows about the same value as reported last mail. In Country Greens there is nothing further to advise. Canton-made Teas: Some 2,000 boxes new make Congou have found buyers at from tls. 23.5 to 26, these all show fair value. About 200 boxes Sichue have been taken for India at tls. 30, an extreme price. These Teas are now coming fairly on the market, and, as a rule, are being bought at reasonable rates. Scented Teas: Musters of Scented Capers are now being freely shown; make and liquor are fair, but scenting at present is deficient; for that fault there is no excuse, as the flower is now cheap and plentiful; doubtless as fresh parcels are brought forward this will be remedied. Some few musters of Scented Orange Pekoe have been shown and extreme rates asked; they, however, attract no attention whatever, being of medium class only. No transactions have yet transpired in new season's Scenteds. Canton Greens: Musters of new Gunpowder are now plentiful, but receive no attention. A few settlements of old seasons' teas for the Continent are reported. Quotations and settlements are as follows:—Country Congou, 1 chop, tls. 23; Country Greens, none; Canton Congou new make, 2,000 boxes, 23.5 to 26; do., 200 boxes, 30; Scented Caper (old season's), 500 boxes, 12; Imperial, 260 boxes, 23; Hyson, 100 half-chests, 28; Young Hyson, 100 half-chests, 30.

YOKOHAMA.—A fair amount of business has been done in the tea market at rates which show no variation from former prices. The stock of tea is very much reduced, and there are reports about that a large quantity has been destroyed in the country, and some of the plants also damaged by the late inclement weather, which, if believed by the merchants, would tend to strengthen the market materially; the stock of tea in Yeddo is also said to be small. The selection of tea here is very poor. Settlements are estimated at 2,800 piculs. Quotations: Good common, $15 to 18; medium, 20 to 24; good medium, 25 to 29; fine, 30 to 34; finest, 35 to 40.

SILK.—In CANTON there is nothing doing, and quotations are quite nominal. Should the weather continue favourable a large yield may be expected of the first crop. Quotations are as follows:—Loonkong, No. 1, $550 to 560; Kowkong, $400 to 410; Cumchuck Lucklow, $485 to 490; Rereeled Cumchuck, $530 to 535; Punjum, $110; Tsatlee, No. 1, $580 to 600; Suelam, $350 to 360; Pierced Cocoons, $90; Waste Silk, Nos. 1 & 2, $75 to 65. Sundries: Quotations are as follows:—Cassia, $18.75 to 19; Cassia Buds, $40 to 42; Star Anniseed, $20 to 21; Anniseed Oil, $195 to 200; Rhubarb, $75 to 90; Sugar white No. 1, $8.70 to 8.80; Brown, 5.10 to 5.20.

SHANGHAI.—The transactions of the fortnight have been trifling, estimated at 50 bales, which have to be added to 150 bales settled at the close of last mail, but too late to be included in the estimate then given. Thus the fortnight's business has to be considered as 200 bales, say—105 bales Tsatlees, 20 do. Karshing Taysaam, 10 do. "Shang San" Taysaam, 50 do. Hainings, 10 do. Hangchow Tsatlee, 5 do. Tong Kong; total, 200 bales. Prices have been very irregular, but closing quotations show a further decline of 20 to 30 taels per picul. The unsold stock is estimated at 100 bales, and does not contain a single desirable parcel. The Chinamen report, the future supply from the interior will be very trifling, the crop may therefore now be considered virtually at an end, and the former estimate of 30,000 bales for the season, as realised. The hatching of the seed has commenced, and small musters of new silk may be expected down in about a month. The mulberry leaves are in advanced state this season, but any sudden change in the weather may interfere with their growth. Contracts for leaves have been entered into at unusually high rates, $1.30 to 1.60 per picul having been paid, which cannot be considered favourable for the opening prices.

YOKOHAMA.—During the earlier part of the fortnight prices, notwithstanding the paucity of transactions, remained without change. After the arrival of the mail of Feb. 10 the apprehension of a serious fall in prices at home which had hitherto prevailed being fully confirmed, the silkmen were compelled to give way. Some concessions on their part to the extent of from $20 to 40 had revived business a little, and prices were looking up again, when a rise in the rates of exchange and the increasing difficulty of selling bills, nearly brought it to a standstill. On the 13th inst. the French mail of February 19 brought news of such a character, that the market since then has been depressed and is likely to remain so until the Japanese greatly abate their pretensions. For the present, we can only report prices very weak at the quotations below:—Mybash and Sinchu, best, $890 to 920; do., medium, $830 to 880; do., inferior, $750 to 820; Ida, full sized, $700 to 750; Oshio, best, $800 to 840 nominal; do., medium, $730 to 780; do., inferior, $630 to 700; Koshio, best, none; do., medium, $720 to 760; do., inferior, $650 to 680; Sodai, best, $700 to 730; do., medium, $650 to 690; do., inferior, $600 to 640.

CHINA AND JAPAN IMPORTS.

CANTON.—The principal feature of the fortnight is a revival in the demand for Yarn, a brisk inquiry having sprung up, particularly for the lower numbers, and an advance of $10 to 15 has been established. The stock is now very limited, and holders are consequently very firm. Reported sales, 575 bales. Both Grey and White Shirtings are but little noticed, and quotations remain about the same as before. T-Cloths continue to be inquired for, and reported sales are about on a par with those of the last fortnight, rates are however no higher. In other Cotton manufactures there is no change to note. RAW COTTON.—In consequence of moderate supplies, cotton remains firm, with a steady demand for consumption. Rates are slightly advanced. WOOLLENS.—Long Ells: A trifling sale of scarlet is reported at about previous rates. SPANISH STRIPES—Have found buyers to a small extent at $0.97 per yard for heavy makes. CAMLETS.—Inquiry is on a small scale, and only the best makes are saleable. Sales for the fortnight, 300 pieces. LASTINGS have remained quite neglected. METALS and COALS remain much as last advised.

SHANGHAI.—GREY SHIRTINGS have been in rather more inquiry, and a fair number of pieces have changed hands. Eagle Chop realising taels 2.60 to 2.65, other brands about one mace lower. T-CLOTHS.—For the better kinds the demand continues good, and stocks of such are very limited, prices asked, taels 2.30 to 2.45. WHITE SHIRTINGS are more in demand, and limited stocks tend to firmness in prices. 64 reed may be quoted at taels 2.75 to 2.85. Fancy goods are neglected unless in special assortments, suited for the river ports. WOOLLENS.—Spanish Stripes: A few more sales (to the extent of about 600 pieces) are reported at 65 to 66 cents per yard. Total sales for the fortnight 2,600 pieces. CAMLETS.—Sales for the fortnight about 4,200 pieces at taels 13 to 14. Scarlet, gentian, and dark blue, have been placed at taels 14.30 per piece. LONG ELLS.—Prices have an upward tendency. Holders of HH assorted ask tls. 7.20 to 7.25 per pce. C.P.H. Scarlet can be bought at tls. 7.20 per pce. FIGURED ORLEANS.—Sales between 14,000 and 15,000 pcs. at a slight reduction on last mail's rates. CRAPE LUSTRES.—Fair sales at unchanged prices. LASTINGS.—There is no alteration in value, and only small transactions are reported. CRAPE LASTINGS have been placed to the extent of about 2,000 pcs. at rates ranging from tls. 5.25 to 10.20 per pce. METAL.—Iron: The demand continues to run on small sizes of Nail Rod, of which the stock is limited, large sizes neglected; suitable parcels command tls. 2.55 to 2.58. LEAD.—Receded in price, speculative holders having decided to realise. W.B., tls. 5.16 to 5.20; L.B. offered at tls 5; deliveries for consumption small. TIN PLATES.—Inquired for; tls. 4.60 to 5 per box. COALS.—The Helena Donner arrived with patent fuel from Cardiff, and the Anglo-Saxon from Sydney, on the 13th. Prices continue very high, arrivals not keeping pace with demand. Tls. 17 to 18 have been paid for Cardiff to satisfy

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pressing wants. English sold to arrive, tls. 13 has been accepted. American held for tls. 14. The Anglo-Saxon cargo fetched tls. 11.

YOKOHAMA.—The scarcity of money among native dealers continuing, we have again to report a limited business in most kinds of imported goods. As the value of the dollar, however, has slightly receded, clearances of goods previously sold have been made rather more freely. We have, however, to notice one symptom of improvement. The demand for cotton, rice, and arms is decidedly lessened, and the attention of our customers, for so many months directed strongly to these articles, appears now likely to revert to what we are inclined to think more legitimate, because staple, imports. This is not in consequence of new production, for this year's crop will not be ready for months, but in anticipation of the reopening of the old Governmental and official sources of supply to the common people. We may confidently predict that foreign speculators will find they have overstocked the market, and we expect soon to see re-shipments of the grain. As, however, the principal advantage accruing from the trade both in rice and cotton has lately been falling into the hands of the Chinese and other outsiders, we contemplate the collapse of this business with equanimity. It is certain that upon these imports the Japanese have had to expend large sums, which would otherwise have been available for the purchase of European goods. In our usual staples business has been confined almost entirely to the sale of cotton yarn, grey shirtings, velvets, &c. Grey shirtings have slightly improved in value. Fancy cottons and woollens of all kinds have been completely neglected, and even black cloth must now be classed among unsaleable articles. We have mentioned rice and cotton. Of other outside articles, arms are less wanted and much lower; in some kinds a decline in value of 20 per cent. has been established during the month.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG.—From Liverpool, previous to May 25, Everest, (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From London, April 24, Hoang Ho; from England (via Batavia), 30, H.M.S. Rinaldo; May 5, H.M.S. Sylvia (via Cape of Good Hope); from Liverpool, 25, Patriot Queen; 27, Advance; May 5, Twilight; from Sunderland, 6, Thusnelda; from Cardiff, April 23, Guurtje and Maria; from Swansea, May 4, Loreley; from Hamburg, 5, Margarita; from Rotterdam, 4, Constance; from Bordeaux, 2, Charlotte; from Calcutta, 1, Far East (str.).

At PENANG.—From Liverpool, May 8, Ajax (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG, CANTON, &c.—For London, April 19, Hugh Fortescue; 25, Kosmos.

From MANILA.—None.

From SINGAPORE.—For London, May 2, Summer Cloud; for Bordeaux, 4, Suzanne; for Hong Kong, May 2, Far East (str.).

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune, Havelock.

At SHANGHAI.—For London, Crawshay Bailey.

At HONG KONG and CANTON.—For London, Belted Will, Min.

At MANILA.—For London, Dilkoosh; for Havana, Maria y Vicenta, San Julian.

At SINGAPORE.—For London, Mirella; for Liverpool, Mataura, Patriot Queen; for Falmouth, Prince Regent; for Bordeaux, Argonaut.

At PENANG.—For London, Tameran, Spirit of the Deep.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. To New York, £2 10s. to £3 per ton of 40 cubic feet.

AT SHANGHAI.—To London, there is only one vessel on the berth, and is loading at £3 per ton. To New York, no vessel loading. For coasting purposes there is a fair inquiry for tonnage, but rates have slightly declined.

AT FOOCHOW.—No vessel on the berth for home or United States.

At HONG KONG and CANTON.—For London, the Belted Will and the Min have taken the berth at Whampoa for new teas. The rate is not yet fixed, but will probably be £3 10s. to £3 15s. per ton. The circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at 30, representing 15,683 tons.

At MANILA.—Last rates were £3 per ton for dry sugar, and £3 10s. per ton hemp, to London direct.

At SINGAPORE.—Freights remain firm. Rates to London £2 5s. for dead weight, and £2 15s. for light cargo. It is probable that next ship will have higher rates.

At PENANG.—For London the Tamerlane (183 tons) and Spirit of the Deep (629 tons) are loading and both have full cargoes engaged, the former at £3 per ton for dead weight and light freight, and £3 5s. for measurement; and the latter £3 10s. for sugar, india rubber, gutta percha, and hides, £3 10s. to £3 15s. for tin, and £3 15s. for measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For.
April 8 ...	Jose and Maria ...	Manila ...	Havana
— — ...	Alavesa ...	Macao ...	Do.
— 12 ...	John Bellamy ...	Shanghai ...	London
— — ...	J. R. Worcester ...	Shields ...	Shanghai
— 14 ...	Inez ...	Saigon ...	Belle Isle
— — ...	Palais Gallian ...	Do. ...	Do.
— — ...	Roska ...	Nagasaki ...	London
— 15 ...	Hotspur ...	Manila ...	New York
— — ...	Espana ...	Do. ...	Cork
— — ...	Azia ...	Amsterdam ...	Batavia
— — ...	Johanna Christina ...	Australia ...	Do.
— 17 ...	Cosmao ...	Singapore ...	Bourbon
— 18 ...	Encarnacion ...	Macao ...	Havana
— — ...	Jau ...	Do. ...	Do.
— — ...	Mary Whitridge ...	New York ...	Shanghai
— — ...	Matador ...	Hamburg ...	Hong Kong
— 21 ...	Mary Hillegonda ...	Batavia ...	Rotterdam
— — ...	St. Aubin ...	Australia ...	Batavia
— — ...	Elsabea ...	Nagasaki ...	New York
— 22 ...	Alma ...	Shields ...	Hong Kong
— — ...	Cymbeline ...	London ...	Japan
— — ...	Emilie ...	Padang ...	Samarang
— — ...	Sir Lancelot ...	London ...	Shanghai
— 23 ...	St. Jan ...	Rotterdam ...	Batavia
— — ...	Zuid Holland ...	Cardiff ...	Hong Kong
— — ...	Cortgene ...	Rotterdam ...	Batavia
— — ..	Ary Scheffer ...	Do. ...	Do.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 4, at Texel, from Padang, Padang Packet; 10, at Deal, from Colombo, Ceylon; 7, off Dungeness, from Batavia, Webfoot; May 25, at New York, from Singapore, George Canning; at Boston, from Foochow, Lubra; June 11, at London, from Colombo, Liberator; 9, at Sheerness, from Maulmain, Constance; 8, off Portland, from China, Lancashire Witch; 4, at Cadiz, from Manila, A. Lloret; May 29, at New York, from Canton, Sea Serpent; off Brighton, from Sourabaya, China; June 9, at Texel, from Banjoewangie, Bellatrix; May 30, at New York, from Amoy, Japan; June 11, off Falmouth, from Rangoon, Paradies; 12, from Akyab, Victoria; 8, at Brouwershaven, from Singapore, Bengal; 10, from Banjoewangie, Samarang; 11, off Scilly, from Batavia, Nieuwe Waterweg; 14, at London, from Shanghai, Burmah; 12, off Falmouth, from Singapore, Helen's Bank; 15, in the Downs, from Colombo, Lady Ann.

DEPARTURES.—June 8, from Swansea, for Shanghai, Bella Donna; 11, from London for Hong Kong and Canton, Southern Cross; for Japan, Neville; for Newcastle and Galle, Johanna Oluffa; 5, from Shields, for Shanghai, Helen; — from Newcastle, for Singapore, Pauline Constance Eleanor; — for Yokohama, Argonaut; 7, from Newport, for Singapore, Isabella; 8, from Cardiff, for Galle, Argo; 10, from Liverpool for Chefoo, Hans; 13, from London, for Cardiff and Yokohama, Alexandrina; — from Amsterdam, for Java, Sinbad; 11, from Cardiff, for Galle, Ozanam; — from Liverpool, for Manila, Bella Maria.

LAID ON.—At London, for Colombo, Frances, Hesperia; at Liverpool, for Hong Kong, Kingfisher; for Manila, Feliz; for Galle, Robert; for Amoor River, *via* San Francisco, Hausa; at Glasgow, for Singapore, Jane Blyth.

MISCELLANEOUS.—At St. Helena, May 2, Nuevo Lantaro, Estiral, from Manila and sailed for Barcelona; Patriarch Samhiri, Lion, from Batavia and sailed for Rotterdam. Off St. Helena, May 7, Sea Bird (British barque), from Macao; Earl of Dalhonsie, from Manila for New York.

The steamer *Osaka* will proceed to Japan from the Clyde, under the command of Captain Maddison. The steamer *Adeline*, formerly the *Rappahannock*, has sailed for Japan from Falmouth, to which port she put back through stress of weather.

THE CHINA CHALLENGE CUP.

This magnificent piece of plate, presented by the China Volunteers to be competed for by English marksmen at Wimbledon, has arrived in London. It will be remembered that although several excellent designs for the proposed cup were last year submitted by certain English firms, it was finally decided to have it made in China, relying on the well-known skill of the Canton silversmiths, and the excellence of native workmanship to render it both handsome and characteristic. The experiment was a bold one, but has certainly succeeded. The cup having been, by special favour of Government, admitted without payment of duty, and having also been liberally conveyed home by the P. and O. Company free of charge, has been safely deposited in the premises of Messrs. Elkington and Co. of Regent-street, who have taken charge of it for the present, and by whose courtesy we have been permitted to examine it. The first thing that strikes one is its large size; the dimensions being, for a "piece of plate" really immense. The height is about four feet six inches, and the diameter in the widest part over a yard. Standing on the floor without its cover, it is as large as an ordinary font; larger indeed than many. The outline is graceful, and the ornamentations elaborate and skilfully worked out; the broad bands surrounding both cup and cover, filled with figures in low relief, are especially worthy of commendation, but other parts are less satisfactory. The group of dragons, &c., that surmounts the cover is characteristic certainly, but crude in design and wanting in finish; while the border that surrounds the edge, and appears on other parts also, is very far from being purely Chinese; it bears more resemblance in fact to a "rose, shamrock, and thistle" pattern than anything else. In the contest last year this splendid prize was carried off by Staffordshire; but (as the term "challenge cup" implies) it must be held by one county for two successive years before it can be permanently claimed. There will doubtless be a keen contest for it at the ensuing meeting.

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The London & China Telegraph.

LONDON, SATURDAY, JUNE 15, 1867.

THE PROPOSED EUROPEAN COLLEGE AT PEKING.

FROM the time that we first set to ourselves the task of bringing the affairs of the Celestial Empire prominently before the English public in the columns of the *London and China Telegraph*, we have persistently set forth the necessity for a change in the conditions under which the Chinese nation has hitherto shared in the advantages of European art. We have repeatedly pointed out the evident fact that, while the mercantile community is alone interested in the sale of the products of European workshops and docks, the politician and philanthropist has of necessity another object in view; namely, that nobler one of rendering the Chinese independent of the mere temporary assistance derived from the purchase of ships and munition of war in a full state of preparation. In other words, we have insisted upon the propriety of teaching them to supply their own wants, instead of supplying these wants directly. No doubt some at least of our readers have, in view of the realisation of our schemes, conjured up the phantom of China becoming at length too powerful for us, turning our weapons against ourselves, and causing us deeply to rue our interference with her ignorance. And this anticipation may possibly be to a certain extent well grounded; for in the event of war between the Chinese empire and any foreign Power the chances of success would certainly be more evenly balanced were both sides equally well provided with the appliances of modern warfare. But we submit that those who reason thus, while they possess a shadowy ground for their arguments, forget that with the increase of knowledge must come increased enlightenment, both social and political, and a corresponding diminution in the number of contingent chances leading to misunderstanding and war. Upon purely abstract grounds it would, in the light of modern science, be impossible to build up a tenable argument capable of proving that any advantage either immediate or remote could accrue from encouraging the continuance of ignorance amid so large and important a section of the human race. And we have further to note the importance which China may yet assume in the settlement of "the Eastern question," when the locality involved in that question shall be removed from the shores of the Black Sea and the slopes of the Cancasus to the Altai and Himalaya ranges and the banks of the Amour. We throw out the hint "without prejudice" to any one of the three great Powers now so deeply interested in maintaining the integrity of the Chinese Empire. We have had so much to do in keeping the "sick man" of Europe from finally giving up the ghost, that the prospect of having to nurse another invalid on the farthest confines of Asia may well make us pause. The same feeling will prompt us to hail every sign of vitality, and carefully encourage every attempt that may seem to imply the power and the will of the Chinese Government to take care of its own internal affairs. There can be no question that in order to raise itself from its present position China must have aid from without; but how is that aid to be applied? We find that the more enlightened of the native statesmen acknowledge freely that "no man of "discernment believes otherwise than that the way to strengthen "the empire consists in pursuing certain of the European studies "and in the manufacture of foreign appliances." Such is the language of a memorial addressed to the Throne by the Board of Foreign Affairs, and sanctioned by their Majesties the EMPRESSES DOWAGER at the close of last year. In it we find that the very root of the matter is arrived at. We might almost say that the memorialists have unconsciously borrowed the literal wording of the arguments we have from time to time brought forward. They continue:—

It may indeed be objected that transactions such as the hiring of steamships and the purchase of foreign arms have already been carried out at the various ports, and it may be asked, this plan being at once convenient and economical, what need exists for further trouble and expense? Views such as these are due to insensibility of the fact that the study which China stands in need of is in no wise confined to steamships, muskets, and artillery; but even on the ground of steamships and firearms, although the plan of hiring and purchasing as occasion dictates is a convenient one, yet by such a course the act of their production remains for ever in the hands of others, whilst by studying to elucidate their principles of origin, both the art is made intelligible and its practical application is placed within our power. The one course is an expedient to meet the requirements of circumstances, the other is a plan adapted to lasting needs; which of the two is the right one it requires no discussion to make clear.

This clear exposition of the ground whereon the proposed courses of study—astronomy and mathematics—are based ob viates of itself the objection which would at once rise to the lips of one inclined to cavil at any evidence of progress in China, namely, that the only object of desire is increased facilities for the manufacture of munitions of war. The memorialists say in all fairness—If we are to preserve our integrity as a nation, if we are to remove from foreign Powers the responsibility of defending us from our enemies within the State, and to remove from ourselves the obloquy of being continually at the mercy of all our external foes, it is of the highest importance that we should possess the means of defending the existing dynasty independently of mercenary and spasmodic aid from without; but "there are other objects whereof China stands in need." So far the framers of the memorial must possess our most perfect sympathy. No political convulsion can take place within the empire without some evil effect manifesting itself upon our mercantile interests; and when we add to this important and essentially selfish argument, those others more general, to which we have alluded above, we are compelled to admire the wisdom which dictated the representation made to the Throne. That some European hand was concerned in drawing up the memorial, or that some European head suggested many of the ideas which it contains, we do not for a moment doubt. But if it indeed be so, while the fact reflects honour upon whomsoever did inspire the memorial, it does not alter the one primary phenomenon with which we are concerned—that such a document was issued with the imprimatur of the Board of Foreign Affairs, and was formally sanctioned by the EMPEROR.

Foreign relations with China have of late years passed through many phases. We had first blind and unreasoning opposition, against which all arguments save bayonets and Armstrong guns were found powerless. The remedy was a desperate one, but it was both necessary and expedient, and it succeeded beyond the hopes of even the most sanguine. Within a few months the accident of the Taiping rebellion brought the Imperial Government to our feet as a suitor, and until the capture of Nanking the influence of foreigners was literally unbounded. We need not pause to eulogise the justice wherewith that influence was used by the European representatives at Peking. It suffices to say that every attempt was made to preserve the dignity of the central Government, and that while the most ample concessions might have been unconditionally wrested from the Cabinet, all that was demanded was a liberal interpretation of the treaty provisions. On the other hand, the foreign INSPECTOR-GENERAL of CUSTOMS had for several years so conducted the perplexing affairs of his department as to leave on the Chinese mind the most exalted ideas of European justice, temperance, and integrity. When in an evil moment Mr. LAY usurped an authority which he had not, his countrymen notably fell away from him, and his successor endeavoured with success to regain the somewhat alienated good opinion of the Government. Then everything was favourable to the extension of foreign relations. When the immediate need for aid was removed, a reaction set in, and it must be confessed that in the new and stringent regulations laid down for the guidance and limitation of foreign trade foreigners had much to complain of. We are, however, disposed to think that much of this was due simply to the natural and inevitable effect of the reaction from a sense of complete dependence to one of comparative security. We are, it is true, arguing after the fact, for during the past few months we have seen the effect of that reaction gradually passing away, and a healthier feeling towards

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foreigners taking possession of the native mind. Still, until the publication of the TSUNG-LI-YAMEN'S memorial we were disposed to imagine that the recognition of foreigners was passive rather than active—that they were tolerated as unavoidable evils rather than accepted as friends. In the former light they are doubtless still regarded by the more illiberal of the Chinese Conservatives, but the cooler and more sagacious leaders of the advanced party have carried the day, and have succeeded in imparting a national character to their opinions and wishes. We are especially anxious to avoid all appearance of giving countenance to ill-founded hopes. The memorial itself which has formed the text of our remarks has already been widely distributed amongst the constantly increasing class of those who are interested in the development of the ideas now nascent in China. It has gone the round of the English papers published in China, and will be found copied *in extenso* in the *London and China Telegraph* of the 4th ultimo. It deserves diligent perusal, and our readers will, we are confident, agree with us in saying that if its spirit be carried out it will prove the foundation-stone of a new Celestial Empire.

THE NEW PORTS IN JAPAN.

WHEN alluding in our last issue to the telegram stating that "four Treaty ports would be open on the 1st January next," we surmised that one of the words composing it had been cut short, and that it was intended to announce that "four (additional) ports would be opened" on that date. And advices received by last mail show this to have been the true meaning of the telegram; a result which is not surprising, for it is Mr. REUTER'S unhappy fate to find the sense of his China telegrams constantly perverted by similar and often worse blunders, made in their transmission. But though our interpretation of the message itself proves correct, the hopes we ventured to build upon it were unhappily devoid of foundation. Instead of including Simonoseki or Kagosima, we find the places indicated to consist only of Hiogo, Osaka, Yedo, and a port on the west coast in place of Ne-e-gata. This is disppointing. The first two we have been accustomed to regard as one, for all practical purposes, looking on Hiogo merely as an adjunct to the city of Osaka, which itself is not sufficiently accessible to shipping. The value of the right to reside in Yedo is, in a mercantile point of view, exceedingly doubtful; and the same remark applies to the port on the western coast. What we require to place our relations with Japan on a thoroughly satisfactory footing, is free and unrestricted access to the territory of those Daimos who are willing to grant it; and this, sooner or later, we must have.

While on this topic we would direct attention to a letter that will be found in another column on the manner of constructing "settlements" for foreign occupation. The writer, who is well qualified both by professional knowledge and personal experience to treat of the matter, points out the evil results that necessarily arise from the system hitherto adopted. A piece of low swampy ground, or a mud-bank covered with unwholesome slime caused by deposits of putrescent organic matter, which in its normal state is only prevented from being pestilential by the unceasing ebb and flow of the tide, is "bunded" in, and filled up to the desired level. Built over a festering morass, whose poisonous exhalations easily permeate the loose earth and rubbish heaped upon it; badly drained, and with (probably) a large native population, whose unclean habits alone form a serious element of danger, how can such "settlements" be otherwise than unhealthy? At Yokohama too much capital has been invested in property for the idea of a removal to be at all feasible. All that can be done is to endeavour to mitigate the evil by as perfect a system of drainage and as many sanitary precautions as may be within reach; *au reste*, "what can't be cured must be endured." At Nagasaki the danger is to a great extent neutralised by the custom there prevalent of sleeping out of the settlement; the bungalows on the surrounding hills certainly have the benefit of as pure and healthy an atmosphere as can be desired. But greater care should be exercised in the selection of sites for future settlements, and we trust that Sir HARRY PARKES and his colleagues, when arranging for foreign residence at Osaka, Hiogo, and other places that may be thrown open to us, will not neglect the warning voice that is now raised. Better a site that is healthy, though otherwise somewhat inconvenient, than one that reverses these conditions. In a recent article on Hiogo, the *Japan Times* mentions "a *low spit of land*, situated at one extremity of the bay," as the probable site of the future foreign settlement. It is to be hoped this "low spit of land" will not be converted into a hotbed of fever and cholera, whereof future generations of Europeans will be the victims.

THE NEW GUNBOAT FOR CHINA.

THE cheeseparing policy of our navy reformers has proved successful after all. The debate on the Estimates that we noticed on a former occasion has resulted in the votes as proposed by the Admiralty being considerably modified, as a reference to our Parliamentary report will show. The building of a sister ship to the *Inconstant*, of 4,000 tons, is abandoned; and the number of gunboats for service in China is reduced from ten to eight, on the ground of "it having appeared that some "of the gunboats in China which it had been supposed "were in a very defective state might be repaired." The saving thus effected is to go towards the construction of another ironclad of the second class, to be built in a private yard. With this latter project we have no fault to find, more armour-plated vessels of moderate tonnage being undoubtedly wanted for service on foreign stations; but there is no reason why the number of gunboats should be diminished to provide for their cost. The sum required for two new vessels of this class would be undeniably well invested, while money spent in patching up the crazy remnants of those old ones that are now rotting in China waters will as certainly be thrown away.

JAPANESE SCIENCE IN PARIS.

HIS Highness the PRINCE TOUKOUNGARA MIMBOU TAYO, brother of the SHIOGOON, has placed his name on the list of the patrons of the Société D'Accclimation, which includes nearly all the Sovereigns of Europe. Messieurs IKONCHIMA and TANAKA, two young Japanese botanists attached to the mission now in Paris, have been named members of the same society, and were present the other day at one of its meetings. They are said to have furnished interesting notes on the methods of cultivating the species of rice called *sec* in various soils; on the mode of extracting the vegetable wax from the seeds of the *rhus vernicifera* and *succedanea*, which wax is used in the manufacture of various qualities of candles according to the amount of pressure to which it is subjected; and, lastly, on the extraction of the beautiful Japan varnish, the envy of Europe, from two trees of the sumach species. These trees are said to be very hardy, and likely, as they believe, to succeed well in France. It should be mentioned that a tree, called in France the Japan varnish tree, is largely cultivated in Paris, and may be seen on more than one boulevard; this has no relation whatever to the true varnish trees, but is the ailanthus tree on which feed the large silkworms, the rearing of which is now being actively pursued in France. Both the tree and the worms succeed well, the only difficulty being to wind the silk off; at present it can only be treated as spun silk, and closely resembles that of India. The new members have further promised notes on the early wheat, largely grown in Japan, and on the various trees from which much of the excellent paper of the Japanese is derived, and especially a lacquered paper with raised patterns, the fibres for which are obtained from the *Broussonetia papyrifera*, paper mulberry, and which makes a rich and effective paper-hanging.

CEYLON AFFAIRS.

WE trust that the Colonial Office will review its decision in respect to the limitation it has placed on the amount of Ceylon surplus revenue to be applied to the construction of the proposed Grampola Railway, a work essential as a feeder of the great central line now completed, as avoiding for neighbouring districts an expensive and circuitous detour in forwarding produce. As the difference between the lowest estimate presented and the Government minimum is only thirty thousand pounds, and as the estimate has only been rendered thus low by the facilities afforded by the presence of the numerous working staff discharged from the Colombo and Kandy line, and by the abundance of available labour on the island, which cannot be guaranteed for any length of time, the persistence of the Home Colonial Office in maintaining a purely arbitrary figure, cannot be well justified. No doubt there is great need for the exercise of economy, and vigilance is at all times of service in the disposal of the public money; but that economy should be judicious, and that vigilance well-directed. The accepted tender applies only to the present time, and the planting interest is unanimous as to the advantage to be derived from carrying out the undertaking. It is not as though Ceylon

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had rushed into railway business before the time. A quarter of a century ago the existing trunk line was advocated, and had it then been executed, the imports and exports of the colony would have been doubled; now when the discharge of the whole indebtedness it involves is provided for within a moderate period of time, and the traffic assured is certain to leave a large profit on the working, no sound reason can be urged against a moderate lateral extension. The planters who contribute so large a proportion of revenue by the export duty on coffee, and the import duty on rice have a right to be heard on the matter, and all favour immediate construction. Meanwhile it is gratifying to find that the opening of new roads and the improvement of old ones are being carried on with so much vigour. No colony of the British Crown, viewed relatively to its area, can boast of such a splendid road organisation.

An important result which we anticipate from the connection of Kandy with Colombo by rail will be the establishment of extensive tea-farms on the slopes of the mountain ranges, and the cultivation of a large amount of ordinary agricultural produce for consumption in the interior, hitherto supplied from the coast. The cultivation of tea may be carried on in Ceylon with the advantage of the ample experience afforded in Assam, and, on the whole, under more auspicious influences, that is to say, if like errors be avoided. The Bengal coolies have been engaged in the Assam gardens in a way totally different from Ceylon labourers; for in addition to first cost, practically augmented by numerous deaths, the legal obligation exists to supply them with rice at low cost, and the whole tea interest has been depressed by an extension of estates disproportioned to means quite as bad in its way as overtrading, with the accompanying financial embarrasssments, usually intensified by the inexperience of agents. In Ceylon tea-growing may be carried on simultaneously with coffee-growing, land on the same estate unsuitable to the one meeting the requirements of the other; and it is very possible that the variety which in the end may be found most suitable to the colony, may obtain such a preference at home as to command even a higher price than Assam. The experiments in rearing the tea plant so far made in Ceylon have been eminently successful, but it is to be remembered that it is not the imported plant that gives the best yield, but cuttings from the plant which more and more improve as they become acclimatised.

The combined efforts now being made to reopen for Ceylon that neglected source of wealth—irrigation—operating, as it will do, to lead to the culture of rice, will remove a most important impediment in the way of the planting interest. The cultivation of rice on any large and prosperous scale can only, in our belief, be conducted on the Indian ryot system; it is a business, not for Europeans, but for natives and coolies. The returns yielded to the Indian Government for its share of the produce of land irrigation has afforded a very high percentage on the original outlay, demonstrating as well the profitableness of the cultivation of the article. The late drought in Bengal, from which Ceylon planters had so greatly suffered, was, as we learn on the highest authority, to a great extent due to the neglect of official plans of irrigation which would have proved highly remunerative. The tours of Sir HERCULES ROBINSON to various portions of the colony can hardly fail to lead to the promotion of works of public utility.

WE regret to hear that a telegram has been received from Peking *via* Kiachta announcing the death of Sir ERIC ROBERT TOWNSEND FARQUHAR, Bart., Second Secretary of Legation at Peking. Sir ERIC has been in the diplomatic service since 1856, and was transferred to Peking in December, 1865. He succeeded to the title on the death of his father, Sir WALTER MINTO FARQUHAR, just a year since, and it was expected that he would then have resigned his post and returned to this country. He was however persuaded to remain at the urgent request of Sir RUTHERFORD ALCOCK. His brother, WALTER MINTO FARQUHAR succeeds to the baronetcy.

RUMOURS have been current for the past few days of the receipt of telegrams from Hong Kong to the 26th May—in advance of the French mail—advising the opening of the tea market at Foochow, at prices equal to 1s. 9d. laid down in London. We cannot in any way confirm this intelligence, but we shall be glad to find that some of the best chops have been settled at such figures.

IT appears that the French expedition, which was announced to leave Shanghai for Korea in April, has been abandoned—probably by orders from Paris, as the advices by telegram now reach to the 12th May.

WE hear from New York that the late Confederate ram *Stonewall*, built in England, had been sold by the United States Government to the Japanese for $500,000.

THE "IMPROVEMENT" OF YOKOHAMA.

(To the Editor of the *London and China Telegraph.*)

SIR,—In a late number of your journal I notice some particulars relative to the enlargement and improvement of the foreign settlement of Yokohama, and especially to the filling up of the portion known as the Bantan Dore. This phrase "filling up" is to me an ominous one. I had hoped that the recent fires, though doubtless much to be deplored as far as regarded the immediate losses they entailed, would have led to the entire abandonment of a site so inconvenient and unwholesome, and that the more favourable disposition of the new Shiogoon and the Government generally would have facilitated the acquisition of a more suitable one. Many will ask, perhaps, what fault I have to find with the present position of the settlement. To this I reply, unhesitatingly, that in a sanitary point of view it is bad to begin with, and that this "filling up" process will make it worse. It is, in fact, merely hiding a foul sore which in the course of time will surely break out again, and manifest its presence by sickness and death. Indeed, fever of a typhoid type has already shown itself, and is unhappily likely to increase.

The settlement appears to me to be placed at the mouth of what has originally been an indentation on the coast, or an inlet of the sea; but which has now become a swamp, having two connections with the sea, between which lies the settlement. The town itself is built on what has been a shingly beach, gradually thrown up and raised by the action of the tides, and now covered with decayed vegetable matter, earth, &c. The main street is the highest part, and though its height is not great, it may possibly be sufficient to allow a fall for the drainage from that part of the settlement to the bund; but what becomes of that part of the town that reaches from the main street towards the swamp? The whole of the sewerage from this must run into the canal, and the heavier part of it will be deposited in the bottom, which when the tide is low will be exposed to the action of the rays of a hot sun, and will thus spread its pestilential influence around. The "filling in" that is now going on in the Bantan Dore, and other places, is simply a covering over of filth, sewerage deposit, &c., the accumulation of the last eight years. However carefully this may be covered up, in the course of time the gases will penetrate the soil and arriving at the surface spread themselves around, and all former experience points to sickness of various kinds as the *sure result*. You may say, "It is very easy to find fault and point out defects, but can you propose a remedy?" It is hardly feasible to expect that mercantile firms who have in many instances paid large sums of money for the ground on which their houses and godowns are built should see the thing in the same light as a medical man does, more particularly when the evil day appears distant. They may say, "This will last our time, let those that come after look out for themselves," which may be all very natural, but is it right? Suppose the difficulty is met half way by using the present settlement for godowns and offices only; retaining as few Europeans there as possible, and excluding as far as possible all natives and their families. This would to some extent mitigate the evil, and as I said before, the owners of property should not rest until the Japanese Government allows them portions of land on the Bluff, and along the new roads on which to build bungalows.

I would most earnestly call the attention of our worthy Minister, Sir Harry Parkes, as well as the other foreign Ministers, to this matter in the hope that they will give it that consideration due to a subject so important. I may state that in Nagasaki what I have recommended here has already been done; all the officials and nearly all the merchants have bungalows on the surrounding hills, leaving of course a few Europeans in charge of their stores in the settlement proper; but I am sorry to add that here also the natives are allowed to live up the creek in close proximity to the settlement, and that the drains are in my opinion faulty, as to their shape. I would advise that the bottoms of all drains should be made angular, in the shape of the letter V, so that when the water runs low there would greater depth in which to carry off the thick sediment, and not a large flat surface to allow it to spread out and deposit itself, as there is in the usual flat-bottomed drains or even in the round ones.

Excuse this long letter, but the subject is one of importance and may be interesting to some of your readers. M.D., F.R.C.S.E.

June 12th, 1867.

Parliamentary Intelligence.

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HEAVY ORDNANCE.

(June 13th.) An important and interesting discussion on the constitution of the Ordnance Committee and the armament of our military and naval services was commenced by Mr. H. BAILLIE, who moved for a Select Committee to inquire into the present condition of the Ordnance Committee. He condemned unreservedly the hasty amalgamation of the department with the War Office, and argued its total break-down from its failure to furnish the country with efficient field ordnance, heavy naval guns, or a satisfactory small arm. Under each of these heads Mr. Baillie brought a heavy indictment against the Ordnance Select Committee, insinuating that the original choice of the Armstrong gun was traceable to an intimate business relation between members of the Elswick Company and members of the Committee and of the War Department, asserting roundly that the Armstrong field artillery and the heavy naval guns were alike failures, that trials were not fairly conducted, that orders were given regardless of expense, and that we were in an inferior position in respect to our armament to the rest of the world. The Snider rifle too, he alleged, was also a failure, and the delay in procuring an efficient breechloader arose

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from the unwillingness of gunmakers to submit patterns to the Committee because they feared their inventions would be pirated. By way of illustration, he would take as an example one of the finest frigates in Her Majesty's service, the *Liverpool*, of 50 guns, and now in the Channel squadron. Her armament at present consisted of three descriptions of guns. First of all, she had a certain number of breech-loading Armstrong guns, guns which had been condemned as unfit for the naval service, and which upon the only occasions on which they had been used had absolutely failed. The reports of all those failures had been laid on the table of the House; but such reports, when the officers making them knew they would be disagreeable, were always softened down, and the private reports were much stronger than those which were sent to the Government. [The hon. member here read an extract from the private report of an officer who commanded a ship at Kagosima, which was to the effect that in spite of all the pains and care taken with the 110-pounder Armstrong gun, it would not go off, and that but for the fact that there were a few smooth-bore guns on board, the ship must have been lost.] That gun which so absolutely failed formed part of the armament of the *Liverpool*. The next portion of her armament consisted of Armstrong shunt-guns—guns which the Ordnance Select Committee were now boring out the rifling from because it was so defective, and which were altogether useless for battering purposes. The third portion of the *Liverpool's* armament consisted of 8-inch smooth-bore guns, which were now quite out of date, and also entirely useless for battering purposes. That, then, was the armament of one of the finest frigates in Her Majesty's navy, and it might be taken as a very fair type of that of all other wooden ships in the service. None of them were better armed; perhaps some were not armed so well.—Sir J. HAY replied to so much of Mr. Baillie's accusation as related to the navy, describing the different guns with which the navy is armed, which had given general satisfaction to the officers, and the fundamental principle—the Elswick coil—of which had been adopted by all European nations, except France, Prussia, and Russia. He defended, also, the constitution of the select committee and its impartiality.—Lord ELCHO attributed whatever shortcomings had occurred not so much to the action of the committee as of their masters, the Secretaries of War, referring to Lord Hartington's refusal to accept their report in favour of the oval bore; but maintained that the Minister ought to be solely responsible, and as an instance he mentioned General Peel's prompt and successful adoption of the Armstrong gun, which was the best arm known at the time. On the whole, our naval armament was superior to that of any other nation except the United States, but he doubted whether our system of rifling was applicable to large guns (for endurance it was certainly a failure, as he showed from the returns), and preferring the 15-inch and 20-inch American smooth-bores, recommended that a comparison be instituted between the two systems.—General PEEL explained the circumstances under which the Armstrong gun and the Snider rifle had been adopted, maintaining the wisdom of the choice and its practical success, and defending the complete impartiality and disinterestedness of the select committee. As to the motion itself, he urged the committee not to consent to the appointment of a select committee, but to leave the responsibility to the Minister. —Mr. SHAW-LEFEVRE, from the experience of a recent visit to the United States, asserted that American officers were rather in favour of our principle than their own, and that during the whole war none of these big guns had penetrated the sides of an ironclad.—Sir J. PAKINGTON opposed the motion on the ground that it would be injurious to the public service, would paralyse the departments, and that there was nothing in the state of affairs to justify such an investigation. He described experiments now going on for the improvement of our armament, asserting that there were now in store a considerable number of 9 inch guns fit for service in any part of the world.—After some remarks from Mr. NEWDEGATE, who insisted that the head of the department ought alone to be responsible, the motion was withdrawn.

THE NAVY ESTIMATES.—GUNBOATS FOR CHINA, &C.

(13th.) On the vote of £855,511 for naval stores, for the building, repair, and outfit of the fleet and coastguard, steam machinery, and ships built by contract, Mr. CORRY said that hon. members were aware that this vote had undergone some modification. The original estimate provided, among other works, for the building of a sister ship to the *Inconstant*. That ship was to have been of 4,010 tons, 1,000-horse power, and a complement of 600 men. The original estimate had also included ten gunboats to be built by contract. He had expressed his cordial acquiesence in the policy of his right hon. predecessor in supplying another very fast ship for the protection of our commerce; but some of his hon. friends opposite had objected to the building of a second ship the size of the *Inconstant*, and also to the building of so many small vessels; and, subsequently, after a consultation with the Controller of the Navy, he himself came to the conclusion that perhaps a vessel of a smaller tonnage and horse-power than the *Inconstant* might answer the purposes for which the new ship was intended. It having appeared, also, that some of the gunboats in China which it had been supposed were in a very defective state might be repaired, he arrived at the conclusion that the number of gunboats in the estimate might be reduced from ten to eight. Having discussed the matter with his naval colleagues, they decided that, instead of building a second *Inconstant* of 4,010 ton, 1,000-horse power, and a complement of 600 men, they should build a vessel, to be called the *Volage*, of 2,250 tons, 600 horse power, and a complement of 350 men. This vessel would have very nearly the speed of the *Inconstant*. By substituting the *Volage* and eight gunboats for the second *Inconstant* and ten gunboats, a sum of £73,150 would be saved, and by reducing the vote for engines for unarmed there would be a further saving of £14,880, making a total saving of £88,030. Then came the question how they should appropriate that sum. It was stated, in the course of a discussion, which had taken place on a former occasion, that the number of our armour ships, in comparison with those possessed by the French or any other nation, was so large that the Admiralty ought not to build more. He had, all along, entertained a totally different opinion, and he was anxious to make arrangements for the building of a third armour-clad ship, in addition to the two the building of which had been decided on. The Admiralty, therefore, proposed to appropriate a sum of £68,000 towards the construction of the hull and engines of a third armour-clad frigate of the second class, and to appropriate £10,000 towards advancing each of the two already provided, which would make £65,000 for each, instead of £55,000. That would absorb the total saving of £88,030. He had always been of opinion that competition was a very wholesome thing; and acting on that principle, though no one had a higher opinion of the Controller of the Navy, he had thought it desirable to invite some eminent shipbuilders to send in designs for the third armour-plated ship. The firms to whom that invitation had been sent out were Messrs. Napier and Sons, Messrs. Samuda, Messrs. Laird Brothers, the Thames Iron Company, Messrs. Palmer Brothers, and the Millwall Ironworks Company.—Mr. STANSFELD expressed his cordial approval of the altered programme of the Board of Admiralty.—The remaining votes of the Naval Estimates were agreed to without remark. (14th.) Colonel SYKES congratulated the right hon. gentleman the First Lord of the Admiralty on his having diminished the estimate for gunboats on the China station. He wished, indeed, that there had been a greater diminution, and that the number of these boats had been reduced from eight to five. At the present time he understood that 16 out of the 44 vessels on the China station were in the harbour of Hong Kong, while only one was employed in cruising against the pirates. According to the former return, however, there were three boats employed in repressing piracy, and only 14 were in the harbour of Hong Kong. It might, perhaps, be said that the vessels in harbour were rotten, but if that were the case they ought to be dismantled and withdrawn, instead of being paid for as if they were efficient. He believed that a force of ten gunboats and five vessels of war on the China station would be sufficient for the due protection of our interests there, and that, at all events, 20 vessels would be more than enough for the purpose. Our force in the China Seas was, however, 44 vessels at the present time. —Mr. CORRY said he had expected to have the pleasure of seeing his hon. and gallant friend last evening, when he was prepared with documents which would have enabled him to give the hon. member a more satisfactory answer than he could do now that the papers were not at hand. He might remark that it was not usual to raise a question of this kind on the report of Supply. The hon. and gallant gentleman was labouring under a misapprehension as to the number of vessels on service on the China station, for many of the gunboats there had been paid off and were not in commission at all. The actual number of vessels in the China Seas at the present time was 28, and not 44, as had been stated by the hon. and gallant gentleman. With respect to the 16 gunboats the hon. member had given him a list of the names of the vessels lying in the harbour of Hong Kong. He had referred that document to the head clerk in the proper branch of the Admiralty, requesting an explanation of the fact that so many vessels were in that harbour. The reply was that only one of them was a seagoing vessel, all the rest being hospital ships, or troopships, or gunboats which had been paid off and were under repair. With respect to the statement that the force in the China seas was too large, he was glad to be able to say that since the question was discussed in that House he had had an opportunity of making inquiries on the subject of perhaps the highest authority in the country—viz., Sir James Hope, who had been commander-in-chief in the China seas, whence he returned four years ago, and who had just returned from the chief command of the North America and West India station. When this question as to the number of small vessels was raised two or three months ago, he promised to ascertain whether it would be possible to make any reduction in the number of vessels on the North America and West India and the China stations, and he had been fortunate enough to find in Sir James Hope an officer who was capable of giving an answer respecting both these stations. Sir J. Hope had sent him a paper on the subject, in which he stated that as regards North America and the West Indies, considering that the ships were constantly refitting and going long voyages, and that a comparatively small number were available for actual service, it would be impossible to reduce the number of ships in North America and the West Indies without incurring considerable risk to our commerce. With regard to the squadron in the China seas, Sir J. Hope stated that as he left the station four years ago he could not say what might be the actual necessities of the moment, but he pointed out that in Japan, China, and Singapore there were eighteen treaty or open ports, and that as we were obliged to keep a vessel in each port, there were only ten vessels left available for the general coast service. He thought under these circumstances that it would be inadvisable to diminish the force; and with regard to piracy in those seas, it was satisfactory to know that it had to a great extent been suppressed.—Colonel SYKES asked whether he was to understand that the ships in the harbour of Hong Kong had been withdrawn.—Mr. CORRY replied that they had. They were in ordinary, and indeed some of them had been broken up.—The report of Supply was then agreed to.

Continental Intelligence.

HAMBURG.

(FROM OUR OWN CORRESPONDENT.)

The following tables, having reference to the commerce of this port with the Far East, are extracted from the statistical returns for the year 1866, published and compiled by the Hamburg Board of Trade:—

1.—*Direct Imports from China.*

	Value in Marks Banco.
Tea, 17,324 chests, 362 packages	778,890
Cigars, 12 chests, 2 packages	3,930
Cassia lignea, 12,964 chests, 365 packages	504,160
Cassia flores, 100 chests	14,860
Cinnamon, 100 chests...	3,990
Candied ginger, 925 chests, 4 casks	19,000
Preserves	1,630
Galls, 350 chests	18,530
Vermilion, 10 chests	1,310
Rhubarb, 95 chests	22,620
Galangal root, 1,546 bales	16,470
Star annis, 1,600 chests	132,720
Oil of cassia, 99 chests...	33,120
Oil of star annis, 46 chests	16,870
Wax, 2 casks, 3 chests...	1,640
Walking-sticks, 193,000 No.	9,560

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	Value in Marks Banco.
Silk manufactures, 30 chests, 2 packages	15,780
Cotton goods, 24 bales...	5,830
Linen goods, 4 chests	1,280
Mats, 277 packages	5,800
Carved woodwork, 40 chests, 1 package	3,310
Paper, 41 chests	3,090
Glassware, 12 chests	3,090
Porcelaine, 117 chests	7,560
Gold and silver wares, 2 chests	20,210
Fireworks, 635 chests, 814 packages	30,010
Cutlery, 66 chests	8,070
Other articles	21,530
Total ... ... Marks Banco	1,704,760

against 2,183,640 marks banco in 1865.

2.—*Direct Imports from the Philippine Islands.*

	Value in Marks Banco.
Raw Sugar, 78,956 mats	496,020
Cigars, 15 chests	6,080
Redwood, 1,060 centners	8,470
Hides, 1,230 No.	6,500
Buffalo horns, 3,332 No.	2,140
Cocoanut, 700 centners	10,000
Mats, 6,347 packages	36,710
Sundries	1,900
Marks Banco	567,820

against 433,350 marks banco in 1865.

3.—*Direct Imports from Singapore.*

	Value in Marks Banco.
Coffee, 195 bags	11,660
Sago, 4,521 chests	63,900
Pepper, 2,191 bags	41,910
Redwood, 201 centners	1,790
Terra japonica, 1,932 packages	77,450
Rattans, 11,011 bundles and 931 centners loose ...	10,600
Other articles	3,960
Marks Banco	211,270

against 913,740 marks banco in 1865.

4.—*Direct Imports from Netherlands India.*

	Value in Marks Banco.
Coffee, 115 bags	6,520
Raw sugar, 20,933 kranjangs, 468 chests	181,980
Rice, 1,981 bags	34,730
Pepper, 1,373 bags	22,090
Redwood, 1,601 centners	11,200
Gutta percha, 37 packages	3,190
Gum damar, 150 chests	7,050
India-rubber, 241 bags, 13 chests	22,920
Hides, 3,724 No.	17,810
Walking-sticks, 32,050 No.	5,910
Sundries	6,270
Marks Banco	319,570

against 196,420 marks banco in 1855.

5.—*Total Imports of the following Articles.*

	Quantity in Centners.	Value in Marks Banco.
Coffee	826,961 ...	33,569,200
Tea	28,758 ...	2,662,280
Raw sugar*	760,930 ...	11,028,930
Refined sugar*	82,581 ...	1,738,120
Sugar candy	778 ...	17,590
Rice*	269,883 ...	2,048,230
Sago	12,272 ...	154,420
Pepper	8,901 ...	187,490
Cassia lignea	9,000 ...	576,570
Cassia flores	299 ...	32,510
Cinnamon*	1,033 ...	125,550
Cardamoms	287 ...	101,930
Mace	284 ...	31,460
Cloves	3,835 ...	84,950
Nutmegs	385 ...	34,770
Ginger	4,387 ...	126,980
Candied ginger	329 ...	25,310
Terra catechu	1,464 ...	26,110
Terra japonica	5,902 ...	79,470
Vermilion*	1,093 ...	197,420
Galangal root*	1,842 ...	17,510
Gentian	456 ...	7,280
Cassia vera*	872 ...	33,350
Star annis*	2,003 ...	142,770
Cubebs	25 ...	1,720
Camphor, raw	1,573 ...	129,660
Do. refined	17 ...	1,760
Gutta percha*	410 ...	34,200
Shellac	6,002 ...	372,580
Gum damar	433 ...	15,420
India-rubber	1,570 ...	102,420
Oil of annis*	31 ...	26,280
Oil of cassia	97 ...	54,110
Oil of cloves	26 ...	3,940
Oil of star annis	130 ...	86,820
Rattans	24,703 ...	418,620
Redwood*	62,987 ...	428,440
Raw walking canes ...	8,074 ...	127,080

Those articles marked (*) were larger both in quantity and value than in 1865.

The Germans at Shanghai have made a collection for the soldiers wounded in the war last year and remitted the amount—nearly 3,000 marks banco—to Count Eulenburg, now the Minister of the Interior, but who in 1861 visited the above-named port, when, after concluding the treaty between Prussia and Japan, he was proceeding on a similar mission to Peking. The Germans at Hong Kong, who last year collected a very handsome sum for the same philanthropic and patriotic purpose, have now made a second collection, amounting to $750, and also sent it to Count Eulenburg, who has forwarded both contributions to the Victoria National Institution for Invalids.

Mr. J. Th. Janssen, of Chefoo, has been appointed Prussian Consular Agent at that port.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, E.C., J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Monetary and Commercial.

The following, regarding supplies of coal for steamers in the Far East, is from *The Times*:—

At the late meeting of the Peninsular and Oriental Steam Company, a shareholder suggested, with reference to the loss sustained by the high price of coal, that some economy might be effected by obtaining supplies from Australia. The coal question as regards the Eastern seas seems almost incomprehensible. Twenty years ago the discovery of the mines in Labuan was hailed as a most auspicious event for the development of steam enterprise in that region, and from that period the reports received, whether from the commanders of Her Majesty's ships or from the officers of the Peninsular and Oriental Company, have all been apparently satisfactory as regards the quality of the deposits, while the averments of the parties on the spot have at the same time represented the quantity to be abundant. In fact, the understanding has been that any amount could be raised at the cost of 7s. per ton. Year after year, however, tens of thousands of pounds have been spent in connection with the enterprise, and the shareholders are at this hour apparently hopeless of any result. The distance of the island from Singapore, where the great steam traffic of the East centres, is only about 700 miles, and the navigation is perfectly easy. The anomaly, therefore, appears to be such as to deserve special investigation, in consideration of its bearing alike on our political and commercial interests.

From the report of the directors of the Ceylon Company (Limited), to be presented at the annual meeting on the 18th inst., we take the following:—

The directors have pleasure in submitting to the shareholders the annexed general statement of the company's affairs and balance-sheet for the year ending on the 31st March, 1867:—The net profit, including the sum brought forward from the last year's account, after defraying all current expenses, amounts to £63,308 5s., and the directors propose that a dividend at the rate of 10 per cent. per annum on the capital paid up on the 31st March, amounting to 10s. on each original, and 2s. on each A share, be declared and made payable, free from income-tax, on the 20th instant; this, with the interim dividend paid in December, the amount appropriated for interest on debentures, and that written off in Mauritius, will absorb £59,691 12s. 3d., and leave a balance of £3,616 12s. 9d. to be carried forward.

The following circular has been issued by Adamson, Gilfillan, and Co., formerly connected with the Borneo Company:—

We beg to inform you that we have entered into a co-partnership to carry on a business in Singapore, as commission agents and merchants, under the style of Gilfillan, Wood, and Co., in Singapore, and Adamson, Gilfillan, and Co. here. Mr. Wood will for the present represent the firm in Singapore.

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Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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RESERVE FUND £145,902 14

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The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
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Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

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BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

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Capital paid up	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867	10,000,000 ...	£400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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BANKERS.—London and County Bank.

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Shanghai	Japan (Yokohama)	Bombay
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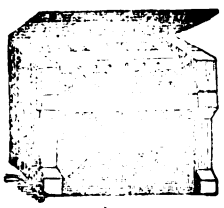

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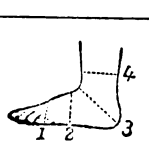
ELASTIC.  BOOTS.

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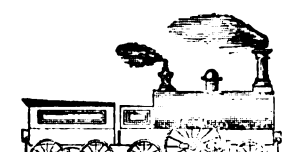

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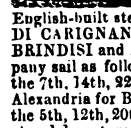

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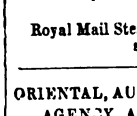

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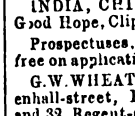

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Colombo... Maugalore, Cannanore Calicut, & Cochin ...	Palmerston.	978	A 1 15 yrs	W.I.D.	With des.
Bombay ..	Eln. Browse	845		W.I.D.	June 20
Bombay ...	Jes. Gilbert	635	3-3rds L. 1	E.I.D.	June 25
Bombay ...	Bebington...	889	AA1		To fol.

No. 22, Great St. Helen's, E.C.

To sail on the 25th of June.

FOR SHANGHAI, the splendid clipper Ship, TALBOT, A 1 13 years, 847 tons register, THOMAS JAMES, Commander, lying in the East India Docks. Has superior accommodation for passengers.

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Regular line of packet Ship. To sail on the 1st July.

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MALABAR COAST.—SECOND SEASON SHIP.
To follow the LIFE BRIGADE.
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To follow the "Haddington," and will sail June 25.

FOR BOMBAY Direct, the fine British-owned Clipper Ship JESSIE GILBERT, 3/3rds L. 1, 1, 635 Tons Register; JOHN STAPLEDON, Commander, East India Docks. This splendid vessel is nearly new, having just completed her first voyage, and from her fast sailing qualities is confidently recommended to shippers.

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To follow the "Jessie Gilbert," and will meet with the usual quick dispatch.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

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Regular line of packet Ship. To sail on the 1st July.

FOR MELBOURNE, Port Phillip (delivering goods at Geelong, if so agreed), the celebrated first-class clipper Ship, PRIDE OF THE OCEAN, 1,169 tons register, OSBORNE BUKE, commander, lying in the East India Docks. This ship is favourably known for sound delivery of cargo, and still maintains her character as the fastest ship in the Melbourne trade.

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Address, S. N. X., care of B. RIX, Esq., Ipswich.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, June 15, 1867.

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VIA BRINDISI.

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 249.] LONDON, THURSDAY, JUNE 27, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	Feb. 26	Apr. 21	May 1
Nagasaki			May 1
Hakodadi			
CHINA—Peking			Apr. 24
Tien-tsin			Apr. 27
Chefoo			Apr. 29
New-chwang			Apr. 21
Hankow			Apr. 30
Kiu-kiang			May 3
Chin-kiang			
Shanghai	Mar. 17	May 3	May 6
Ningpo			May 3
Foo-Chow			May 4
Formosa—Tamsuy			
Amoy			May 10
Swatow			
Hong Kong	Mar. 26	May 5	May 13
Canton			
Macao			
PHILIPPINES—			
Manila	Mar. 11	Apr. 23	May 4
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			May 13
MALACCA STRAITS—			
Singapore			May 20
Penang			May 23

The next inward French mail, with Hong Kong dates to May 25, is expected on the 6th July. Telegrams from Shanghai to 24th, and Hong Kong to the 30th May, via Galle, are now coming in.

List of Passengers.

PASSENGERS INWARD.

By this mail—from China; for Marseilles: Messrs. Webb, H. Harrison, S. R. Stevens, T. B. Glover, and R. D. Lunham; Capt. Roberts, two Japanese officers and servants.

For Southampton: Mr. and Mrs. Mercer, Messrs. E. Baker, C. F. Baker, and J. Wilson; Lieut. Eaton and European servant, and Dr. J. Parker.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, June 20.—To Hong Kong: Four second-class passengers. To Singapore: Dr. Allen, Mr. and Mrs. White, two non-commissioned officers. To Calcutta: Mr. E. Hantelmann, Staff Assistant-Surgeon Dunn, Miss Steele, Captain and Mrs. Dixon, and five second-class passengers. To Madras: Mr. E. A. Gilbon, R.A., Mr. C. G. Fryer, and four second-class passengers. To Ceylon: Mr. C. A. Mackenzie, Mr. G. Wies, Mr. H. W. Inglis.

From Marseilles, June 28.—To Shanghai: Mr. W. Hargreaves. To Singapore: Mr. G. A. MacLaverty. To Ceylon: Mr. and Mrs. Maclellan, Mr. W. Halliley. To Hong Kong: Mr. H. P. Tennant. To Calcutta: Mr. F. Coddington, Mr. H. Plowden, Mr. and Mrs. D. Kennedy. To Madras: Lieutenant and Mrs. W. Stenhouse, Lieutenant F. H. B. Young, Major R. Tenton, Lieutenant S. E. Atkinson, Mr. A. F. Pater.

Per P. and O. steamer Nyanza, from Southampton, July 4.—To Hong Kong: Mrs. Badham.

From Marseilles, July 12.—To Penang: Mr. G. R. Main. To Singapore: Mr. James Greig.

Per P. and O. steamer, from Marseilles, July 20.—To Singapore via Bombay: Mr. J. M. Davidson.

Per P. and O. steamer Delta, from Southampton, July 20.—To Singapore: Mr. Armstrong, R.E.

From Galle to Shanghai: Mr. Bird.

Summary of News from the Far East.

We have received, in anticipation of the regular P. and O. mail, our despatches from China and Japan. We have also received later news by the *Colorado*, *via* San Francisco.

JAPAN.

The Pacific Mail Company's steamer *Colorado* arrived at San Francisco on the 13th June, with dates from Japan to the 25th May, having made the passage in twenty days. The *Colorado* brought 50 first-class passengers and a full cargo of freight.

The political intelligence from Japan is interesting. The visit of the foreign Ministers to Osaka was concluded on the 20th of May, and those functionaries had returned to Yokohama.

The treatment of the foreigners by the Shiogoon at Osaka was princely. Houses had been prepared for them, filled with the costliest European furniture. French cooks and European servants were provided, wines and liquors were without stint, and, in fact, everything they wanted during their stay was furnished in abundance and free of expense. Each representative and suite was granted a private audience and dinner with the Shiogoon several days before the official visits took place. On these occasions the Shiogoon presided at the table, in a large, high room, wholly European in its outfittings. The dinner was thoroughly French in detail, and small but valuable presents were laid beside each plate. At the official visit, which was of short duration, everything was Japanese. After the usual commonplaces, the Shiogoon expressed to Minister van Valkenberg his great gratification at the establishment of the new steamship line between America and Japan. Subsequently the Shiogoon met the Ministers at Hiogo, eleven miles across the bay, and laid out the foreign settlement there, where a tract of ground, a mile in width, extending three or four miles back from the water, has been appropriated under the same arrangements as in other ports of Japan. The anchorage is good. The settlement in Osaka is about the centre of the town. All were highly pleased with Osaka.

In about a month the ministers will visit the west coast to establish a port there. The place selected will probably be Tsuranga, in the province of Kanga.

The Prince of Owari, who is acting for Stotsbashi as second officer of the empire, visited Yokohama recently. He has been until lately prejudiced strongly against foreigners. He was received with all the honours, and in many places all business was suspended.

The United States ships *Hartford* and *Wyoming* have gone down the Inland Sea, the latter homeward bound. The *Shenandoah* is at Yokohama, where the *Monocacy* and *Supply* are expected.

Among the passengers by the *Colorado* are H.R.H. Duc de Pentheivre, Count Bearain, and Captain Fauvel, who intend to spend some time in California; also Captain Cardow, of H.M. 20th Regiment, who intends enjoying shooting on the plains, and Sasaki Youruk, a retainer of Prince Echizen, who will study mines and mining in California, and proceed thence to the East, where he will buy fifteen thousand rifles.

In most of the districts the silkworms were reported to be in about the third stage of temperature, which is regarded as favourable.

The stock of tea was very much reduced. The Japanese say there will be an increased production this year.

Freights to New York and London, £3 10s. per ton. Exchange on London, six months, 4s. 6½d.

YOKOHAMA.

The mail delivered this morning (*via* Brindisi) brings news from Yokohama to the 1st May. The outward mail of Feb. 26 was received on the 21st April.

The foreign Ministers were all absent at Osaka, and despatches had been received overland announcing that H.M.S. *Basilisk* arrived there on the morning of the 17th April. They found

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there the *Argus*, which had arrived on the previous Saturday, together with the *Pelorus* (Capt. Haswell) and the surveying ship *Serpent* (Capt. Bullock), which had both arrived on the previous evening from Nagasaki. On the 18th Sir Harry Parkes, accompanied by Lady Parkes and his suite, landed, under salutes from the *Pelorus* and from the Japanese fort. They landed a few miles up the river, and were received by a Japanese functionary, who conducted them to the temples which had been appropriated to the use of the British Legation, where all suitable arrangements had been made for their reception. The Dutch Minister with his two ships, the *Watergeus* and a Japanese Government steamer, arrived in Osaka on the evening of the 17th. A private letter received by H.M.S. *Argus* contained the following :—

"The Shiogoon is expected to-day, when I imagine audiences will be the order of the day. All is going on well—the people are as good as gold. Sir Harry is, of course, keeping up his character for hard work; and there is no need for the merchants to fear, because a colleague spent a few days at Osaka on a previous occasion, that British individuals will suffer. The *Argus* is going to start again for Shanghai soon after her arrival at Yokohama, to take Sir Rutherford Alcock on his visit to the China ports."

The subjoined notification gives the gratifying information that the prime object of the ministerial visit is accomplished, and that the ports of Osaka, Hiogo, Yedo, and one on the west coast, are to be opened on the 1st of January, 1868 :—

"The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan, hereby makes known for the information of Her Majesty's subjects that he has received formal notice from the Japanese Government that they are fully prepared to open to British subjects on the first day of January next, in the manner stipulated in Article III. of the Treaty of Yedo, the cities of Yedo and Osaka, the port of Hiogo, and another port in the west coast of Japan. Arrangements are consequently in progress for determining the place which may be occupied by British subjects at the said cities and ports for purposes of residence and trade, and due notice will be given as soon as these and other necessary arrangements for the execution of the said treaty in respect to the said cities and ports shall be completed.—HARRY PARKES, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan."

The 8th April was the day said to have been appointed by the new Shiogoon for the meeting of the great Council of Daimios, of which we heard so much last year; but we have not yet learnt whether it took place. Satsuma, Tosa, Echizen, Hosokawa and other powerful chiefs were expected to be present, although many had refused when previously summoned. The object of the assemblage was the final settlement of the difficulty with Chiosiu; but if what we reported last mail of the new quarrel between him and Hosokawa be true, as we have every reason to believe is the case, this object is hardly likely to be attained. But we cannot believe that Stotsbashi has yet so far succeeded in outliving the objections to his elevation to the Shiogoonate as to have induced such powerful nobles as Satsuma to obey his summons to the Council. This country is without doubt passing through a revolutionary period in its history. Whether the crisis will be managed without blood-letting is hard to say; the European Powers and their representatives have indubitably acquired a certain influence and inspired a decided feeling of respect; it may be that their advice and the examples of constitutional government placed before the Japanese oligarchy may have their due weight, and that the change in their existing system of government, which is inevitable, may be accomplished peaceably. One thing appears very certain, that all danger to ourselves is past; the war party—the patriotic party—the party of old Japan—of which we heard so much in the early days of our intercourse, and by whose spirit were actuated the *enfans perdus* who twice attacked the British Legation, and the stray fanatics who murdered the English and French officers—this party is virtually extinct. And happily so, for it is only by submitting to some degree of assimiliation that the polity of Japan can preserve any portion of its individuality. Determined opposition by any civilisation to that of Europe has always resulted, and must always result, in the complete breaking to pieces of the system, and generally, the annihilation of the nationality. It is a pleasant belief to hold that so fine a people as the Japanese is reserved for a better fate. The Parsees are proud of the title which some trader, pure and simple, must have given them, "the Anglo-Saxons of the East." Japan, from its insular position, the independent character of the people, their hardihood, perseverance, industry, and valour, may well claim some day the title of the England of the Pacific.

The *Japan Times* narrates a circumstance that is far from creditable to the Government :—"Our readers will remember that many months ago a number of Japanese proceeding from Yedo to their native island in the south, Hatchijo Sima, in a junk, were shipwrecked, picked up, and carried into Hong Kong. They were put on board the ill-fated *Korea* and again wrecked off Amoy, the vessel going down in about five-and-twenty minutes. Returned to Hong Kong, they were again shipped in the clipper *Ariel* and arrived here safe and well, with the exception of one who had been drowned when the *Korea* was lost. Nearly two months have elapsed since their arrival here, and yet (will it be believed?) the Yedo Government detains them from their homes and families on a flimsy pretext that their report of the shipwreck was false, and a mere excuse to enable them to visit China without passports. This is a comparatively slight matter, doubtless, when such important affairs as the opening of Osaka are on the *tapis*, but surely the Ministers of the Shiogoon should be given to understand that the attention of foreigners has been directed to these poor shipwrecked people.

The demand for sugar and rice on the part of the Japanese, says the *Japan Herald*, has been the means of causing a thorough rush of shipping to this port. Among the ships that have arrived with full cargoes from China ports are three clippers that were in the race last year, the *Ariel*, the *Serica*, and the *Taetsing*. Besides these we have the fine clipper ships *Black Prince* and *Chinaman*, in addition to the more ordinary class of vessels. The harbour has not presented such a crowded appearance since the good old days when the allied squadrons of England, France, Holland, and America were here. On one day during the present week no less than eight arrivals were announced, almost all with rice and sugar; a very extraordinary circumstance for our little port.

The following items are also from the *Herald* :—

There is a prospect of the settlement being lighted with gas very much earlier than many imagined. A gentleman has come over from San Francisco as the agent for a moneyed association in that city, and if he can obtain subscribers for 2,000 burners he undertakes to establish the works —charging a maximum rate of $6 per 1,000 cubic feet—or for an average 3½ hours a day a rate of $2.75 per month. This appears very high as compared with other places, but it will bear reduction according to increased consumption; and a calculation of existing expenses for lighting will show that if it is a little dearer, the saving in cleanliness, the non-requirement of lamp coolies, and the smaller amount of breakage of glasses, &c., gives it the advantage. We hope that the scheme which Mr. Pease is about to set afoot will be supported.

The spring meeting of the Yokohama Race Club comes off on the 6th and 7th May, and will make a little change in what has been the dullest season ever known since the treaties were signed. In public amusements, social enjoyments, and business operations alike, there has been an absence of life such as must be experienced to be understood. All are looking forward with more than the usual interest to the coming meeting as presenting one or two features that have been wanting hitherto.

The Government is working with a will at filling up all the swamp immediately at the settlement and with the boundary creek. It looks as if the work would be finished pretty nearly in the time agreed upon. But the deepening of the creek to a uniform depth of four feet at low water looks as if they had no immediate intention of beginning to carry out this part of the last December agreement. We also hear no more about the giving out of the hill lots, which we were led to expect at the expiry of three months. Probably weightier matters have engaged the attention of foreign Ministers, and they have allowed it to rest until their return from Osaka. It is a disappointment to many that the land is now not available in time for summer residences this year.

CHINA.

From China we have the following items of news to the 20th May by the *Colorado*, via San Francisco :—

The Nienfei on the Yantsze had caused a great deal of alarm. They had burnt many villages, and committed great depredations. By the last accounts the fears of their committing further atrocities had subsided.

The United States corvette *Wachusetts* had rendered great

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service at Kiu-kiang, and saved that city from being destroyed after it had been set on fire.

Great dissatisfaction prevailed at Shanghai on account of the failure of the *Colorado* to call at that port, and Messrs. Russell and Co. were obliged to charter a steamer to find the *Colorado* one hundred miles at sea, and place on board mails, &c. Wells, Fargo and Co.'s Express had nine tons of express packages at Shanghai waiting for her, and one hundred tons were offered if there was any certainty of connection being made with the Pacific mail steamer.

There had been a grand parade of Fire Companies at Shanghai. The firemen turned out with three hand engines, one steam engine, and one hook and ladder truck.

Exchange on London at sight was 5s. 11½d. per tael, and at four months sight 6s. 1¼d. per tael.

Ten ships are reported as going to Hankow this season to load for London. The *Ada* had been towed up. Several insurance companies refuse to issue policies, on account of the dangers of navigation.

SHANGHAI.

Despatches received this morning *via* Brindisi bring advices to the 6th May. The outward mail of March 17 was received on the 3rd May.

A policeman at Shanghai having been discharged by the Municipal Council for alleged excessive violence in the discharge of his duty, brought an action against his late employers, and laid his damages at 1,826 tls. Sir E. Hornby concluded his direction to the jury by saying :—"The Council had no feeling against the man, who had, up to the event I have alluded to, conducted himself well. You know what salary he was to have, and a comparatively small sum would be all that is necessary to send him home, to pay his wages since his dismissal, and to compensate him for the loss of a situation, such as he held. It is not a question of anger or haste on the part of the Council, but it simply is one of justification—was the offence one which must satisfy any one that the man was unfit for his situation? If you think so, find for the Council, if you think it did not demand his summary dismissal, find for him, and compensate him in a spirit of fairness." The jury retired, and in a few minutes returned, having found a verdict for the plaintiff with 600 tls. damages. The Judge said he agreed with the verdict, but hoped it would not be regarded as a precedent to encourage the police to unnecessary violence.

Our old friend Chu quai, says the *Shanghai Recorder* of the 4th inst., contrary to general expectation, made his appearance again at the Mixed Court yesterday, when the charges brought against him and the shroffs in the E-who Bank were further investigated. Until the accounts be thoroughly overhauled it is impossible to form any idea of the rights and wrongs of the case, which at present rests entirely upon hearsay, and requires substantiating in every point. We are glad, however, that steps have been taken which may probably clear up the mystery that hangs over this matter. Mr. Whittall's suggestion that the books of the bank should be investigated is to be acted upon; and it may be hoped that the true state of the affairs will thus be discovered.

A meeting of land renters has been held at which the accounts of the past year, showing a surplus of 23,000 taels, and the budget for 1867-8 were passed. It will be heard with pleasure that there is at length a prospect of getting rid of the Soochow Bridge annoyance. Instead of making a heavy annual payment in commutation of the tolls, the Council are authorised to set aside 2,000 taels yearly for the purpose of building a free bridge. The original proclamation by the Taotai, which has been so often referred to as giving a monopoly to the bridge proprietors, simply authorises the collection of a toll from people who may elect to cross by it.

The Customs Reports upon foreign trade at the treaty ports for the month of March have been issued from the Imperial Maritime Customs Press. The principal articles of import into Shanghai during that month are :—Grey shirtings 344,646 pcs., as compared with 248,796 pcs. in 1866; White Shirtings 36,733 pcs., against 93,086 pcs. in 1866; T'Cloths 78,254 pcs., against in 1866, 14,609. Of Drills 16,000 pcs. have been imported in March, 1867, against 2,600 in 1866; of Camlets only 8,480, against 26,763 in 1866; of Long Ells 10,200 pcs., against 20,570 in 1866. Iron stands at 10,395 pcs., against 4,991 pcs., in 1866; Lead 4,627 pcls., against 14,191 pcls. for 1866. The item of Brown Sugar is noticeable, being 90,889 pcls. against 23,819 same month last year. Turning to Hankow, we find that there has been a steady increase in imports. T-cloths have increased from 10,109 pcs. in February this year to 27,165 pcs. in March. With respect to the Nienfei rebels, it is stated by Mr. Lord, Commissioner of Customs at Hankow, that trade has not been interrupted by the conflicts that have been raging some distance below that port between the Imperialist armies and the Nienfei rebels, who, it would appear, do not devastate the country in the wholesale manner usually prevalent, but content themselves with levying black-mail and tribute in kind, by making rapid descents on defenceless villages or wealthy towns.

The Shanghai Club has collapsed from pressure of debt. A special meeting of shareholders was held on the 1st May, at which the committee recommended that at the next due date of interest on 30th June, 1867, the first mortgagee, Dr. Baston, be allowed to foreclose the mortgage, and to put up the club building for sale, and that any surplus of the proceeds of the sale over the amount of the mortgage loan, together with the proceeds of sale of the furniture and stores in the club, be applied to the liquidation of the then outstanding liabilities of the club. The recommendation (with others) was adopted unanimously. The *Recorder* remarks :—"We cannot but regret the downfall of this institution, as it is needless to point out the usefulness of a good club in Shanghai. No doubt a new one will ere long be started. There cannot be any reason to fear for its success, if it be properly conducted, as we have ample evidence in the prosperity of the 'Club Concordia,' which, commencing in a far less ostentatious manner, has steadily progressed, and is now a popular and flourishing establishment."

The *Hankow Times* of the 27th April notices that a Chamber of Commerce has been established at Hankow. The immediate inducement to establish a Chamber of Commerce was to decide on some generally recognised and fixed custom as to the sale of imports, and a proposition was unanimously adopted that for all imports, except Straits, China, and Japan produce, the conditions of sale should be bankers' orders of a usance not exceeding ten days on delivery, with a term of three days for clearance.

The *Daily News* has the following notice of the Shanghai Brick and Saw Mill Company :—

The Shanghai Brick and Saw Mill Company was established in 1863, on a capital of 100,000 taels, in two hundred shares of 500 taels each. Sixty-six *mow* of land, comprising 2,420 feet of river frontage, were purchased at the then moderate price of $50 per *mow*, and buildings and machinery erected thereon at a cost of 60,000 taels more. "The bricks turned out," to use the language of the first annual report, "were perfect, and the manner in which the saw mills performed their work highly satisfactory." But one difficulty had unfortunately been overlooked. The necessary cost of working was too great to enable the company to compete advantageously with its native rivals. Against an outlay, accordingly, of 19,300 taels in wages and taels 5,500 in coal, it could only show a receipt of about taels 9,000 during the first year of its working. The next twelve months were no more successful, and the 1st August, 1865, found the company with a deficit of taels 33,000 and assets of which the majority represented only nominally the sums set against them. In this extremity the shareholders resolved on an expedient which has been tried without success in other cases as well as the present. They endeavoured to get up a new company, to take over the whole property at a price which would leave a slight margin over the debt; and a prospectus setting forth the high advantages offered by the scheme was issued in the following January. The capital of the new company was to be tls. 20,000, its annual outlay was to be tls. 19,000, and its income tls. 24,000, thus leaving a profit of tls. 5,000, which was to yield a dividend of 25 per cent. on the capital. This project, however, turned out little better than the former. It was based, in the first place, on the sanguine calculation that the machinery was to be kept in full work all the year round; and the manager engaged seems to have known little about his work. Only half the required capital, moreover, was subscribed, and the project died a natural death. After this the old company actually did for a short time earn a small net profit. They handed over their yard bodily to the church trustees, who, through the agency of a Chinaman, made the bricks of which the new church is built, and paid to the Brick and Saw Mill Company a royalty of tls. 1,000 in the course of about twelve months. This, however, went only a short way towards paying interest on the debt, and even this source of revenue has now ceased; all attempts to dispose of the property have proved ineffectual, and, as we remark d before,

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the shareholders have wisely resolved to get quit of it at any price that it will fetch.

FOOCHOW.

The following items are from the Foochow *Advertiser* of April 20 and 25 :—

Our favourite steamer *Fesso* has been chartered by Chinamen for $20,000 to proceed to Shanghai, Chefoo, and Tientsin. We are sorry to lose her, even for a short period, and hope as soon as the charter has expired that she will run between here and Hong Kong again as formerly.

Three months ago the Foo-chow-Foo Government advertised for young men to enter their new English school ; applicants were to submit to a certain examination, and the best scholars were to be admitted. Successful candidates besides their education gratis were to receive board and lodgings, or so many thousands of cash each per month sufficient to pay all expenses for food and clothing. No less than six thousand applicants are stated to have come forward, out of which only ten were chosen—a sufficient proof of the eagerness of the Chinese to learn English on the one hand, and of the Government to procure the best pupils on the other. The number of scholars in the new school, as was stated before, is 30 to 50. Whether these were selected out of twelve or eighteen thousand more candidates is what we are not likely to believe or to be told either, but probably the standard of qualifications has been lowered, or a higher class has presented itself. In addition to the English there is, or will be soon, a French one. To carry out the idea properly there ought to be a German school. Germans in China, we presume, being more numerous than French, their interests are greater.

AMOY.

A correspondent at this port sends us the following interesting account of the state of the surrounding country, and of a visit to the neighbouring city of Chang-chow :—

" Some two years ago this region was much disturbed by an incursion of rebels, who during the time they remained inflicted a vast amount of suffering and distress upon the inhabitants. Amoy was saved from falling into their hands simply in consequence of the presence of foreign gunboats, and because an intimation had been given them that they would be repelled by force of arms in any attempt to gain possession of this port. As past experience had taught them the folly of coming into collision with foreigners, they made Chang-chow, a large prefectural city, about thirty miles distant from this place, their head quarters. From that place they carried on a system of plunder and destruction, from which the whole region suffered very severely, until finally, being closely pressed by the Imperialists, they were compelled to retreat westward, where it is said they were ultimately scattered. Chang-chow itself had suffered perhaps more than any other place, and when it was finally evacuated by the rebels it was left but a mere wreck of its former self. As I had frequently visited it in its palmy days, and had then been much struck not only with the beauty of its position, but its great activity and prosperity as a town, I felt anxious to visit it again, and see what condition it was in after having been occupied by the followers of the " great peaceful heavenly kingdom." As the usual mode of travelling in this part of the country is by boat, I started from Amoy by the early morning tide, hoping, if possible, to get there by the evening of the same day. The weather was lovely in the extreme, and the hills which lie around Amoy, rugged and bare though they be, looked quite beautiful under the bright morning sun. As we get away from the harbour of Amoy, and leave the island of Kaw-long-su behind us, the bay begins to narrow, and the hills seem to gather together until we enter the river, which passes away far into the interior. The mountain at whose base we sailed along has, whenever I have passed it before, presented only an appearance of great loneliness and bleakness. The trees which would grow here in great profusion are regularly cut down when they attain a certain growth, to be used as firewood. The consequence is, the place has always a look of desolation and barrenness. This time, however, the scene was entirely changed. Being the festival of the Chinese known as ' the feast of tombs,' the mountain side was literally swarming with people who had come to visit the tombs of their fathers. From the water's edge almost to the very summit they could be seen gathering around the graves, making their offerings and putting them in repair. As we sailed on we could see them coming in streams from the villages beyond, all bearing with them the various articles they are accustomed to present at this season of the year. After proceeding up the river a few miles I came to a large flourishing town of the name of ' the Stone Horse.' Here I stopped, as it was necessary for me to change my boat for a smaller one. The river from this point up to Chang-chow is so shallow that only boats specially adapted for the river can pass up and down. I found from inquiry of the boatmen around that as the tide would soon begin to run out it would be impossible to go on before next morning. The stream runs so rapidly down that unless there is a strong fair wind it is difficult to make any progress whatsoever. Seeing that I must quietly submit and wait until next day, I had my baggage removed on shore to the chapel belonging to the American Presbyterians. This town has for many years been one of their most prosperous stations, and the influence of Christianity is seen in the flourishing Church which is here gathered together. Next morning, with the turn of the tide, I started in one of these river boats manned by three men, and as the wind was fair we soon left the ' White Horse ' far behind us. This river is one of the most interesting I have ever been on in China. The country on both sides is so exceedingly beautiful that in whatever direction one looks one never feels wearied in admiring the grandeur of the scenery. The only thing that is wanting to make the whole scene absolutely complete is a better supply of trees. The hills which tower up on all sides are but sparsely supplied with trees, the same cause as that already mentioned spreading here also, and giving rather a bare and naked appearance to what would otherwise be lovely in the extreme. After an hour's sailing we passed through the narrow gorge which brings us into what is called the Valley of Chang-chow. This valley is about ten to twelve miles long and about the same in breadth at its widest part, and the town is situated at about the centre of this valley, at the foot of a high hill which rises up from the plain, which can be seen distinctly on a clear day from Amoy. It would be impossible in any description to convey an adequate idea of the special beauties of this valley. As one advances towards the centre it appears to be completely surrounded by mountains of every variety of shape and form. Enclosed within these is the level plain along which rolls the river up which we have been travelling, and another branching off at right angles, which passes up through the hills into the region beyond. The plain watered by these two rivers is exceedingly fruitful, as is manifested by the abundance of trees that abound in every direction, and the fine crops which are yearly gathered from it. The river, from the gorge we entered up to the town of Chang-chow, is a scene of great activity. It seems to be always swarming with boats, passing and repassing with the produce of the country around. Among these are conspicuous the long, heavy-looking boats known as the Chang-chow boats, which are usually employed in carrying down wood to Amoy. Both in rowing and in steering the women, who are large-footed, take a most active part, and certainly I have not seen women in any other part of China so healthy looking and so well developed as these same women. After another two hours' sail we arrived at the spot where the boats usually stop, at the foot of a long bridge which here spans the river, and which, from its having houses built on it at various parts, put me in mind of representations that I have seen of London-bridge in olden times. After having got a coolie to carry my baggage, I proceeded through the suburbs towards the east gate. It may be as well to state here that every Chinese city is surrounded by a wall, which has never less than four gates, each one lying in the direction indicated by the name. As I passed through these suburbs I was perfectly amazed at the scenes of desolation that met me. Houses tumbled down in every direction, and heaps of ruins, all indicating where houses had once stood. The population, too, had wonderfully diminished, and I passed through quite a succession of streets which in former times were crowded with people, but where now only an occasional passer by was observed. After walking thus about twenty minutes I emerged into the main street which leads to the east gate, and for the first time began to be reminded by the bustle and activity of what Chang-chow was the last time I had visited it. I observed, however, that all the houses had been newly built, and found upon inquiry that this place had been levelled to the ground ; but in consequence of its position, being in fact part of the great road of China, houses had sprung up to meet the necessities of trade. This street is famous for the number of monumental arches that are found spanning it ; and I was indignant to find that the rebels had endeavoured to throw them down, happily without success in a great many instances. On entering the city through the gate I found that the destruction of houses was as great, if not greater, than in the suburbs.

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Whole quarters were lying in desolation and ruin. Every house had been completely gutted, only the two side walls in each case being left standing. It was the first real glimpse I had ever had an opportunity of making into the internal arrangements of the Chinese houses, on so extensive a scale at least. The majority of course were very simple, and not worthy of any attention. There were others, however, that had evidently belonged to people of wealth, and even amid the ruins that lay around one could distinguish traces of the taste and ingenuity of their former owners. The trees which almost invariably had been found growing in the open court-yard in the centre of the building had been ruthlessly cut down by the rebels during their occupation of the town, and only the jagged stumps remained, as if in stern keeping with the ruined and disordered state of things around. I walked for some considerable distance, and still the scene was the same. Streets that had once teemed with an immense population were now silent and deserted; and over the floors of the houses which but so lately had been trodden by the living, grass and wild flowers were growing in wild luxuriance. As I approached the centre of the city I found myself emerging somewhat from this region of desolation into one which, although bearing many severe traces of former troubles, had some life-like and business appearances. The shops had been rebuilt, and trade was being carried on, though somewhat languidly indeed in comparison with former times. I was particularly struck with the condition of the temples that I passed on my way. Special care had evidently been taken to destroy these as thoroughly as possible, so that to restore them would be practically an entire rebuilding of them. Most of the smaller images had entirely disappeared, and the very large ones, although still sitting on their pedestals, were broken by the fire which had passed over them. One very large temple, dedicated to the 'Pearly Emperor,' was a scene of as complete disorder as I have ever witnessed. One great idol just outside of the grand entrance, which somehow or other had escaped destruction, and over which an immense covering of gauze had been thrown, sat in grim disorder and covered with heaps of dust. Inside were three or four blackened with the smoke of the burning building, and apparently engaged in an earnest consideration of the desolate scene before them. Never had I seen a picture before in which the thorough helplessness of these idols was so forcibly presented to the gaze of those by whom they had been worshipped, and quite impossible would it have been for a stronger commentary to have been offered upon the foolishness of trusting in gods that had been so manifestly proved incapable as these. With the elasticity of Chinese towns, however, Chang-chow is rapidly recovering itself. All the western and southern quarters have been pretty well rebuilt, and no doubt in the course of a few years, if no fresh incursion takes place, all traces of these disasters will have quite disappeared. In a walk that I took round the walls I found bodies of soldiers stationed at regular distances, and I was informed that a large military force was at present quartered in the city. I am afraid, however, that in case of actual danger these 'braves' would consider 'discretion the better part of valour,' and would disappear rather hastily on the appearance of an enemy. On two hills outside the west gate I observed two miniature cities which had been built by the military authorities, in order to give their soldiers a lesson in the taking and defence of cities. Knowing the character of Chinese soldiers when officered and led by native officers, the only practical use that these erections would have would be to teach them with what increased speed they could evacuate a town upon the approach of those terrible long-haired rebels. I was much struck with the very improved state of feeling manifested by the people towards foreigners. Formerly one suffered a great deal of annoyance in passing through the streets, not only from the opprobrious epithets, but in some cases from the stones that were hurled at one. With nothing of the kind, however, did I meet as I rambled through the streets; and during the whole of the Sabbath our chapel was crowded with quiet and attentive listeners who made no attempt in any way to prevent the preaching of the gospel. From the above rapid sketch a faint idea may be obtained of the present ruinous condition in which this fine city has been left. It is a mournful spectacle to see a great city lying in ruins, with its population scattered or destroyed, and in what had once been leading streets to find the grass growing as rankly as though no human foot had trodden them for years. It is to be hoped that Chang-chow may never again have to pass through so fiery an ordeal as that which has now brought her to the very brink of destruction."

HONG KONG.

Dates from this port are to the 13th May. The mail of March 26 arrived out on the 5th May.

The following items are from the *China Mail* :—

On Saturday morning, the 11th May, a number of colonists met to present an address to the Hon. W. T. Mercer, who leaves for England by the homeward mail. Mr. Dent, who had been requested to read the address, prefaced it with a few remarks, in which he mentioned the gratification he felt at having been entrusted with that duty, and further said he was sure that he would be pardoned if he so far supplemented the words of the address as to take the opportunity of saying that Mr. Mercer's departure was not merely a source of regret in a public sense to himself and those who had signed the document, but was really felt to be a personal loss by all who had enjoyed the pleasure of his acquaintance.

Mr. Dent then read the address as follows :—

To the Honourable W. T. Mercer, M.L.C., Colonial Secretary, Hong Kong.

SIR,—Your approaching departure from Hong Kong affords your fellow-colonists a fitting opportunity to give expression to the cordial sentiments of esteem and regard which they, and those who have preceded them here, have always entertained for you; but we beg you to believe that no simple desire of conveying to you a mere assurance of friendly feeling, or good wishes, now prompts us to address you; we do so because we think that your worth and actions as a public servant, claim from us some public acknowledgment of their value.

We are sorry that you are about to leave us; we regret that the state of your health necessitates your depriving us of the presence of a genial and kindly friend. But, as we have observed, it is not in recognition of the many social excellencies for which you are distinguished that we have to-day met here; our first object in thus assembling together is, anxiety to tell you that in our opinion, this colony owes much, very much of her surprising and gratifying progress, during the last three-and-twenty years to the untiring energy with which, throughout that period, you have always upheld and promoted her best interests. A settlement not much better than an uninhabited rock witnessed your advent to these shores; a populous and handsome city looks grave at your departure. We are very well aware, Sir, in what large measure this result has been attained by your zeal and intelligence; and we say this with a hearty desire to, at the same time, fully recognise the very able services of those gentlemen whose duties you have sometimes aided and sometimes administered. We thank you for what you have done; we are glad that we can remember you as one that has held the chief reins of power; and whilst we acknowledge the sound decision which at present guides this Government, we confess it was with disappointment we learned that your tenure of the office of Her Majesty's representative would not be otherwise than brief.

During your stay amongst us you have borne the burden and heat of the day, and we are to-day proud to be allowed to thus publicly testify to the unswerving consistency and the stedfast perseverance which have throughout characterised your career.

We trust, when your health may be sufficiently restored, that your long and faithful services in this colony will procure for you another field wherein to display your talents and your administrative capacity, and we beg to be allowed to subscribe ourselves,—Your friends and well-wishers,

Signed by—Messrs. James Whittall, John Dent, J. McDouall, W. Jackson, V. Kresser, H. B. Gibb, per J. F. D., J. F. Duncanson, W. H. Gibb, C. F. Duncanson, W. R. Dalziel, Jno. Fraser, J. F. Holliday, R. Rowett, E. A. Hitchcock, Wm. Neilson, Geo. T. Miller, W. C. Hunter, E. Cunningham, W. H. Foster, Jr., M. Fischer, G. Overbeck, W. Nissen, E. Delbanco, W. Kaye, Geo. Helland, F. Menke, J. M.'G. Heaton, Jno. Lapraik, R. Parr, G. Anderson, H. Lemann, W. B. Taylor, E. H. Pollard, J. C. Whyte, James Russell, W. Wilson, J. Almada da Castro, George L. Tomlin, J. M. d'Almada e Castro, William Barnicott, James Mysedalm, J. C. Guttierrez, V. E. Braga, J. M. Silva, C. H. Horden, H. P. Drummond, A. J. Alves, J. Prior, J. Carvallio, Francis das Chagas, M. Guttierrez, C. J. Smith, Herbert Magniac, H. Murray, Peter G. Laurie, W. Hastings, Charles Rivington, C. H. Whittall, R. Hedge, J. P. da Costa, H. G. James, J. W. Kinder, Charles Tookey, J. H. Allen, E. Atkin, F. A. Manning, J. M. G. Pindon, A. S. Vaucher, W. S. Riddell, J. Simpson, B. Kindersly, N. Ede, A. Pereira, E. Wheeley, C. C. Smith, John Gerard Chas. Sangster, C. Osmund, F. S. Huffum, Henry J. Holmes, Thos. W. Barrington, R. A. Rozario, M. S. Tonnochy, Geo. O. Scott, J. Melville Matson, S. L. Prior, N. J. Pode, J. S. Marshall, Geo. Crichton, H. Nicaise, F. Plumer, Rich. F. Hawke, Chas. H. Andrews, Bruce Mackintosh, P. M. Thomson, John A. Wallace, V. Dannenberg, J. E. Aquino, V. Rocha, jun., Alex. Rodger, Gavin Thomson, Wm. Morgan, W. N. Middleton, A. Coxon, F. Douglas, P. Macvicar, Wm. N. Olmsted, James Hart, Charles C. Cohen, George Stokes, David Hean, F. Stone, Edward Norton, Charles H. Morgan, F. Jackson, Edward Reimers, Francis H. Lane, H. Harrington Nelson, W. D. Glossop, Howard Hodges, George F. Heard, Ed. Baker, J. W. Maclellan, A. G. W. Glennie, Charles Vincent, A. Eimbcke, John Thomson, E. Joost, Thos. M. Morgan, A. J. Guttierrez, N. B. Dennys, E. Beart, A. P. Sinnet, A. Noel Blakeman, A. McLeod, John A. Sandeland, Robert S. Walker, Wm. H. Notley, G. R. Lammert, H. Jorge, John Thurburn, M. A. Silva, C. Dow, G. Moody, H. Smith, A. Jorge, Jas. D. Woodford, L. Russell, Charles H. Hegson, J. Townsend, W. B. Andrews, C. D. Williams, Francis Parry, J. G. Hassell, A. B. da Roza, M. da Roza, J. F. C. da Roza, C. Morland Kerr, John Forster, M. Blane, C. M. Bosman, Edmund Sharp, Mortimer E. Murray, Charles Mackintosh, Jno. Ross Anton, Richard Jensen, George B. Aylmore, Sherman J. Bird, Granville Sharp, Ardaseer Homusjee Chinoy, Rev. Father Raimondi, Henry John Ball, S. A. Seth, W. S. Lording, F. I. Hazeland, A. E. Pirkis, George Pirkis, R. Lyall, W. Bernard, E. L. Woodin, R. A. O'Brien, Frederick Stewart, Edward J. R. Willcocks,

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H. G. Thomsett, R.N., F. Machado, C. G. Le Couteur, A. Cochran, M.D., J. Thornton, J. I. Murray, M.D., James Jarman, F. A. Quim, W. H. Collaco, J. Collins, C. Collins, a Sassoon, Sol. D. Sassoon, Alfred Lister, A. C. Camajee, A. Pestonjee Setna, N. Pestonjee Moolan Feroze, S. Ezekiel, Bepoorjee Pallunjee Ranjee, Findorajee Dhunjeebhoy, D. Ruttunjee, J. B. Colah, Pallunjee Cursetjee, Dhurumsey Poonjabhoy, Pestonjee Dinshan, D. C. Sala, Alfred L. Turner, D. R. Crawford, R. H. Cairns, Fred. M. Harsant, George A. F. Norris, G. Falconer, A. Harley, J. Noble, H. Smith, J. Urquhart, Charles J. Bristow, Robert Brett, D. Noronha.

Mr. Mercer made the following reply:—Gentlemen: "I am deeply indebted to you for the high and gratifying compliment paid me after my unusual and, I may say, singular length of service in this colony. Having been for many years past the only remaining one of the original staff sent out in 1844 to organise the Government of Hong Kong, it is quite time that I should think of making my departing bow, and you will agree with me that it cannot be matter of surprise that the faculty should be of the same opinion.

"The community of Hong Kong is naturally a varying and changeable one as regards its component individual parts, and therefore I am pleased to hear that, while you offer me this expression of your confidence, you answer also for those who have gone before you, as holding the same views with regard to me as yourselves. As to my official conduct, I can but say that I have endeavoured to do my duty, and I am happy to know that the public records prove that, in the opinion of the Governors under whom I have served, I have succeeded in doing it, while my administration of this Government for a period of nearly three years has received the approval of the Secretary of State. I shall be brief, gentlemen, but I wish to say one word as to the colony and its future. I shall not occupy your time in dwelling on its marvellous growth and continued prosperity. Where little more than a quarter of a century back were a barren hillside and a few fishing huts, now rise stately palaces and substantial godowns. For the rude boats and uncouth junks that once paid occasional visits to the waters of Hong Kong, you now see the tapering mast and smoky funnel that tell the magnitude of the commerce that is transacted in this central entrepot of the China Coast. And, gentlemen, this result may be explained by one word—the harbour. So long as no convulsion of nature sinks the island in the sea, or chokes up its magnificent harbour, will Hong Kong continue to advance, and without fear of a rival. In due course of time the iron horse—the inevitable iron horse—will find its way through the length and breadth of the land of China, and the question naturally arises, how will this affect Hong Kong? It will in my opinion make it even greater than before. A railway from a Yangtze port, say Hankow, to the south of China will be a necessity, as saving hundreds of miles of ocean and river navigation. Where shall its terminus be? It will doubtless seek Canton and bring up on the shore of Kowloon, and there the produce of the Celestial Empire will be shot into ocean-going vessels lying alongside the convenient piers and landing-places. This is no vain notion. I firmly believe it and have confidently predicted it. But, gentlemen, there is a social point involved in your address, and on that a few words may be said. It has always been my aim since I first set foot on this island to practise and promote the amenities of society, for with a large community dwelling like us in a space somewhat confined, it must happen that toes are at times trodden on, and to heal differences and increase good feeling should be the part of every one who wishes to do his duty to his fellow-men. This I have steadily and perseveringly endeavoured, and I am rejoiced to recollect that this is not the first time by many in which your approval has satisfied me that I have not essayed in vain. Painful as it is to part from well known places and familiar associations, still more from friends who can give so convincing proof of their confidence and regard as you now give me, the pain is somewhat tempered by the reflection that my memories of Hong Kong will always be of a pleasant nature, and not among the least agreeable will be the remembrance of this day when you offer me a most distinguished compliment, for which I can but inadequately express my heartfelt thanks. Gentlemen, I wish you health, happiness and prosperity, and I bid you one and all farewell."

Mr. Mercer was frequently applauded during the delivery of his reply. Three hearty cheers were given for him and an extra one for Mrs. Mercer, and the meeting terminated.

At the Hong Kong Club on Saturday, May 4th, an address was also presented to the Honourable W. T. Mercer, as President of the St. Andrew's Club, from his "Brither Scots" resident in Hong Kong, in consequence of his intended departure from the colony. Upwards of fifty gentlemen were present.

It appears that Stanford, convicted in 1862 of the opium robbery, has been pardoned the remaining term of penal servitude, and is, we believe, now in England.

The *Colorado* arrived from San Francisco on the 6th May, and was to leave again on the 18th. She brought 280 passengers and about 1,200 tons cargo.

A Chinese gentleman of respectable appearance was summoned before Mr. Masson for not having reported himself to the Registrar General. He had been four months in the colony; and it was averred by Mr. Chas. Osmond, of the Registrar General's department, that he had been cautioned more than once to comply with the provisions of the Registration Ordinances. He was fined $3.

A Canton correspondent writes:—The reported intention on the part of the Americans to build on the old factory site should no longer be treated merely as an after dinner chit chat, for it will soon be put to practical demonstration. Although this determination of the Americans may be viewed in the light of a flank movement against the Britishers of Shameen, yet there may be some cogent reasons for it, which, at any rate, discloses the gratifying fact of the doctors at last entertaining a favourable opinion of the "sick man's" recovery. Knowing well that when once our transatlantic friends make up their minds for the prosecution of an object they "go at it,' the old factory site will ere long assume the title of American Bund, followed most probably by the phœnix-like resurrection of the old and new China streets, where the native merchants had before their "pidgin" quarters. That the "commercial square" will return to where it existed ante-bellum may be safely calculated upon, which will consequently cause a desideratum in the way of office accommodation to the residents of Shameen and Honam. A row of "club chambers" might yield a better remuneration to capitalists than dabbling in the shares of the local joint-stock associations. Taking it for granted that the headquarters of bankers and merchants are re-established here, and the vessels come up to Whampoa to discharge as of yore, will not the estimated revenue from the Stamp Act be thereby curtailed? Sir Richard should be wide awake and prepared with some other ways and means for making up the deficit, like the Indian Finance Minister, who felt it necessary to introduce in his last budget certain new methods of taxation in order to make the two ends meet during the next financial year.

A proclamation has been posted up throughout that city forbidding the printing of Chinese newspapers by foreigners. It has, we learn, put a summary stop to the existence of the little broadsheet published under foreign editorship at Canton, the age for a "free press" evidently not having arrived in the eyes of the Chinese authorities. This awe-inspiring document purports to be an Imperial order transmitted by the Governor-General of the two Kiangs (Kiang-tsu and Kiang-se) to the Governor of Canton, and runs as follows:—

Translation.

Despatch of the Board for Foreign Affairs concerning the foreign commerce in all the open ports. Foreigners are printing newspapers, in which they are repeatedly reviling officials of the middle kingdom, whereas the English Ambassador Peh (Sir Harry Parkes) in consultations with us agreed to forbid such (as reviling of officials). Now all the treaties concluded with foreign countries contain an article on the reviling of officials, making it a heavy crime for Chinese as well as for foreigners, wherefore it is at once strictly to be forbidden. In accordance with this every court has to issue a prohibition, and therefore we declare to those whom it concerns, and may they know it. Henceforth let every one attend to his own business and try to earn money in his proper sphere, and dare not henceforth print any newspaper in Chinese characters; moreover, every block which has already been used for printing newspapers is to be destroyed. Disobey not, respect this manifest.

Tung-ch'i VI, 3, 21.

REVENUE AND EXPENDITURE OF HONG KONG

During the Year ended Dec. 31, 1866.

REVENUE.

Land revenue		$140,250 46
Rents, exclusive of lands		44,228 00
Licences:—		
Spirit retailers...	$30,835	
Pawnbrokers	8,050	
Auctioneers	4,800	
Tenements for emigrants	159	
Emigration brokers	1,200	
Billiard tables and bowling alleys	975	
Opium monopoly	73,635	
Boarding-houses	380	
Marriage	30	
Chinese undertaker	70	
		120,134 00

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Taxes:—		
Balance of arrears of police, lighting, and water rates	$15,731 47	
Amount collected on account of 1866 ...	188,575 47	
		204,306 94
Postage...		163,892 80
Fines, forfeitures, and fees of courts:—		
Fines	$15,593 50	
Forfeitures	2,348 18	
Fees	6,559 39	
		24,496 16
Fees of office:—		
Cemetery burials	1,821 16	
Registry of boats	8,997 61	
Registry of cargo boats and crews	1,335 78	
Registry of hawkers...	1,913 00	
Cargo boats certificates	195 00	
Official signatures	53 00	
Registration of deeds...	1,872 50	
Shipping seamen	7,100 00	
Examination of masters and mates... ...	500 00	
Colonial registers	60 00	
Merchant Shipping Act	739 00	
Registry of carriages, &c.	960 90	
Registration of companies	748 50	
		21,291 45
Sale of Government property...		199 28
Mint		10 490 03
Reimbursements		18,327 71
Miscellaneous receipts...		2 288 47
Profit on coins from England...		5,877 49
Interest		6,193 49
Ordinance No. 12 of 1857		7,155 30
Total		$769,076 58

EXPENDITURE.

Establishments:—	
The Governor	$31,889 72
Colonial Secretary	22,196 21
Colonial Treasurer	11,983 40
Auditor-General	12,356 99
Clerk of Councils	960 00
Surveyor-General	25,311 68
Master of the Mint	42,021 28
Postmaster-General	21,308 65
Registrar-General	7,251 67
Harbour-Master	16,647 41
Chief Justice	24,180 82
Judge of Summary Jurisdiction Court	10,811 15
Registrar of Companies	720 00
Ecclesiastical	3,718 43
Educational	8,339 93
Medical	8,776 67
Police Magistrates	16,516 23
Captain Superintendent of Police	99,392 92
Gaols	18,912 20
Total establishments	383,295 36
Pensions, retired allowances, and gratuities	10,263 43
Revenue services, exclusive of establishments	2,399 30
Administration of justice, ditto	2,320 75
Charitable allowances	40 00
Hospitals, exclusive of establishments	9,927 12
Police, ditto	41,654 84
Gaols, ditto	37,532 16
Mint, ditto	12,694 10
Rent	9,937 99
Transport	1,466 20
Conveyance of mails	109,589 74
Works and buildings	164,545 80
Roads, streets, and bridges	46,454 30
Miscellaneous services	4,824 00
Interests	3,299 78
Land and houses purchased	3,051 14
Military contribution	93,658 54
Total	$936,954 55

TABLE No. II.

Comparison between the Expenditure of 1866 and 1865.

	Increase.	Decrease.
Establishments:—		
The Governor	$15,033 85 ...	—
Colonial Secretary	1,542 01 ...	—
Colonial Treasurer	700 28 ...	—
Auditor-General	339 94 ...	—
Clerk of Council	— ...	$4 00
Surveyor-General	1,556 52 ...	—
Master of the Mint	42,021 28 ...	—
Postmaster-General	474 10 ...	—
Registrar-General	295 54 ...	—
Harbour-Master	1,837 36 ...	—
Chief Justice	— ...	1,673 84
Judge of Summary Jurisdiction Court	149 02 ...	—
Registrar of Companies	300 00 ...	—
Ecclesiastical	— ...	879 57
Educational	61 93 ...	—
Medical	— ...	82 79
Police Magistrates	605 87 ...	—
Captain Superintendent of Police ...	— ...	2,484 83
Gaols	3,183 76 ...	—
... ...	68,101 56 ...	5,124 86
gratuities	831 30 ...	—
Revenue services	588 67 ...	—
Administration of justice	1,503 29 ...	—
Charitable allowances	— ...	260 00
Hospitals	1,302 26 ...	—
Police	11,372 44 ...	—
Gaols	2,589 28 ...	—
Mint	12,694 10 ...	—
Rent	6,469 33 ...	—
Transport	— ...	1,573 26
Conveyance of mails, ...	12,464 42 ...	—
Works and buildings, roads, streets, and bridges	— ...	2,038 20
Miscellaneous services	812 13 ...	—
Interest	3,299 78 ...	—
Land and houses purchased	918 30 ...	—
Military contribution...	21,658 54 ...	—
	144,605 30	145,455 99
Deduct Increase	—	144,605 30
Nett Decrease	—	850 69

The following on the revenue and expenditure is from the *Daily Press*:—

In another column will be seen the return of the actual revenue and expenditure of the colony for the year 1866. Considering our population and extent of territory, the broad result that in the course of that year we spent $167,877 more than we received, and that with an income of over three-quarters of a million of dollars, seems to show that there are other people in the place besides mercantile assistants who ought to reform their habits of extravagance. The scale on which the public expenditure of the colony is designed is in every way just as largely in excess of the legitimate wants of such a community as this, as the expenditure of the most extravagant private resident may be in excess of his real needs. In fact, the Government has been far more extravagant than those mercantile assistants of whom we argued that they were foolish in spending all their incomes instead of saving. We did not accuse them of spending more than their incomes, but the Government rivals the Portuguese clerks who spend half a crown out of sixpence a day. If they keep ponies and chair coolies which their incomes do not justify, the Government keeps judges, magistrates, and dignified civil officers which it cannot properly afford. The same explanation of the extravagance holds good in both cases. It is not the fashion in China to cut your coat according to your cloth with any class of persons. You design the coat according to the cut of your neighbour's garments, and if there is not cloth enough you go into debt for a new piece.

The total result of the accounts is to show that there had been a net decrease in the expenditure for 1866 as compared with that of 1865 amounting to the imposing sum of $850; but when the items of increase and decrease are examined, they present features which are by no means agreeable. Thus we find that the bulk of the decrease is accounted for by a decrease of $136,000 under the head public works—that is to say simply that the exceptional expenditure on the Mint which took place in 1865 has not been repeated. Of course not; therefore if the expenditure of 1866 on the ordinary department had been only the same as in 1865 there would have been a decrease on this present account of $136,000. But, instead of this, there is a net decrease of only $805! In other words, as much money has been laid out on the establishments, departments, and so forth in 1866 in excess of that which was so spent in 1865 as is sufficient to neutralise the saving which ought to have appeared of $136,000. The items under which this increase is observable will be seen from Table No. II., which is an abridgment of a comparative statement which appears in the *Gazette*.

The *Far East* left Calcutta on the 20th April, and arrived at Penang on the 27th, remaining there, discharging and taking in cargo, until the 29th; arrived at Singapore on the 1st May, and left for Hong Kong on the 3rd May. Had light N.E. and E. to S. winds, and fine weather up to the Paracels; since then light northerly winds and fine weather. On the 6th May, in lat. 10.20 N., and long. 109 40 E., spoke the ship *Anna Dorothea*, from Cardiff to Shanghai, 130 days out. (By telegram we learn that the *Far East* was loading for Japan.)

The case arising from the Admiralty seizure of the *Min*, referred to in our Hong Kong correspondent's letter in a former issue, came on for trial before the Chief Justice in the Hong Kong Supreme Court on the 7th April. Mr. Pollard, Q.C., in-

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structed by Mr. Caldwell, appeared for the plaintiffs; and the Attorney-General, instructed by Mr. Hazeland, for the defendants and the garnishees. This was an action for the non-delivery of certain cargo shipped on board the British ship *Min* (Captain Sargant) in London, consigned to Messrs. Lyall, Still, and Co., of Hong Kong, the bills of lading for which were duly endorsed to the plaintiffs, the Comptoir d'Escompte and Chartered Bank of India, Australia, and China, for value. On the arrival of the vessel in this harbour, Captain Sargant delivered the goods in question under guarantee to Messrs. Jardine, Matheson and Co., and others, authorised to receive them by the unpaid vendors in England, exercising their right of stoppage *in transitu*. The defendants are the owners of the ship *Min*, and being in England are sued under the Foreign Attachment Ordinance No. 2 of 1855. On a former day the Attorney-General applied to the Court by motion to dissolve the attachment issued against Messrs. Gilman and Co. and Capt. Sargant as garnishees, on the grounds that the cause of action did not arise within the colony of Hong Kong or its dependencies, the provisions of the above-mentioned ordinance being solely applicable, under the second section thereof, to cases where the cause of action arose within the colony. After hearing the arguments of the learned counsel *pro* and *con.*, the Chief Justice reserved his decision on this point, permitting the Attorney-General to proceed with his motion, subject to such decision.

Upon his Lordship resuming the hearing of the case, after a lengthened argument by counsel, Mr. Pollard proceeded to call witnesses. Mr. Alex. Rodger proved the signature of his father upon the bills of lading; his father being an owner of the vessel, signed the bills on account of the captain's illness. Mr. George F. Maclean proved having received the bills of lading from London and having sent them to the Comptoir d'Escompte, in accordance with an assignment; and Mr. Still proved that the business conducted in London under the style of George Lyall and C. F. Still was simply an agency of the China house of Lyall, Still and Co., all transactions entered into by the London branch being on account of the China house. Mr. Harris, clerk to Mr. Caldwell, was called to prove that the captain of the *Min* had refused to deliver the goods. The learned counsel then submitted that he had proved everything necessary to constitute his right of action upon the contract; but supposing that he had not done so in the opinion of the Court, he was certain he possessed a right to proceed under trover and detinue. Some objections were here raised by Mr. Pauncefote as to the formal legality of the writ—that due notice had not been given—when some hard words ensued as to breach of undertaking on the part of the defendant's attorney. It was, however, agreed to proceed with the legal point, and issue a new writ if necessary.

In course of the argument Captain Sargant was called, as garnishee, to answer to the court why he had taken the ship to Whampoa, thus removing the vessel out of the Court's jurisdiction, and becoming guilty of a contempt of court in so doing. The Attorney-General, for the garnishee, replied that it was more a matter of dry legal interpretation of the words of the ordinance than a contempt of court. His Honour said he had the captain at least, and he would take good care he did not sail away as the vessel did. He should detain the garnishee under the care of the officer of the court until a full equivalent for the ship was placed in court.

It was ultimately arranged that the writ be dissolved, an undertaking being entered into by all those concerned to defend the action; which in fact now resolves itself into a suit or action at common law in trover and detinue.

The *Formica*, Norwegian schooner, lately arrived at Hong Kong from San Francisco, is one of the most remarkable vessels that has ever appeared in China waters. She is the pioneer of a fleet in process of construction by her enterprising Norwegian builders, and if cheapness of build, economy of labour and space on board, combined with great speed, be the chief recommendations of a small sailing vessel, then the *Formica* must be the most useful and most profitable ship ever seen in this port. Her build and rig throughout are on the latest scientific principles, and in this respect she is nothing short of a many detailed experiment in naval architecture. She can carry nearly 500 tons at only twelve feet draught, and is one of the fastest vessels afloat, having averaged ten knots an hour for eight days in succession. Her maximum speed is said to be fifteen knots. Her crew number nine men, four of whom can put her under close reefed canvas with the greatest ease in less than five minutes. With the exception of her fore and main top gallant sails, all her sails are reefed and furled from deck, and even the foretopgallant sails, when clewed up by an improved method, are so snug that they may almost be said to be well stowed. Thus it is not necessary in shortening sail for any of the crew to go aloft. From stem to stern of this fine vessel everything appears, even to the eye of an unnautical observer, fitted and adapted in the most efficient and scientific manner conceivable. Her top sails, of which she has two (fore and main), are patent reefing, similar to Cunningham's patent. On her fore and main yard runs a traveller, much resembling the rail on which an ordinary railway carriage runs. When the square foresail or mainsail, therefore, requires to be taken in, instead of the ordinary method of clewing up the sail, the outhaulers leading to each yard-arm are let go, and the sail is brailed into the centre of the yard in a moment. A similar line of rail runs abaft each mast, up and down with the gaff travels—thus dispensing with the mast-hoops, &c. The fore and aft sails are reefed by being rolled round the boom on a most admirable principle, so that one man can efficiently reef the foresail, mainsail, or mizen as quickly as half-a-dozen men can haul down a reef by the old system, to say nothing of tying points and settling all taut again. The *Formica* has a spar deck running fore and aft, which entirely covers the lumber usually seen on a ship's deck; her main deck, which is about six feet high and over 100 feet in length, is admirably adapted for carrying either cargo or passengers. Unlike ordinary vessels the *Formica's* chain plates are not visible, her topsides being as innocent of any projection as a ship's cutter; neither has she any bulwarks, unless a sort of topgallant rail of some fifteen inches can be so called. Her rudder is an improved patent, and is so adapted that the vessel can be steered from the between decks or cabin if required—a very great matter in the event of the vessel being attacked by pirates.

The *Formica* was built at Tonsberg by M. Decker—the builder of the *W. S. Lindsay*, which recently made the passage from New Zealand to Antwerp in 68 days, the fastest passage on record—and is owned by Mr. A. Bull, of Tonsberg. She is no doubt a very fast sailer, and we should say is one of the most profitable vessels that ever sailed. She requires little or no ballast even to go to sea, and her deck is said to be as dry as a drawing-room during a lengthened voyage and in a heavy sea. Although built of soft wood, she is classed A 1 at Lloyd's for ten years. The *Formica* is in every respect a vessel well worthy the attention of every nautical man, or that of any one interested in the progress of transport in timber-built sailing craft.

The following notices have appeared:—

The interest and responsibility of Mr. Michael Sichel in our firm ceased on the 30th April, 1867. Mr. James Wheatley and Mr. Adolphus Zimmern are this day admitted partners in our firm, which Mr. Frederick C. Adams ceases to sign per procuration. REISS and Co.

China and Japan, 1st May, 1867.

We the undersigned have this day established ourselves as general commission agents and merchants at Chefoo.

ENGWAT BROTHERS and Co.

Chefoo, 1st May, 1867.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ADAMSON—On the 19th May, at Fulshaw, near Manchester, Mrs. William Adamson, of a son.

ALI—On the 21st June, at 47, Kensington-park-gardens, the lady of Nawab Syad Ahmad Ali, of a daughter.

FITZGIBBON—On the 6th June, at Sidney House, Cork, the wife of Victor Beare Fitzgibbon, of a son.

MACKENZIE—On the 21st June, at 69, Chepstow-place, Bayswater, the wife of Samuel Mackenzie, Esq., of a daughter.

ORMISTON—On the 16th June, at 17, Belsize-park, Hampstead, the wife of Walter Ormiston, Esq., of a son.

MARRIAGE.

HOLMES—GORTON.—On the 25th June, at the parish church, Tottenham, by the Rev. J. G. Hale, George Holmes, Esq., of Tottenham and Hong Kong, to Mary Jane, third daughter of James Gorton, Esq., of Belfast.

LINCKER—PUNCHARD—At St. John's Cathedral, Hong Kong, 8th May, by the Rev John Wilson, R.N., Acting Colonial Chaplain, Adolph George Lincker, Merchant Swatow, to Catherine Mary Punchard.

DEATHS.

DENT—On the 16th June, at Paris, William Dent, junr., Esq., late of China.

FLETCHER—On the 20th June at 1, Eaton-terrace, Lancelot Harry, the son of Lieut. Colonel and Lady Harriet Fletcher, aged three weeks.

MURROW—On the 23rd June, at 86 Hereford-road, Bayswater, Mary, the infant daughter of Mr. G. J. Murrow, aged 22 days.

WRIGHT—Near Hong Kong, 8th May, on board the *Agamemnon*, one hour before her arrival in port, of disease of the heart, aged 37, Mr. Richard Joseph Wright, of London, and of the firm of Mansfield and Co., Singapore.

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EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nugasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to April 30, 1867	919887	55605874	47646475		13528915	117601181	49118
Corresponding period last season.....	1112250	50768271	47231380	747284	14573935	114433120	61924

SHIPMENTS SINCE.

Ship.	From.		Tea.	Silk.
May 13 ... Behar (ml. st.)	... Shanghai, &c.	...	—	460

TO UNITED STATES.

							Pcls.
From June 1 to April 30, 1867	...	...	...	...	...	33463166	519
Corresponding period last season.....	...	...	...	...	...	30972426	—

SHIPMENTS SINCE.

Ship.	From		
May 1 ... Condor	... Shanghai	...	388568

TO THE CONTINENT

							Bales
From June 1 to April 30, 1867	...	...	...	...	...	1676397	—
Corresponding period last season.....	...	...	...	...	...	3146410	—

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to April 30, 1867	...	...	...	...	...	51832	106
Corresponding period last season.....	...	...	...	...	...	44473	508

SHIPMENTS SINCE.

Ship.	From		
May 7 ... Free Trade	... Hong Kong	...	390
„ 11 ... California	... Do.	...	160

TO AUSTRALIA.

From June 1, 1866, to April 30, 1867 ... ... 11,030,715 lbs.
Corresponding period last year 10,464,097

SHIPMENTS SINCE.—None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,200	18 604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,250
„ 1855 to 1856.....	92,240,300	50,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	83,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	70,644
„ 1861 to 1862.....	109,854,040	79,159
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,003
„ 1864 to 1865.....	131,236,870	32,313
1865 to 1866.....	115,333,042	62,890

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama . . .	6 months' sight.	4s. 6d.	4s. 7d.
„ . . .	4 ditto	4s. 5½d.	4s. 6¾d.
At Shanghai . . .	6 ditto	6s. 1d.	6s. 1¼d. to 6s 2¼d.
„ . . .	4 ditto	6s. 1d.	6s. 2¼d. to 6s. 2¾d.
At Canton . .	6 ditto	4s. 5¼d.	4s. 6¾d.
At Hong Kong . .	4 ditto	4s. 5d.	4s. 5¼d.
At Macao . . .			
At Singapore . . .	4 ditto	4s. 4½d. to 4s. 5d.	4s. 5¼d. to 4s. 5½d.
At Manila . . .	6 ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 297 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 10⅛ per cent. premium. Mexican dollars at Shanghai, tls. 74·05 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 3 per cent.; old, 5 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 19 to 30 per cent.; Steam Shares, 12 per cent. dis.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

The following is from Sharp and Co.'s Circular:—

Gold.—A smaller local business has been done than for some time past.

The total imports are $380,000, and on the other side the summation is $500,000. The export from Japan of the Silver-Gold I-shus has almost ceased.

Silver.—Amount inwards, $2,180,000. Outwards, $1,400,000.

The Bar Silver and Sycee have again been wholly purchased for Indian remittance. Large sums have been received from Yokohama in Silver Bous, some of which will probably find their way to the Mint.

Dollar Currency.—The totals received during the fortnight aggregate $630,000, and those sent away $450,000. Very few dollars will be packed for shipment by the present opportunities.

Exchange.—More has been doing in India Bills; a rupee extra just shutting out the coin. In sterling a small business only has been done at a decline. It would appear that merchants are prudently waiting to see what teas are to cost this time before laying down their funds.

Discount and Mortgages.—Money is placed on first-class Mortgages at 12 per cent.

Shares.—Quotations for these have improved since our last; some purchases for investment being made.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

The following report is from the *Overland Trade Report*:—

CANTON.—About 500 piculs of Common and 600 of W.B. Lead have been settled during the fortnight taels 7.15 to 7.25 for the former, and taels 7.35 to 7.45 for the latter. 3,500 piculs remain on offer. 250 flasks of Quicksilver have been placed at taels 70 to 71, and 200 more remain on the market.

SWATOW.—Shirtings, Grey, 8.4 lbs., $3.85; 10 lbs., $5.60; imports, 2,614 pieces. White, $8.10; imports, 185 pieces; T-Cloths, 6 lbs., $2.40; 7 lbs., $3 per piece; imports, 858 pieces. Cotton Yarn, No. 16-24, $219 per bale; imports, 112 bales. Bombay Yarn, $168 per bale. Metals: Nail Rod Iron, $4; Bar Iron, $3.80; imports, 850 bundles. Lead, W.B., $7.25 per picul.

AMOY.—Cotton Yarn, 16 to 24's are in good demand at $67 to 68; stock, 75 bales. Grey Shirtings, sales of 300 pieces good 8¼ lbs. have been made at $3.85, and the range of the market is $3.80 to 3.85; 7 lbs., $3.50; stock, 4,000 pieces. White Shirtings very dull; 68 reed, $3.40; 60 reed, $3.55; 56 reed, $3.40; stock, 200 pieces. T-Cloths, sales of 300 pieces 7¼ lbs. are noted at $3.05; 6 lbs., quoted at $2.80; stock, 2,200 pieces. Long Ells, Scarlet, $8 to 11; assorted, $7.10; no stock. Spanish Stripes, Assorted, 90 cents to $1 per yard. Quotations for other piece goods are as follows:—T. R. Cambrics, $3.80 to 4.20. Dyed Figured Shirtings; sales of 150 pieces at $5.35; stock, 100 pieces. White Brocades at $4.40; stock, 500 pieces. Coloured Brocades, $5.50. Coloured Chintz, $2.70 to 3.20; stock, 250 pieces. Camlets, $21 to 22; stock, 440 pieces. American Drills, sales of 150 pieces at $6.60; no stock. Metals, Tin, $23.50; stock, 600 slabs. Lead, $6.90 to 7.20; stock, 245 pigs. Quicksilver, $72. Nail Rod Iron, $3.30 to 3.60.

HANKOW.—Grey Shirtings: Arrivals from Shanghai have been large, whereas the demand has been less brisk. Prices have, in consequence, given way about 5 cents per piece on 7 and 8 lbs. cloth, quotations for same being this day tls. 2.35 to 2.40, and tls. 2.60 to 2.68 respectively. Heavier makes remain without change, 9 lbs. 10 oz. cloth being still worth taels 3.60 to 3.65 per piece. White Shirtings remain as last quoted, little demand being experienced for same. T-Cloths continue well inquired for, 7 lbs. cloth shows an advance of 1 mace per piece; good chop being to-day worth 2.40 taels. Other weights remain without change. Drills: English have been placed to a fair extent at a further decline of from 2 to 3 mace per piece. Fancy Cottons continue neglected, and in several instances show a fall of 1 and 2 mace on last mail's quotations. Camlets have continued in fair demand, principally for Szechuen, and may be quoted a quarter of a tael higher than at date of last issue. Lastings are in limited inquiry at previous rates. Long Ells show no alteration in values, the demand continuing insignificant. Spanish Stripes, Broad and Medium Cloths continue out of favour. Woollen and Cotton Mixtures: In consequence of accumulating stocks and limited demand, a fall of fully 3 mace per piece has to be recorded in the value of Figured Orleans. Metals: Lead has been rather more inquired for, but stocks have increased, and importers have submitted to rather easier rates. Sales have been at Tls. 5,50 for inferior, and Tls. 5.70 a 5.80 per picul for L. B. and W. B. marks. Quicksilver, there have not been any transactions, and last quotations are repeated. Tin continues to pass off in small lots at Tls. 19.80 a 20 per picul.

YOKOHAMA.—The last market Report was dated 16th ult., and during the fortnight that has since elapsed the import business has been quiet, and sales have been comparatively trifling. Grey Shirtings, 8.4 to 8.8, have been sold at $3.60. Yarn keeps in fair demand at former rates. Black Velvets have fallen considerably, and are difficult of sale at $13. Camlets remain as last quoted; holders are in some cases apparently more anxious to realise. Sales are reported as low as 16. Turkey Reds, Dyed Brocades and Spots, Lustres, Orleans, &c., are in no demand. Metals are quiet.

COALS.—*Hong Kong*: The only arrival has been a cargo of about 600 tons Australian coal for sale. English and Welsh firm at $13 50 and $14.50 per ton. Australian $9.50 to $10. Shanghai: The market has remained unaltered, but the demand having fallen off the tendency is downward. Sales of Australian (Sydney kinds) have been made at taels 11 per ton from ship; for native consumption the Newcastle kinds are not so well liked. Of Cardiff small sales at taels 16.5. per ton from ship. Nothing doing in American and Japan coals. English coals are without arrivals, which since the 20th ultimo were—1,889 tons from Great Britain, 734 tons from Australia, and 170 tons from Japan,—in all, 2,793 tons. English, taels 13 per ton; Cardiff, taels 16 per ton; Welsh, taels 14 per ton; American Anthracite, taels 12 per ton; Sydney, taels 10-7.5 to 11 per ton; Japan, taels 7 per ton; Formosa, taels 6 per ton.

SHIP-CHANDLERY.—Since last mail the flour market has been much changed, owing to the arrival of the Colorado and other vessels with large supplies of bbls. and sacks. Quotations are: bbls., $8 to 9 (extra) quarter sacks, superfine, $1.45 to 1.50; half-sacks, $2 80 to 2.90. The quotations for Beef and Pork still remain nominal, no sales except at retail, and large holders are still anxious to sell.

HONG KONG.—Grey Shirtings: There has been a limited demand for these goods, and prices for all weights are considerably weaker from the effects of the above mentioned forced sales. As high as $3.55 and $3.52½ was obtained for two lots of favourite chop 8¼ lbs., but the ruling price has been $3.47½. The highest price for 7 lbs. was $3.05 to 3.02½, but these latter were slightly spotted. Sales include 8,850 pieces—say 800 pieces 7 lbs. at $3.02½ to 3.05, 7,800 pieces 8.4 at $3.47½ to 3.55, 250 pieces 9½ lbs. at $4.50. White Shirtings: These goods have only been in small request, sales including 4,350 pieces, of which a considerable quantity have been of the higher reeds. The range of the market may be quoted at $2.75 to 6.50 for 54 to 84 reed. T-Cloths: Transactions have been comparatively large, and prices show a shade of improvement since last report. Stocks are becoming reduced, and this, combined with firmness on the part of holders, should operate favourably for still better rates. Sales include 23,880 pieces, say 8,500 pieces 6 lbs. at $2.30 to 2.60, 9,000 pieces 7 lbs. at $2.65 to 2.75, 6,380 pieces 8 lbs. at $3.40 to 3.95. Fancy Cottons: There has been a marked improvement in the demand for these goods, and considerable sales have been made of all descriptions, but prices show no material change and are at about their former level. Transactions include 500 pieces White Spots at $4, 750 pieces Brocades at $3.80 to 5, 400 pieces Damasks at $8 to 8.50, 400 pieces Chintz at $2 25 to 2 60, 11,800 dozens Handkerchiefs at 92½c. to $1.10, and 10,600 pieces Turkey Reds at

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$3.60 to 3.80. Woollens: Have been in little demand; no change to note. Sales include 100 pieces Spanish Stripes at 80 to 92 cents, 200 pieces Lastings at $18.50, 540 pieces Long Ells at $9.40 to 9.50, and 200 pairs Blankets at $5. Cotton Yarn: The brisk demand noted in last report continued during the early part of the fortnight, and considerable quantities were placed of the finer qualities at former rates; latterly, however the demand has almost entirely disappeared, and the quotations must be considered nominal. The market, however, is firm, and in view of the small stocks in hand not likely to decline from its present level. Sales embrace 328 bales, say 213 bales 16-24, at 164 dols. to 200 dols., 30 bales 28-32 at 207 dols. to 210 dols, and 85 bales 38-42 185½ dols. to 220 dols.

METALS have been in rather fair request. Sales include 1,008 piculs Nail Rod Iron at 3.40 dols. to 3.50 dols., 4,100 piculs Bar Iron at 3.05 dols. to 4.40 dols., and 500 boxes Tin Plates at 6.80 dols.

CHINA AND JAPAN EXPORTS.

TEA.

CANTON.—Sales confined to new make Congou 4,000 boxes at Tls. 24 to 25; old chops no buyers; prices for New Scented not yet settled, but arrivals large. Young Hyson sales, Tls. 27. The total export is computed at—

Canton	14,239,100
Foochow and Amoy	47,121,600
Shanghai and Hankow	55,428,800
Japan	1,291,900
	118,081,400

And the export to United States 32,513,500. These totals differ slightly from our statements.

FOOCHOW.—There have been no further transactions in old teas. The *Overland Trade Report* says:—"Letters have been received by the Chinese from the tea districts which advise that settlements of leaf have been effected at prices to lay down at Foochow 8 to 10 taels per picul under the cost last year. It is probable that the new teas will begin to arrive at this port in about ten days or a fortnight."

SHANGHAI.—*Black Teas.*—The season is now virtually closed, a small parcel of common Hohow at Tls. 16, being the only settlement since the mail. Re-shipments, none. Stock, 150 chests. Total settlements, with re-shipments from the River Ports, from 1st June, 1866, to date, 330,000 chests, against 274,000 chests last year. The settlements comprise:—1,300 half-chests fair Teenkai; 800 half-chests common Moyune; 3,200 half-chests common Fychow and Shanghai-packed; total, 5,300 half-chests. Re-shipments (on native account), 1,200 half-chests. Stock, 8,000 half-chests, against 3,000 half-chests at same date last year. Total settlements, with re-shipments from the River Ports, from 1st June to date, 875,000 half-chests, against 285,000 half-chests last year. *Green Teas*—A further decline of about two taels in rates has led to a somewhat increased business, all but the very lowest grades being now cleared off the market. At Chinkiang 3,000 packages of fine tea remain in stock, but they are expected to arrive for sale at this port in a few days.

YOKOHAMA.—As the present season draws to a close, the amount of business done in this staple naturally decreases, and we have to report only moderate purchases during the past fortnight. Settlements do not exceed 2,600 piculs, at prices without change since our last, although for one or two better samples slightly higher rates have been paid. The unsold stock in Yokohama is small and of inferior quality, and the dealers do not expect to receive much more than 2,000 to 4,000 piculs of the present crop. Samples of the new crop should arrive towards the middle of next month, but no large parcels will be upon the market until early in June. All native accounts agree in representing the yield as most promising both in quality and quantity.

SILK.

CANTON.—The new crop was expected about the 24th May, but recent rains would probably affect the quality and also reduce the quantity available. Some old silk still remained unsold, but was chiefly of the inferior grades, and very high prices were asked.

SHANGHAI.—There had been no settlements during the fortnight, and about 400 bales had arrived from Japan. Total settlements, 1st June to 17th May, 42,050 bales against 54,200 in the same period of the previous season. Total export to 17th May, 48,800 bales against 62,000 in the previous season. The weather had been favourable for the new crop.

YOKOHAMA.—Notwithstanding the somewhat improved advices received by telegraph, transactions have been on a limited scale, and a portion of these have been in barter. The rise in exchange has weakened prices generally, the finer sorts having been extremely scarce, and hence quite nominal. Supplies have been equal to settlements, but generally of the lower grades. The unsold stock is estimated at 500 bales. Quotations for Mybash and Sinchu are:—Nos. 1 and 2, 880 to 920 dols. per picul; Nos. 1, 2, and 3, 800 to 850 dols.; and Nos. 2, 3, and 4, 725 to 759 dols. Total export from 1st July to 26th April, 12,114 bales, against 9,879 bales in the corresponding period of the previous season.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From Liverpool, April 27, Chalmers; from Newcastle, 29, Diamond; from London, City of Aberdeen (reported by telegram); from New York, April 21, Luisa Canevero.

At HONG KONG and CANTON.—From London, May 10, John Milton; from Shields, Deerfoot; from Singapore, &c., 11, Far East (str.).

DEPARTURES.

From YOKOHAMA.—For New York, April 27, Glenclune.

From SHANGHAI.—For New York, April 30, Condor.

From HONG KONG and CANTON.—For New York, May 11, Windward.

From MANILA.—For London, May 2, Dilkhoosh; for Cork, April 30, Betty Peribach; for Havana, 27, Maria y Vicente.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune, Havelock.

At SHANGHAI.—For London, Crawshay Bailey (full), Isles of the South.

At MANILA.—For London, Monarch; for Cork, Lord Raglan; for New York, Daniel Marcy.

At HONG KONG and CANTON.—For London, Belted Will, Min; for New York, Ethel.

VESSELS PASSED STRAITS OF SUNDA.

April 22, Pakwan, London to Hong Kong (reported by telegram).

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s., per ton of 50 cubic feet. To New York, per sailing vessel, £2 10s. to £3; per steamer, $45 per ton of 40 cubic feet.

AT SHANGHAI.—The Isles of the South is loading for London at £3 per ton for New York; there is no vessel on the berth. Coast rates show a decline.

At HONG KONG and CANTON.—There have been no fresh charter effected for London direct, and via Manila the Emerald is the only vessel closed. For New York the Ethel has been taken at £2 15s. per ton, showing an advance of fully 15s. per ton on previous rates. The circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at 20, representing 9,048 tons.

At MANILA.—The Monarch has taken the berth for London direct at £2 10s. per ton for unclayed sugar, and the Daniel Marcy for New York at 12 dols. per ton of 20 cwt. for dry, and 11 dols. per ton of 4 bales hemp to New York or Boston.

REPORTS AND CASUALTIES.

SHANGHAI.

Italian ship Luisa Canevero, Nov. 12th, left New York, crossed the Equator Dec. 6th, in long. 28 W. In the meridian of the Cape of Good Hope, Jan. 19th. Off St. Paul's, Jan. 25th. Feb. 5th, encountered a severe gale from the N.E. which lasted to the 12th, and carried away the patent steering apparatus. Feb. 19th, sighted Sandalwood Island. Arrived at Woosung, April 12th, detained there for eight days for water on the Bar, the ship drawing twenty-two feet. Coal laden.

HONG KONG.

The British ship John Milton reports having left the East India-docks on December 17th, and Gravesend on the 22nd. Experienced heavy gales in the Channel, and in the Bay of Biscay a succession of gales, in which she lost a man overboard, split several sails, and had a boat washed away. A tremendous sea all the time, decks full of water, spars and everything movable adrift. Afterwards fine weather to the Equator, which was crossed on February 4th, in lon 23. Had moderate S.E. trades, and fine weather to the Cape. Passed the meridian on March 2nd, in lat. 39 S., and went as far as 45 S. Had a strong gale, in which a man fell from the fore topsail yard and broke his arm. Sighted Java Head on April 3rd, with light easterly winds, and a strong current setting to the westward. Passed Anjer April 8th. Thence to arrival, light variable winds and calms, with thick weather and rain. On April 3rd, in the Straits of Sunda, spoke the ship Thomas Killan, eighty-seven days out from London, bound for China; and on the 23rd, in lat. 13 N., long. 107 E., the barque Rifle, from London, bound for Nagasaki, 106 days out.

The British ship Ariel from Saigon, April 29th, reports that the barques Richard Cobden, Coq du Village and Costa Rica left same date, the latter bound for Macao. On May 1st in Lat. 10.32 N. Long. 109.29 E. passed the British ship J. R. Worcester from the Tyne to Shanghai 105 days out, 29 days from the Straits of Sunda. Experienced light variable winds and calms during the passage. A large Spanish vessel with coolies was reported to have been lost on Cecir de Mer. Two French gun-boats had gone down to the scene of the wreck, but had not returned when the Ariel left Saigon. The particulars are therefore unknown.

COMMERCIAL POSTSCRIPT.

We beg to call the attention of our subscribers to an addition in our Export Supplement, consisting of a statement of the cargo by the P. and O. Company's steamers.

We are requested to state that on the 1st of July next the London office of the Hong Kong and Shanghai Banking Corporation will be removed to No. 32, Nicholas-lane, Lombard-street.

The firm of Messrs. Finlay, Hodgson, and Co., of high standing in the China trade, and that of Messrs. Baring Brothers and Co., have amalgamated, the arrangement taking effect from the 1st proximo. Mr. D. J. Kay and Mr. Kirkman Finlay retire from the former and Mr. Charles Baring Young from the latter firm, in which the present partners are Mr. Thos. Baring, M.P., Mr. Charles Baring Young, Mr. Russel Sturgis, Mr. Edward Charles Baring, and Mr. Henry Bingham Mildmay. Under the designation of John Francis Baring and Co. the house was established in 1763, the name of Baring Brothers only dating from 1805. The house of Finlay, Hodgson, and Co. dates from the year 1809. Their branch in Liverpool, Messrs. Thomson, Finlay, and Co., will be included in the union. Mr. Baring and Mr. Kirkman Hodgson are both directors of the Bank of England.

ARRIVAL NOT IN THE TABLES.—June 3, at Havana, from Macao, Esperanza. June 14, at New York, from Foochow, Robin Hood.

DEPARTURES.—June 25, from London, for Shanghai, Dilpussund; for Hong Kong, Art Union; 20, from off Dungeness, for Batavia, Cornelis Gips; 21, from Cardiff, for Singapore, Joachim; 22, from Newport, for Shanghai, Ladye Love.

SPOKEN.—Joseph Manook (?) (barque), from Colombo, March 31, 1 N., 24 W.; Barracouta (barque), Liverpool to Japan, April 20, 33 S., 18 W.; Lord Nelson (barque), from Colombo, May 5, 36 S., 23 E.; Miss Nightingale (?) (Prussian ship), Singapore to London, May 8, 35 S., lon. 16; County of Lanark, Batavia to Rotterdam, May 13, 31 S., 15 E.; Batavia, Batavia to Rotterdam, 17 S., 4 E.; Colgrain, Colombo to London, April 24, 36 S., 23 E.; General Havelock, Foochow to New York, April 24, 36 S., 22 E.; Avon, Colombo to London, May 2, 34 S., 27 E.; Lansdowne, Java to Amsterdam, May 21, 71 days out; Carolina and Maria (Dutch ship), Batavia to London, March 1; Victoria (Austrian ship), Macao to Havana, out 36 days, 13 S., 97 E.; Huntley Castle (ship), Glasgow to Singapore; Hastings (ship), Trincomalee to London, April 8, 21 S., 53 E.; Magellan, from Shanghai, 58 days out, April 12, 15 S., 90 E.; Admiral de Ruyter, Batavia to Am-

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sterdam, May 2, 35 S., 24 E.; Thankful, Singapore to London, April 12 30 S., 39 E.; Delft, Bali to Rotterdam, 34 S., 15 E.; Zanzibar, Penang to London, May 11, 25 S., 6 E.

CASUALTIES.—The Argo (Russ. ship), Rosenberg, from Cardiff to Galle, which put in at Lisbon June 20, reported leaky in her topsides, will probably have to lighten to repair. The Amersham (ship), Barton, of and for London, from Penang, which put in at St. Helena, May 4, leaky, &c., and was surveyed and recommended to lighten, was again surveyed May 27, and the surveyors have recommended that the remainder of the cargo should be discharged and the vessel sold. The Concordia (brig), of Dordt, has been chartered to take a portion of the cargo to its destination. The China clipper Ethiopian has been towed into Sydney by H.I.M. ship Marceau. The Ethiopian was seven days off the Heads after being totally dismasted in a hurricane and losing her chief officer overboard. Divers have recovered 92 cases of copper and yellow metal, 30 tons of railroad iron, and a quantity of bar iron, from the Taymouth Castle, from Glasgow to Singapore, wrecked at Torhead 6th January. Should the weather continue fine, it is expected that a large quantity of the dead weight will be recovered.

The crew of the Prussian ship Virginia (from Cronstadt to the Amoor River, abandoned in lat. 8 N., long. 12 ?) were taken off and landed by the Royal Edward at Capetown, not as stated in the paragraph of casualties at Plymouth.

MISCELLANEOUS.—At Ascension, May 23, Aurora Australis, from Shanghai, and sailed for New York.

Off Ascension, May 9, Earl of Chester, from Sourabaya for Rotterdam; Thame, from Ceylon; 21, Aletta Augusta, from Padang; 23, Kanagawa, from Batavia, both for Amsterdam; 27, Eskdale, from Colombo; 28, Walcheren, from Bali, for Rotterdam.

At TABLE BAY, April 22, Nieman, Beckwith, from Macao; 23, San Fernando, Gamecho, from Manila, and sailed 27 for London; 26, Krimpenaan de Lek, Rotgans, from Macao, and sailed 27 for Havana; May 11, Costa Rica, Furber, from New York, and sailed 15 for China; 15, Sultana, Henderson, from Batavia; April 30, Dragon (s.), Gibbon, sailed for China; May 5, Hayo Maro (s.), Carne, sailed for Japan.

The Admiralty have invited tenders for the conveyance of seven tons meast., ranges, &c., from the Thames to Hong Kong.

BANKRUPTCY COURT.—IN RE GEORGE LYALL.—The bankrupt in this case was a merchant, of Leadenhall-street, in partnership with Mr. Still and Mr. Maclean, under the firm of Lyall, Still, and Co., Hong Kong. The joint liabilities are stated at £173,381; assets estimated at £36,300, a portion of which is subject to a decision of the court at Hong Kong. Mr. Reed opposed for Mr. Lieart, of Manchester, a creditor for £47,000, and asked for additional accounts. The house at Hong Kong had failed, and most of the property was there, consisting of goods which had been purchased in this country. This failure was stated to be the result of undue speculations entered into by Mr. Maclean at Hong Kong, and against which his partners had from time to time protested. The adjudication in the case of Mr. Lyall was obtained at the instance of a creditor, and an adjudication had also been pronounced against the firm at Hong Kong. After hearing Mr. Lawrance for the assignees, his Honour directed an adjournment.

RECEPTION OF THE JAPANESE ENVOYS AT WASHINGTON. — The following details are given of the interview of the Japanese Commissioners with the President:—Ono Tomogoro, the Chief Commissioner, said: "I have the honour to offer to the honourable President of the United States the assurance of his Majesty the Tycoon's best respects, and his earnest wishes for the excellent health of the President, and also his best wishes for the happiness and the prosperity of the people of the United States. His Majesty the Tycoon sincerely desires that the friendship now existing between the honourable President and himself, and between the people of both countries, may continue and grow firmer in coming years; that the intercourse between the two nations may be extended, and thus the welfare and happiness of both may be promoted by their dealings with each other." The President, after cordially welcoming the Commissioners to Washington, said: "I am glad to see the representatives of Japan here, that I may say to them personally, and with a full knowledge that what I am saying may go abroad throughout the world, that from the first hour in which the United States were admitted to look in upon Japan we have sought to obtain from her people no advantages which were not reciprocally beneficial to themselves; and, on the one hand, that while my own country has been tried in the furnace of civil war, as Japan now is, every word that has been uttered to us by the Tycoon of Japan has been frank, sincere, just, and honourable, and that whatever difficulties have at any time arisen between some of his people and citizens of the United States, your Sovereign has always done all that was in his power to avert and heal them. We are advancing our frontiers near to Japan, while we are at the same time connecting our ports with hers by a new, regular, and frequent steamship line. It shall not be my fault if the two countries do not come to esteem each other the more by reason of greater commercial and social intimacy. You will make your special business known to the Secretary of State at your own convenience, and it will receive the attention and respect which is always bestowed by this Government upon the wishes of a friendly nation. If beyond this it shall be in the power of this Government to aid you with disinterested advice, counsel, and assistance, they will be cheerfully afforded."

The publishers, Van Heuvell and Van Santen, at Leyden have published the second volume of "Five Years in Japan (1857-1863)," by Jhr. J. L. C. Pompe van Meerdervoort. This volume is a geographical and historical description of that country, and is said to have great merit.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

The Netherlands India Trading Company held its annual meeting at Amsterdam some days ago. In the report it is stated that the capital, on which an interest of 5 per cent. is due, amounts to f.3,925,000. The last year has been very advantageous, and most of the undertakings in India have given large profits, amounting to one hundred thousand guilders more than last year. The account of profit and loss shows a net profit of f.261,086.17, so that a dividend at f.10.20 will be paid, making 6½ per cent. on the paid-up capital. Messrs. R. Daniel Wolterbeek and M. H. Insinger were elected commissioners.

The shareholders of the Rotterdam Bank held a meeting on the 19th inst., at which Mr. W. Betzold (formerly director of the agency at Batavia) was appointed manager here, whilst Mr. Heinrich Meyer, from the Baden Credit-Anstalt at Vienna, was appointed to his former post. Further, the managers stated that no payments will be made in future upon the shares of the second series, without a resolution of a general meeting, in order to prevent a different quotation in these shares and those of the first series at the Bourse.

The International Credit and Trading Company has published its account of profit and loss, from which I gather that the net gain amounts to f.102,558.21½, out of which a dividend will be paid of 5 per cent. on the paid-up capital.

COMMERCIAL.

COFFEE.—The Dutch Trading Company's sale of 118,500 bags Java has gone off at firm prices for the pale and yellow qualities, the fine at 1c. above the valuation; the green and speckled unclean sorts sold at 1c. under the valuation; good ordinary is worth now 40¾c., fully good ordinary 41c., against 41c. to 41½c. at the May sale. Since the auction there has been some demand for the pale and pale yellow qualities and for the unclean ditto. The market is firm. Of private imports the following transactions took place at Amsterdam before the auction:—3,000 b. Macassar, ex Princes Amelie, ordinary pale to good pale yellow from 33½c. to 42½c.; 4,212 b. Padang, ex Padang Packet, pale greenish to fine pale yellow, from 40½c. to 46½c.; and 600 bags Java, ex Kronprinzes, Preamger, good pale to yellow at 46c. Here 15,000 b. of private import were offered after the sale, of which 5,200 b., ex Bantum, were sold at different prices, and 1,489 b. Java, ex County of Bute, good ordinary and real good ordinary West Indian sorts from 42c. to 45c. Per Nieuwland, 1,257 b. Java were imported for private account.

SUGAR.—3,000 baskets Java were sold this week at very firm prices. The market remains in a very firm position, and there was some demand for export for the fine white sorts. The stock of the raw sugar on the 15th of June amounts to 46,718,593 kilo., against 57,682,216 kilo. in 1866.

RICE.—At Amsterdam 2,912 bags Java, ex Kronprinzen, were sold at f. 9⅜ to f. 10⅜; 2,814 b. were imported here, per Nieuwland. Cleaned sorts with moderate transactions.

TEA firm at the last quotations. On the 10th of July the cargo, ex Yeavering Bell, and the bought in parcels, ex Monarchy will be offered for sale.

SPICES unchanged; 2,555 b. Singapore Pepper, ex Bengal, were sold at 17¼c. from board.

TOBACCO.—The different lots imported per China, from Java, at Amsterdam, comprise the following marks:—1,014 b. Kawie, 164 b. D; 1,199 b. Malang, and 291 b. de S; per Nieuwe Waterweg, 754 pic. Java were imported.

SEGARS (Manilla.)—300 mille 2a cortados 1863 a little damaged were sold from f. 13 to f. 23½ (f. 23½ B); and 90 mille ditto, 1865, offered for sale were partly sold from f. 36¼ to f. 36½; the rest was bought in at f. 37.

DRUGS.—The Dutch Trading Company will offer for sale on the 17th July, at Amsterdam, 2 pk. Getah Gitang; 40,000 kilo. Gutta Percha; 181 pk. Cassia Vera; 2 ch. Cinnamon Oil; 29 pk. India Rubber, and 73 b. Cassia Vera.

GINGER.—For private account 500 chests Preserved Ginger, imported from China, per Bankside, via London, are to be offered for sale on the 28th July.

ARRACK.—In the first hand 25 casks and 28 ½-casks Batavia, floating, per Maria Elisabeth, were sold at different prices. The 162 c. Sourabaya, ex Sparkenhoe, had not been sold when offered at inscription. 280 c. were imported, ex Anna and Sophia, from Banjoewangie.

JAVA INDIGO.—The trade was very important; 70 chests were sold, principally consisting of fine quality, at very firm prices; ord. sorts cannot be sold promptly.

COTTON dull; some trifling lots were sold for export.

KAPOK.—376 b. E. I. Kapok, ex Charlotte, from Java, have been sold at 56c. for fine quality, and 18 to 21c. for ordinary.

MANUFACTURES.—The market is in a good position; the quotations for 6-4 Madapolams and Calicuts is f. 5.40 to f. 5.60; No. 28 Warps 15½d. to 15⅝d.; No. 14 do., 14¼d. to 14½d.; No. 30 Cops 14d.; No. 16 do., 13¼d.; home fabr. No. 28 Warps, f. 1.82, and No. 30 Cops f. 1.60 per kilo.

TIN.—1,100 slabs Banca were sold at f. 53, and 300 slabs do. at f. 52¾; 927 slabs Billiton floating at f. 52½. The quotation for Banca is f. 52¾, and for Billiton f. 52.

MONEY.—There is a very large supply of capital. The Bank decreased the rate of discount. Discount at the Bank since the 17th of June:—For Bills, 2½ per cent.; for acceptances, 3 per cent.; in the open market from 2½ to 3 per cent. 'Change: London, 3 mo., f.11.81; 2 mo., f.11.83; short, f.11.89½. Paris, 3 mo., f.46.90; 2 mo., f.46.97½; short, f. 47.10. Antwerp, 3 mo., f. 46.80; short, f. 47.10. Hambro, 3 mo., f.34.90; 2 mo., f.34.97½; short, f.35.10.

SHIPPING INTELLIGENCE.

ARRIVALS.—June 16, at Texel, from Passaroeang, Nieuwe Waterweg; 18, from Banjoewangie, Anna and Sophia.

DEPARTURES.—June 19, from Brouwershaven for Batavia, Cornelis Gips; from Hellevoet for Singapore, via Cardiff, Leopold, Graff van Limburg Stirum; 20, from Brouwershaven for Batavia, Jannetje; from Texel for Samarang, Drie Gezusters; 21, from Brouwershaven for Macassar, Vrachtzoeker; from Texel for Batavia, Ortelius; 22, for Batavia, Ridderkerk; 23, from Hellevoet for Singapore, via Cardiff, Schoonderloo.

PASSENGERS INWARD.—From Java, per Nieuwland: Mr. Van den Bergh. Per Anna and Sophia, Mr. C. G. H. van Schendel and family, E. Miller, and Messrs. Quentyn.

PASSENGERS OUTWARD.—For Java, per Vrachtzoeker: Mr. W. H. Woelders and family, Mr. Bunand and family, N. Renvoy and family, and Messrs. A. Cambier; per Drie Gezusters: Mr. Douwes and family, Miss Hazewinkel, and Mr. Ulker and family.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR NAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, THURSDAY, JUNE 27, 1867.

THE STRAITS GOVERNMENT.

THE new order of things in the Straits is, we understand, working well; the appointments made appear to be on the whole judicious. But the supine character of the late Government, so frequently noticed by us, has left unsettled a number of troublesome and intricate questions, the solution of which will tax to the utmost the energy and administrative ability of the new *regime;* among others we may instance the relations between the Straits Government and the adjacent native States as being of urgent importance and demanding immediate action. The first of these that presents itself to our notice is the province of Klang, which according to the last accounts was in a complete state of anarchy, owing to a dispute between the Rajah and his chiefs; and the British war-steamers *Rinaldo* and *Pluto* had been despatched to restore order.

As far as we can understand the question its history is as follows:—The exclusive right of selling opium and spirituous liquors in the province is "farmed" by certain persons who are British subjects, and who in accordance with the well-known custom pay the Rajah a monetary equivalent for the privilege. To protect the rights thus purchased, they are obliged to employ persons in the capacity of revenue officers — whose avocation appears to be about as popular among the natives of Klang as that of a "gauger" is in the Emerald Isle. At all events the chiefs of the country have set up a strenuous opposition to the entire system, which has been to a certain extent successful, as they hold absolute possession of the interior and exercise great influence over the populace. The farmers, on their side, have built a stockade commanding the principal town, and have organised a force to assist the SULTAN in maintaining his rights and their own privileges. This attitude of mutual hostility has now lasted some time, greatly to the injury of trade as well as to the detriment of law and order. It appears to us that the RAJAH has an undoubted right to farm out his own revenues, and as the contumacy of the chiefs seriously interfered with our commercial relations with the country, as well as its internal peace, the Straits Government should from the first have interposed to maintain the RAJAH's supremacy. We understand that the late Governor, General CAVENAGH, visited the province just before his departure for Europe, and wrote a letter from Penang recommending his successor to adopt vigorous measures; but why were such measures not adopted long ago? The spectacle of an ex-Governor going comfortably home in a P. and O. steamer and amusing himself *en route* by recommending his successor to attend to affairs that he himself had neglected, would be ludicrous,—were it not sadly illustrative of the system from which has resulted a vast amount of misery and suffering, to say nothing of serious injury to trade.

The position of Kassang, another important native State, is no less worthy of consideration. The SULTAN of JOHORE, whose property it is, is we believe in want of money, and anxious to dispose of this territory. He is bound by treaty to give our own Government the refusal of it, and a favourable opportunity thus offers of possessing ourselves of a valuable province on easy terms, and greatly extending our influence in the Peninsular. The district lies between Malacca and Johore; it is rich in tin, and probably in gold also, and the land is fertile. The opportunity of acquiring it should not be lost, for unless grasped at once it will assuredly slip through our fingers. Kassang, added to Malacca, would convert into a valuable province what is now only an expensive appendage of the Straits Settlements and a constant drain on their resources. Perak is another State that might advantageously be annexed. British subjects have on several occasions been infamously treated there, and even now the country is in a complete state of anarchy. A transfer might, we believe, be arranged to the satisfaction of all parties, for the natives would be glad to substitute our rule for that of the Malays, while the latter would probably be equally glad to part with their turbulent subjects—for a consideration. Should these matters receive from Colonel ORD the attention they merit, his administration will in great measure repair the mischief resulting from the *laissez faire* system of his predecessor.

THE SAN FRANCISCO, JAPAN, AND CHINA LINE.

THE next steamer from San Francisco for Japan and China is appointed to leave on the 1st September. The steamers of the West India and Pacific Steamship Company will convey freight and passengers from Liverpool, and the Royal Mail Company's steamers from Southampton, for conveyance by this route. From the New York papers we learn that the steamship *China* —a sister ship to the *Great Republic* and *Celestial Empire*—had her trial trip on the 11th June. The vessel proceeded from New York about thirty miles to sea, and during the run easily attained eleven knots. The following is a sketch of the dimensions, &c., of the *China:*—Length between perpendiculars, 360 feet; length over all 373 feet, breadth of beam 46 feet, breadth of beam including outer planking 47 feet 10 inches. She has three complete decks and an orlop deck, four watertight bulkheads fore and aft, floors of white oak, iron strapped on the inside of frame and outside of inner course of planking, being doubled planked from keel to the wales, and edgewise bolted in a most thorough manner. She is bark rigged, having fore and aft main sails, topsails, and top-gallant masts. There is but one engine of 105 inch cylinder and 12 feet stroke, having cut-off and surface condensers. There are four tubular boilers with horizontal tubes, 24 furnaces with independent circulating pump. The vessel possesses accommodation for 500 first and second-class cabin passengers and 800 steerage. The means for saving life consist of 1,500 life preservers, 12 metallic lifeboats, and two liferafts. Her tonnage is 3,886 tons official measurement, and 5,009 tons builder's measurement. The *China* has been built by Mr. W. H. WEBB, of New York, under the superintendence of Mr. W. W. VANDERBILT, the general manager of the Pacific Mail Company.

THE silkworm disease has again shown itself in France; it appeared this spring under a new aspect, principally in the arrondissement of Grenoble, where it has been disastrous for the breeders. The worm does not present, as in former years, any traces of the malady, such as blackish spots, &c., but where it has arrived at the third change it cannot go any further, and dies of exhaustion. This is attributed to the yellowish leaves of the mulberry, which do not furnish sufficient nourishment. The evil has not been so great in fact in the Ardèche or the Gard, where the weather has been less rainy. Too much rain, it is known, proves injurious to the nutritive qualities of the mulberry leaf.

ON the 24th inst. a question was asked in the House of Commons as to the appointment of a British Consul at Saigon. Lord Stanley said in reply that he had not received any representation on the subject, but should he do so he would give the matter his best consideration. In order to obtain the appointment of a Consul it is therefore necessary that the merchants, shipowners and others at Saigon, Singapore, &c., interested in the trade, should memorialise the Government, pointing out the loss and inconvenience now existing. In our issue of the 6th March we noticed this subject, and we have received several letters since requesting us to urge on the appointment. We shall be happy to take charge of any memorials and present them to the Foreign-office, and we fully believe that Lord STANLEY will sanction the appointment forthwith. The Consulate at Sarawak has not yet been filled up, and is not likely to be.

The Post-office authorities have notified, in reference to the invitation for tenders for the performance of the mail services to India, China, and Japan, that tenders may be sent in (on or before the 16th of September) not only for any one of these services, or for two or more of them in combination, but

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for a single packet per month; as, for example, for a packet once each month of four weeks between Suez and Bombay, or for a packet once in every like period between Aden and Yokohama.

AMONG the presentations at the last levee we notice that of Mr. J. POPE HENNESSY, "on appointment as Governor, Commander-in-chief and Vice-Admiral of Labuan," by the Duke of BUCKINGHAM.

THE NAVIGATION OF CHINA WATERS.

FROM the time that the Chinese trade was first opened to foreigners until now, those members of the mercantile marine whose business has lain upon the coasts of Eastern Asia have loudly and unceasingly demanded *charts*, *beacons*, and *pilots* as the desiderata of all navigators of the Chinese seas and rivers. The first demand has been liberally responded to, for the industry and skill of the officers attached to the various surveying expeditions, supplemented by the scientific observations of many merchant captains, have left but little to be desired in the matter of charts. Even those recently published are, we understand, at the present moment undergoing careful revision and collation with a mass of notes and sketches carefully gathered by Mr. HOCKLY, the harbour-master at Shanghai, and submitted to the Hydrographic-office with the view of aiding in the improvement of the facilities for (more especially) the river navigation. Such being the case, it may fairly be presumed that the next issue of China charts will be absolutely correct, at least up to the date of Mr. HOCKLY's departure from China. We may here mention that the results of the surveys of H.M.S. *Serpent* and *Swallow* have been published, with the exception of Formosa and Korea. It must be remembered—and we commend the fact to the recollections both of the Hydrographic authorities and of those who are disposed to grumble over the manifold inaccuracies of the existing charts of the Yang-tze—that the characters of the rapidly rushing rivers of China, and necessarily of the approaches to those rivers from the sea, are subject to *daily* change; and this not in the general sense wherein it is true that the course of every river alters inappreciably from day to day, but literally, that where to-day there is deep water, there may to-morrow be a shoal, and where to-day reeds and rushes are seen above the tide, the channel may lie to-morrow. Almost incredible as this must be to those who are unacquainted with the perverse habits of many of the larger rivers of both the Eastern and Western Continents, it will be readily understood by those who are at all familiar with the navigation of the Yang-tze, the St. Lawrence, or the Mississippi. Placing this on one side, however, all that chart makers can do under circumstances of such difficulty will, we may rest assured, be done; and so far as the general features of the sea coast and river banks are concerned, mariners will have nothing to complain of in the forthcoming set of China charts.

The erection of lighthouses and beacons, which is quite as necessary as the construction of accurate charts, was, however, a matter of more difficulty, not on account of the greater expense involved, but rather because of the peculiarities of the Government that had the power of granting or withholding the required boon. Withheld it was, indeed, as long as possible, until pressure from without through the ministers and consuls, and, we suspect, pressure from within through the Inspector-General of Customs, resulted in the tardy compliance of the native authorities with the provisions for safe navigation expressed in Article 10 of the Rules of Trade attached to the English Treaty of 1858. It was monstrous that the important revenue derived from Tonnage Dues, which for the year ended 30th June, 1864, amounted to one hundred thousand pounds sterling, should be subject to no corresponding deduction towards securing the safety of the mariners whose exertions contributed so largely to the native exchequer. Very naturally, if not very honourably, the native superintendents of foreign trade chuckled over the largeness of their collections, but displayed extraordinary stinginess in carrying out the suggestions of the Consuls and Commissioners of Customs whenever these gentlemen pressed the observation of the Treaty stipulations. But it is a more grateful task to refer to the concessions we have gained rather than to the difficulties which encumbered our path while we were seeking for the fulfilment of the promises made by the Chinese Government. We now find from the China papers that a lighthouse and extensive beacon works at the mouth of the Yang-tze are to supersede the miserable light-ship which has for so long alternately guided and misguided the voyagers up or down the muddy stream. A lighthouse will be erected at Chefoo, where, perhaps more than at any other port on the coast, a light of some kind is urgently needed. In addition to these, the Custom-House authorities have purchased a barque of 400 tons burden, and fitted her up as a light-ship for the mouth of the river Liao, which affords entrance to the port of Newchwang. Here, during the period for which the river is open, a light will be displayed, and it is to be hoped we shall thereafter hear of fewer accidents to vessels approaching that most treacherous of Chinese rivers. The light will be visible over a circle of ten miles radius, within which all the dangers of the approach lie. The river itself and its embouchure were during last year carefully surveyed by Captain TOWNSEND, of the U.S. man-of-war *Wachussetts*, and the position of the new light ship has been chosen in accordance with his suggestions. The trade with the north is hardly of sufficient importance to warrant the foreign representatives in demanding the erection of so complicated a series of lights and beacons as would be necessary in order to render the entrance to the Peiho approachable by night. Ningpo is already provided for, and we believe that under the existing arrangements the smaller coast ports are easy and safe of access.

So far, therefore, the Chinese Government has left us comparatively little to complain of; and we are further happy to see that it has taken yet another step towards rendering the navigation of its waters safe as well as profitable. We allude to the establishment of properly constituted pilot boards, under whose directions examinations will be held and certificates issued to duly authorised and properly qualified candidates for employment. It is needless for us to enlarge on the importance of having not only coast pilots whose duty it should be to take charge of vessels running for the first time from one open seaport such as Hong Kong to another such as Chefoo, but also harbour pilots licensed by a local board at each place, and qualified by daily observation of the changes which occur in the channels of such rivers as the Wusung, Min, and Yung, to assume charge of a vessel from the time she leaves Guttzlaff, Sharp Peak, or Chinhai respectively until she casts anchor before Shanghai, Nantai, or Ningpo. To take Shanghai as an example; for many years the Consuls gave piloting licences to men who from their long experience were supposed to know something about the river navigation. Some of these, however, proved so grossly incompetent that a company was formed under the control of a board formed by the local agents of the insurance offices and the marine surveyors. This board examined apprentices, drew up rules under which these apprentices should in process of time be admitted to act as pilots, and issued licences. The stock in trade of the company was supplied by the insurance offices, which were of course deeply interested in the safe navigation of the river. For some time this plan worked well, but when some men were of necessity dismissed for drunkenness or other misdemeanour, and some were refused admission on the ground of incompetence, or for some equally valid reason, there was speedily formed a ragged regiment, consisting of such pilots as were "in distress, and every one "that was in debt, and every one that was discontented." These individuals, after making several attempts, more or less unsuccessful, to form an opposition company, began to practice each man for himself; and it was curious and instructive to remark that during at least four years every serious accident that occurred in the Wusung river happened under the auspices of an unlicensed pilot. Still as their tariff was lower than that charged by the Company, they readily found employers among the inferior class of merchant captains. Meanwhile the members of the Pilot Company contrived to get up a schism among themselves, and after some litigation and much ill-feeling the board was compelled to dissolve. A suggestion made some months ago in these columns—namely, that of placing the harbour pilots under the direct control of the harbour-master as representative of the Chinese authority on the water—was talked of; but, partly on account of Mr. HOCKLY's absence from his post on leave, and partly because the Consuls were reluctant to resign the shadowy power they possessed over the pilotage, another plan was adopted, the Consuls appointing an examining board, which was to derive its authority from *all the consuls jointly*. But after a few days Mr. TETTENBORN, the representative of his Prussian Majesty, having taken offence at the rejection by the board of examiners of a German sailor whom he believed to be competent to assume charge of a vessel and cargo, withdrew his adhesion to the arrangement, and announced his intention of issuing licences on his own account.

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Some persons writing on the spot stigmatised this conduct as somewhat childish and certainly imprudent. With this we have nothing to do; suffice it to say that Mr. TETTENBORN'S unexpected line of action restored the chaos which it was hoped was about permanently to be replaced by order.

The Chinese Government has, however, now stepped in and announces its intention of drawing up certain rules and regulations for the appointment of pilots at the different ports, which regulations, when sanctioned by the Ministers, will have the force of law, and will be binding on the nationals of every foreign country represented in China. That the Board of Foreign Affairs possesses the right to take this step there can be no manner of doubt, inasmuch as the duty of making such rules in all civilised countries devolves upon the territorial Government; and, on the other hand, it is the native Government alone that can draw up regulations of any practical value or upon which any dependence as to stability can be placed. This has been rendered evident by the result of the attempt just made to form a plan of combined *consular* action at Shanghai. In a word, then, the Tsung-li-yamen, after careful deliberation and with the aid of the foreign representatives, has drawn up a system of pilotage regulations which is, with the necessary modifications in each case, to be applied to all the open ports. We expect much from this fresh step on the part of the native Government. Those only who have witnessed the shortcomings of the plans heretofore adopted can properly appreciate the advantages likely to accrue from the purposed change.

JAPANESE WEIGHTS, MEASURES, AND CURRENCY.

A BLUE-BOOK just issued contains a most interesting report by Mr. SIDNEY LOCOCK, Her Majesty's Secretary of Legation in Japan, on the weights, measures, and currency of that country. The first two subjects are briefly dealt with, a good deal of valuable information being condensed into a very small space; but on the currency question Mr. LOCOCK dwells at much greater length, and it is this portion of his report which contains the most striking features of general interest. Mr. LOCOCK commences by describing the curious manner in which two distinct methods of computation are combined by the Japanese; the decimal system being almost universally adopted as regards weights and measures, while in the coinage the standard silver coins are halved and quartered, and the copper ones doubled and redoubled, very much after our own fashion. To assimilate the latter system to the former, and so (it is presumed) to simplify it, the number 96 is in certain cases allowed to pass as the square of 10, an expedient which seems to us more likely to make "confusion worse confounded." And as an additional instance of the difficulties surrounding the subject of his investigation, Mr. LOCOCK tells us that between two of the specimens of the Japanese unit of weight supplied to him by the Government, and purporting to be accurate, there was a difference of exactly one-third of a grain troy! The table of weights used in Japan is a compound of the Chinese monetary and commercial weights, the smaller weights being borrowed from the former and the larger from the latter. It has been possible to effect this combination without confusion, in consequence of there being in the two Chinese scales a weight common to both, namely, the liang or tael, equal to 10 Japanese me or momme. We cannot leave this part of the subject without quoting a paragraph on the curious system of estimating the revenue of a Daimio in kokus of rice—the "koku" being a measure of capacity equivalent to nearly five bushels.

The revenues of the great Princes or Daimios of Japan, even though partially paid in money, are measured in kokus of rice. Thus the revenue of the Prince of Satsuma is computed at 760,800 kokus, and that of the Prince of Mito at 350,000 kokus. Titsingh (A.D. 1780) represents the koku of rice to correspond in value to the gold coin called a kobang, the value of which was 18s. 4½d. Caron, who lived in the previous century, gives as the current value 10 guilders, or 16s. 8d. Sir Rutherford Alcock valued the koku at 13s. 10d. Rice has since then risen so much in price that a koku is now valued at 9 rio or £2 11s. The total annual revenues of all the great landed proprietors of Japan were, according to Caron, computed to amount about the middle of the seventeenth century to 28,345,000 kokus, or about 4,500,000 tons. The official returns on which this calculation was based are, however, little to be relied on; they were drawn up in the beginning of the seventeenth century, and have been but occasionally altered since. Even when first prepared they were often far from correct, for where the rent was paid in coin the koku was frequently reckoned at an absurdly low figure, in order to swell the apparent revenue of the proprietor. The temptation to such over valuation is apparent when it is remembered that in Japan revenue confers rank and its corresponding privileges. One of the highest rights of the Japanese noble, that of personal audience of his Sovereign, depends on his having the required income; only Daimios, possessing a revenue of not less than 100,000 kokus of rice are admitted to the Mikado's presence; the Emperor cannot countenance poverty. The koku is further employed in the measurement of vessels, the calculation of crops, the assessment of taxes, and the imposition of fines.

It thus appears that, taking the present high value of the koku as a basis for calculation, the annual revenue of the Prince of SATSUMA would be equivalent to nearly two millions sterling, while that of the Prince of MITO would be about £892,000 of our money—right princely incomes both of them.

Turning to the more important subject of the currency, we find that Mr. LOCOCK commences by observing that it has from the earliest times been at the mercy of such accidents as the discovery of new mines of gold, silver, or copper, the admission or exclusion of foreign merchants, and the operations of foreign trade. These circumstances, added to the fact that the seclusion of the country rendered the relative values of the precious metals dependent on the productiveness of her own mines, have given rise to so many violent fluctuations, and so many arbitrary expedients to counteract their effects, that the currency presents a mixture of anomalies not easy either to describe or to understand. We will not attempt to follow Mr. LOCOCK in his sketch of these vicissitudes, from the days of MARCO POLO down to the visit of Commodore PERRY in 1853, but their complexity will be evident from the fact that a native treatise published at Yedo in 1822 contains descriptions and illustrations of no less than 550 different coins, showing that Japan has had as extensive a numismatology as most countries. In 1858, when the American treaty was made, the currency was in a very disordered state, owing to the over-valuation of silver as compared with gold or copper; and the bou, or "ichibou," as it is generally termed,—

Was a coin which obtained circulation, not in accordance with anything approaching the worth of the metal it contained, but at a rate more than three times that value. A person purchasing manufactured articles of silver was expected to pay less than half their weight in ichibous. Gold bullion or coins might be purchased, it was said, for three and a half times their weight in silver coins. The ichibou was in every sense a *token* coin.

The recognition of this last fact by Mr. HARRIS might have saved much of the trouble that subsequently arose out of the "currency question;" but persistently ignoring the evident fact that the bou was a token coin, and nothing more, he insisted on the dollar being admitted on the same footing, and the following clause was inserted into his treaty and copied into all the others:—

All foreign coin shall be current in Japan and pass for its corresponding weight of Japanese coin of the same description. Americans and Japanese may freely use foreign or Japanese coin in making payments to each other. As some time will elapse before the Japanese will be acquainted with the value of foreign coin, the Japanese Government will, for the period of one year after the opening of each harbour, furnish the Americans with Japanese coins in exchange for theirs, equal weights being given and no discount taken for re-coinage. Coins of all descriptions (with the exception of Japanese copper coin) may be exported from Japan, and foreign gold and silver uncoined.

Thus originated the "weight for weight" exchange system; a system we have emphatically condemned from the first, whether as granted to merchants, or officials, or both. The working of it is thus described in the report before us:—

The wholesale spoliation of the Government by foreigners was the inevitable result of such terms of barter, which were copied nearly textually into the treaty of every other nation which obtained access to the country. The process was so simple and so easy. The merchant took his 100 dollars to the Custom-house, and obtained for them token coins, weight for weight, *i.e.*, 311 ichibous; with this money he went into the market and bought gold kobangs to the value of between two and three times the intrinsic value of his dollars; he had only to send these kobangs to Shanghai and convert them back into dollars there, to recommence the operation. The gain to the foreigner and the loss to the Japanese was between 100 and 200 per cent.

The abuse carried its cure with it. The kobangs came to an end, or rather the silver token coins, of which from the very fact of their being tokens the supply was very limited, because exhausted. It was useless for foreigners to appear with their stupendous demands for ichibous, and point to the monetary article of their treaties; there were no bous to be had, or, at least, not a millionth part of what would have satisfied their demands. To have carried out such a stipulation for the space of one year, on such terms, would in any country in the world have been an impossibility.

Of course various stratagems were tried by the Japanese to escape from their bad bargain. First, in defiance of the Treaties, they prohibited the sale and export of gold coins. This failing, they issued a new silver coin called a half-ichibou, containing more silver then the old ichibou, and attempted to force this into circulation, still retaining the gold kobang at its former valuation. Being obliged to relinquish this plan, the nominal value of the kobang itself was raised from 4 to 13½ ichibous; and, finally, a new kobang was coined less than a third the value of the old one.

The expiry of the time during which the "weight for weight" exchange was granted caused an immediate heavy fall in the value of the dollar, which, from being worth over 300, declined

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to 200 ichibous, and for years never rose above 250. Mr. LOCOCK says :—

It has been somewhat the custom to lay this depreciation of foreign coin at the door of the Japanese Government, and to assert that they placed impediments in the way of its free circulation. But this is an accusation which was never proved on the one side, and always denied on the other. It is, moreover, a fact that edicts were promulgated declaring the dollar current weight for weight, while the method was also tried of giving it freer circulation by stamping it with a Government stamp declaring its value to be 3 ichibous.

Certainly, the accusation was unblushingly denied by the Japanese ; but with due deference to Mr. LOCOCK, its truth has been positively and distinctly proven. Mr. LOCOCK himself says that "Government effected large purchases at this low rate for the use of their Mint ;" but he does not seem inclined to admit that in order to keep dollars at the said conveniently low rate, they *did* place every possible impediment in the way of their free circulation. It is well known that the Mexican dollars circulating in China and Japan are the product of several Mints, the various mintages being distinguishable one from another by slight marks, or differences in the superscription ; and for a long period the Japanese Government consented to receive from the native bankers only one or two of these, rejecting all the rest as spurious. At one time more than half the dollars sent from China to Japan for the purchase of produce were of a certain mintage, the distinguishing mark of which consisted of three small dots near the edge. These, called by the Japanese *mitsbosh* dollars, were *all* thus rejected or taken only at a heavy discount, although of full weight and equal purity with any others. What more effectual method could have been devised for impeding the circulation of the dollar and depreciating its value ? Their motive for wishing to do so will be sufficiently obvious, even to those not conversant with the details of the subject. While exchange was at its lowest point, the Treasury could buy one hundred dollars for two hundred ichibous. These dollars they would at once coin into *three* hundred ichibous, for which they could then purchase one hundred and fifty dollars, thus making a clear profit of fifty per cent. on each minting —a very handsome seigniorage.

As for the Edicts alluded to, they were never intended to be enforced, and were, in fact, a dead letter from the first, as all persons know who were then in Japan. We must acknowledge however that this state of things, discouraging and unpleasant as it was at the time, may have subsequently exercised a salutary influence on the import trade, which has certainly been steadily increasing ever since. This is what the report says :—

Nor was the low rate of exchange without its good effect upon trade. The operations of foreign merchants had at first been devoted too exclusively to deriving immediate advantages from a highly remunerative export trade, and they had given but little attention to forming a market for the manufactures of Europe. But with a large amount of dollars floating in the market at a discount, it soon became evident that the loss on them which had been suffered in purchasing silk from the native might be recovered by taking them back at the same rate in exchange for cotton. A rapidly increasing import trade was the result, and the result of this again was a rise in the exchange, until on one occasion the 100 dollars rose to 316 bous, or even more than their intrinsic value.

We now come to the much-debated subject of the exchange granted by the Japanese Government to the different foreign services. The "weight-for-weight" exchange issued to all alike during the first year, was discontinued after its expiry, *except* to the diplomatic, naval, and military officers of the several Treaty Powers, who were still allowed the benefit of it. The distinction was an invidious one, and as a matter of course led to serious abuse. We have already had occasion to dilate at considerable length on this exceedingly unpleasant subject, and need not here recapitulate the disclosures—some of them of a disgraceful character—that have appeared in these columns, without eliciting either denial or attempt at justification. Mr. LOCOCK himself evidently thinks that the less said on this subject the better :—

Only a few words need here be said on the exchange granted by the Japanese Government to the different foreign services. The use or the abuse of this privilege is now, and is likely to remain, a thing of the past. For several months the rate of exchange in the market has been as often above as below the rate at which the Japanese Government allow officials to convert their pay into ichibous at the Custom-house; and the English Diplomatic Service at all events has ceased to avail itself of it. But it should be observed—for it is a point which has been strangely overlooked in discussions on this subject—that whereas the foreign services in Japan have never been allowed more than 298 ichibous for their 100 dollars, the Government thus deducting over 4 per cent. for the cost of coinage, foreign merchants in Japan have from the first obliged, and still continue to this day to oblige, the Government to receive duties (which are levied in ichibous) at the still more advantageous rate of 311 bous to the 100 dollars. leaving thus no margin whatever to pay for recoinage.

The *tu quoque* argument is inapplicable here. The mode of paying duties is provided for in a distinctly separate article of the Treaty, and has nothing whatever to do with the subject under discussion. The duty imposed by the tariff on most articles was an *ad valorem* one of 5 per cent., payable in dollars at a fixed rate, it being understood from the first that the said duties, though nominally 5 per cent., were in reality thus reduced to somewhat less. Importers and exporters have never calculated on the imposition of an actual 5 per cent. duty, and the only alteration that could reasonably be made in the system would be the substitution of an actual 4 per cent. duty, payable in native coin, or in dollars at their market value, for a nominal 5 per cent. duty. It is unfortunate that the Treaty, as it stands, provides for a similar system of exchange for a period of one year after the opening of every new port, so that, as Mr. LOCOCK points out, the Japanese Government

Will then be bound during the whole of the year 1868 to supply ichibous at those ports (Yedo, Osaka, and Hiogo) weight for weight against dollars.

But not, we presume, to an unlimited extent. When the old treaty ports were first opened it was at Yokohama only that the right to demand "weight for weight" exchange was conceded without any nominal limitation (though practically it was limited by the producing power of the Mint). At Naga-aki a specified sum of one thousand dollars per month was allowed to be exchanged by each Consulate, while the non-official residents were restricted to three dollars per day each, with an additional dollar for every native servant they employed ; and on this, or some similar footing, the new ports will probably be placed. In arranging the terms of the Convention of June, 1866, this difficulty was not lost sight of, and in one of its Articles the Japanese Government expresses its willingness to solve the problem by so enlarging the Mint as to admit of their exchanging for native coin any quantity of bullion or foreign coin that may be presented for that purpose, less only the cost of coinage. Mr. LOCOCK tells us that,—

In accordance with this Article arrangements have already been made for obtaining from France the machinery required in a mint on a European model. Immediately on its receipt, and on the arrival of persons fitted for the undertaking, a new Mint will be erected at Yedo, and coins at once struck. It is understood that a new silver coin will be issued equal to four ichibous ; its shape will be circular, and it will replace the gold rio or kobang, which has already almost disappeared. The immense superiority in every way of the coins struck by the new Mint will be so apparent that it will probably not be long before the rectangular ichibous will be replaced by others of a circular form.

In view of the complete revolution in monetary matters thus foreshadowed, a description of the Mint as it at present exists, and of the mode in which its operations are conducted, cannot fail to be interesting.

Reference has been made more than once in this report to the Government Mint. It consists of three establishments situated in different parts of Yedo, there being one for each metal. The gold mint has recently been destroyed by fire, but a description of the silver mint, the only one yet visited by foreigners, may not prove uninteresting. The building, which consists of an agglomeration of wooden sheds of the poorest description, is situated in a narrow street in the mercantile portion of the capital. The eye is attracted on entering by groups of men squatting on the ground, occupied in weighing, hammering, cutting, sorting, and packing. A few officers circulate from shed to shed preserving order and issuing directions. The process of minting an ichibou is thus conducted. A lump of silver of the necessary fineness, obtained either from the Government mines or by melting down Mexican dollars, is placed in an iron ladle and reduced to a molten state by means of a charcoal fire and a pair of blacksmith's bellows. It is next poured into a mould, from which it is taken out in the shape of thin rectangular bars, which are immediately thrown into a tub of cold water. On being taken out they are handed to a man seated on the ground, who with a pair of large fixed scissors shears off all jagged pieces adhering to the angles. They are still further improved by hammering. They are now handed to another man who, holding a balance in his left hand and weighing them one by one, divides them into different parcels according to their weight. Another man then takes a bundle at a time and cuts off from one end of each bar what he estimates will reduce it to its proper weight, which is 19 momme. Of this weight 6 fung are allowed for waste in the subsequent processes, leaving a net weight of 18·4 momme to the bar.

The next process is that of dividing the bar into eight equal portions of the size of ichibous. This is effected by a fixed pair of shears. The workman takes a bar, cuts it as nearly in half as his practised eye will enable him to do ; he then divides the halves into quarters and these again into eighths. The weighing here re-commences and tests the skill of the cutter. the pieces being separated into different groups according to their weights, and those which are too light being rejected. The scissors are again in requisition to reduce the heavy ones to their proper weight, after which the light ones are again weighed and weeded out. They are now heated white hot in a charcoal fire, plunged into water, boiled and washed in a kind of brine, from which they come out with a moderately bright surface. They are next very slightly milled on the two sides, and more deeply on the edges, by means of a milled hammer. They are now ready for stamping, which is performed in the following manner. A man places with his left hand one of the pieces on a stationary die, while with his right he places on the top the other die, which is movable. A second man sitting on a stool is armed with a huge hammer, gives one blow on the upper die, and the coin is struck. The blows are dealt in rapid succession, and the whole scene reminds one of a blacksmith's shop. The coins

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are now passed on to another man, who arranges them in little frames in such a manner that they are standing about a hundred together on their edges. Boys are now employed to punch small stars on the edges by means of chisels and hammers. The coins are now weighed one by one for the last time, and the light ones rejected. They are not yet, however, current coins of the realm, the Imperial stamp being wanting. This is added to each by means of another stamped chisel and mallet, and the coins are complete. They are, lastly, rolled up in paper packets of a hundred, each packet is weighed and marked with a seal, which serves as a guarantee of its contents, and gives it currency as 100 ichibous.

Though every operation is performed in so primitive a manner, perfect order prevails in the establishment; every man goes through his portion of the work in silence, and with the regularity of clockwork, and many evince considerable skill. There are about 300 hands employed in the building. When the men enter in the morning they are made to divest themselves of their own clothes and put on others belonging to the Mint. At the end of the day's work a gong sounds, when the somewhat curious spectacle is presented of 300 men springing from the ground on which they had been seated, throwing off their clothes, and rushing, a naked throng, to one end of a yard. Here they pass through the following ordeal in order to prove they have no silver on them; their back hair is pulled down and examined, they wash their hands and hold them up to view, they drink water and then hollos, and, lastly, they run to the other end of the yard clearing two or three hurdles on their way; after which performance they are allowed to put on their own clothes and depart. The Japanese silver mint has been only twice, it is believed, entered by foreigners; the apparent absence of all restrictions with regard to touching and handling the coins would point to the probability that it is not often open to the public, but, even if it were, the manners and customs of the country are not such as would preclude a mixed assemblage of visitors from going over it and remaining to the end.

The quantity of silver at present being coined daily is 50,000 momme which, at the rate of 2·3 momme to the ichibou, gives a daily total issue of over 21,000 bous, or about £1,500 sterling. The whole of these are produced by the simplest manual labour, unaided by a single piece of machinery.

With this extract we must conclude our somewhat lengthy notice of Mr. LOCOCK'S valuable report, first, however, recording our suspicion that in the last sentence of the penultimate paragraph thereof, the word "not" has slipped in accidentally—our own private opinion being that the manners and customs of the lower orders of Japanese decidedly *are* such as would preclude a mixed assemblage of European visitors from witnessing the proceedings from beginning to end—that is, with any degree of comfort to themselves.

Literature.

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Sketches of Japanese Manners and Customs. By Lieut. J. M. W. SILVER, Royal Marines. Illustrated by fac-similes of Native Drawings. London: Day and Son (Limited).—The publishers of this work long since made the application of chromo-lithography to the illustration of books a *specialite* of their own. At the present time they are still unrivalled in this branch of art, their pre-eminence being indisputably established by such productions as the "Victoria Psalter," the "Illuminated Missals of the Middle Ages," and the "Grammar of Ornament." Besides these and other magnificent and necessarily costly volumes belonging to the region of high art, Messrs. Day and Son have from time to time produced numerous ornamental, scientific and descriptive works, in most of which the beautiful art of chromo-lithography has been made available; and the volume before us exhibits yet another successful application of it in the production of exact fac-similes of Japanese paintings. The idea of illustrating the "manners and customs" of Japan by native delineations thereof was undoubtedly a happy one, and these delineations are reproduced by Messrs. Day and Son in the most perfect manner. As usual in Japanese drawings, the perspective is generally doubtful, the figure-drawing defective, and the colour dazzling; yet with all these defects the series selected by Lieut. Silver (twenty-six in number) conveys, with the aid of his concise descriptive chapters, a really admirable notion of Japanese life and character. Besides the chromo-lithographs, the text is further illustrated with numerous fac-similes of Japanese woodcuts, most of which are exceedingly interesting, while some give evidence of a fine sense of humour. The work is written throughout in a pleasant unaffected style, as a few extracts will show, the first we select being a graphic account of a Japanese fire brigade on duty:—

A Japanese "shecase," or fire brigade, passing silently along the streets, lighted by its weird red-and-black distinguishing lanterns, is a strange sight. Some of its members wear armour, with helmets and black-lacquered iron visors, and carry "martoe," or "fire charms," and various necessary implements; others are clad in head-and-shoulder pieces and gauntlets of light chain armour, to protect them while pulling down and unroofing houses, which is their special duty. All have a regular fire costume, from the "oki Yaconin," or "head man," to the bare-legged coolie, who carries the badge of the brigade in large red characters on his back. On arriving at a fire a *point de tete* is selected, generally a house, on the roof of which the fire-charms are immediately fixed, as if to forbid its further advance. These charms (the circular white objects with black mouldings) have, of course, as little effect on one element as Canute's celebrated command had on another; but the people put such faith in their virtue that their presence is a powerful auxiliary in proscribing the limits of fires, which are rarely allowed to pass the bounds marked out by them. The firemen fight with the flames as they close on the charms like men determined to stand by their colours to the last, rushing into the burning houses, pulling them down, and drenching the blazing thatch with great courage and endurance. When, by thus putting their shoulder to the wheel, the fire is fairly subdued, they turn round and point exultingly to the martoes as the Hercules that has procured the result. On one occasion, at a fire in the village of Omura, adjoining Yokohama, the charms and their supporters were actually licked by the flames from the house opposite to that on which they were fixed, whose thatched roof was pulled off while in a state of rampant ignition by fire-coolies, who with bare hands, and no other protection than their saturated clothing, fought with the actual fire. One plucky fellow fell through the roof while thus employed, and, as the spectators still shuddered at his anticipated fate, rushed out apparently uninjured, and, re-ascending, resumed his fiery task with unabated vigour. Although the fire-charms were triumphant on this occasion, they did not escape unscorched, and several engines had to be kept in constant play upon them and their supporters, to prevent the one from ignition, and the other from being baked in their armour like crabs in their shells.

As an illustration of the spirit which characterises British merchants in their intercourse with the Japanese it may be mentioned that a liberal subscription was promptly got up for the re-establishment of these burnt-out villages; but, although the Japanese Government seemed thoroughly to appreciate the kindly spirit in which it was offered, national pride came in the way of its acceptance, and the people were only induced to waive their objection on its being urgently pressed upon them that the fire which destroyed the Foreigners' Club was the cause of the calamity.

The tone of the last paragraph, we are glad to say, does no more than justice to the spirit that characterises our countrymen in Japan, while it quite correctly accounts for the reluctance of the Government to accept aid from external sources. We remember a very similar case several years since, when the village of Mogi, near Nagasaki, was entirely destroyed by fire. In this instance the cause of the calamity could in no way be traced to a foreign source, yet the merchants of Nagasaki on hearing of the sufferings of the burnt-out villagers subscribed a handsome sum for their relief. The Governor, however, declined to allow it to be expended in the manner proposed, on the ground that a paternal Government, like that of Japan, provided for all the wants of its subjects. The next chapter we quote from is devoted to the system of government, the Sovereign and his functions, &c. It gives the following interesting particulars regarding the "inner life" of the thrice sacred Mikado, whose dreams of perpetual peace and seclusion must, we fear, have been somewhat rudely dispelled by recent events.

The spiritual Emperor of Japan is supposed to be a direct descendant of the gods, and as such enjoys the adoration as well as the fealty of his subjects. Unfortunately his divine attributes deprive him of the free exercise of his human functions, as his feet are never permitted to touch the ground out of doors; nor is he allowed to cut his hair, beard, or nails, or to expose himself to the rays of the sun, which would detract from the excellency of his person. His principal titles are, 'Zen Zi'—"Son of Heaven;" "Mikado"—"Emperor;" and "Dairi," or "Kanrai"—"Grand Interior;" the latter denoting the perpetual seclusion of his person. It is said that his ancestry can be traced in an unbroken line for nearly 700 years before the Christian era. The Mikado never goes beyond the precincts of the Imperial residence, which occupies a large portion of the city of Miako, comprising numerous palaces and gardens; and connected with it are the schools alluded to in the last chapter, which are established on the plan of a university, and are much resorted to by the children of the nobility. Whenever this great personage wishes to take an airing, he is carried by fourteen men in a large norimon with laticed windows, through which he is able to see without being seen; and even when granting an audience he is said to be concealed from view by bamboo screen-work. His court consists of the members of his own family, and certain great officers of State appointed by the Tycoon, who nominally receive and promulgate his commands; but, in ordinary times, he has no real power in the temporal affairs of the empire, and only refuses to confer legality on the acts of his lieutenants under the pressure of intrigue or undue family influence. To relieve the wearisome monotony of his life, as well as to prevent the possibility of the sacred race becoming extinct, he is allowed twelve wives, who are chosen from the most beautiful daughters of the chief princes of the empire. These ladies occupy separate palaces in the immediate vicinity of his, where they are attended by their own retainers; but only one of them enjoys the rank of empress, although they are all treated with the deference due to royalty. He is also said to have an unlimited number of concubines, who reside within the bounds of the Imperial establishment. The destinctive mark of the members of the Mikado's court and of the ladies of his family consists of two black patches placed on the forehead, and in the arrangement of the hair, which is gathered up in a long cue and curved over the head by one sex, and worn dishevelled and without any kind or ornament by the other. Though the Mikado has little influence in the secular affairs of the State, his authority in religious questions is supreme; but it is doubtful if he personally takes any part in the solemnities which are constantly occurring at Miako.

No work on Japan would be complete without an account of the curious custom of Hara Kiru, or self-immolation, which seems to combine a semi-barbaric fanaticism with a more than chivalrous sense of honour. The subject is well illustrated

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here by a series of five drawings, respectively entitled— "The Tycoon's Messengers Reading the Sentence"—"Preparing for the Sacrifice"—"The Daimio's Funeral"—"Cremation of the Body"—and "Relatives Collecting the Ashes." The theory of this extraordinary custom, with the mode of accomplishing it, are thus correctly described by Lieutenant Silver :—

The Japanese, being a high-spirited and patriotic people, consider that death under any circumstances is preferable to dishonour; and the privileged classes always carry about with them when they travel the paraphernalia used at the performance of the "Hara Kiru," in token of their readiness to prove their patriotism, or to die rather than disgrace their family. The dress consists of a robe and "harakama," or "winged official dress," of coarse white cloth—white being the funeral colour of the country—which is undistinguished by the crest or any sigh of the owner. There is also the disembowelling knife, the blade of which is about eight inches long, and very sharp. When the sentence of the "Hara Kiru" is awarded, or the humble request of a defeated politician to perform it is acceded to, a formal document is made out and duly signed by the competent authorities. It is then delivered to two commissioners, by whom it is conveyed to the culprit. Should the proposed victim be a Daimio of importance, and sufficiently powerful to set the Tycoon at defiance, the delivery of the imperial mandate is likely to be attended with unpleasant results, as the bearers are sometimes waylaid and murdered by retainers of the doomed prince, and have frequently to resort to stratagem to accomplish their task. But when once the mandate is delivered the prince must submit, or he would lose caste even with his own followers, so strongly are the Japanese imbued with respect for the ancient customs of their country. The accompanying illustrations represent the different formalities that are observed at the performance of the "Hara Kiru" by a Daimio. On receiving the official intimation of his sentence he orders the necessary preparation to be made, and informs his friends and relatives of it, inviting them to share in a parting carouse with him. On the appointed day, after taking a private farewell of his family, he receives his friends. He is habited in his white robes, and supported by two of his relatives or Ministers similarly attired. When the time arrives (which is previously arranged with the commissioners) he takes leave of his guests, as on any ordinary occasion, and enters the screened enclosure accompanied by his supporters. It will be noticed that the retainers guarding the exterior and entrance are barefooted, which is a mark of respect in honour of the rank of the culprit, and of the solemnity of the occasion. The Tycoon's messengers then read the Imperial mandate, which proclaims that, in accordance with the ancient custom of the country, the Daimio is permitted honourably to sacrifice himself for its benefit, and thus to expatiate in his own person the crime or offence he has committed against the welfare of the State. In the illustration, the two officials charged with this disagreeable office are sitting opposite the Daimio and his friends, reading the fatal document, their suite surrounding them in respectful attitudes. The whole party wear the official dress, which intimates at once the respect due to the victim, and the official nature of the ceremony. The second scene shows the Daimo on the point of performing the sacrificial ceremony. His forelock is reversed, as a sign of submission to his fate, and to assist the executioner, who, as soon as his master goes through the form of disembowelling himself with the knife on the stand, will, with one blow of his razor-edged sword, complete the sacrifice by decapitation. Only the two chief commissioners appointed by the Tycoon, and the sorely-tasked supporters of the victim, remain to witness the last act of the drama. The rest of the party await its completion in the adjoining compartment of the enclosure, which is expressly constructed for that purpose.

We are strongly tempted to make further extracts, but our space will admit of no more. In taking leave of Lieutenant Silver's pleasant book we must however record our satisfaction that he has not fallen into the error, so common among superficial observers, of decrying all that they are incapable of understanding. Of the "Manners and Customs" here described, some are grotesque and ridiculous, others incomprehensible, and some even revolting, according to our notions; but we are glad to see that our author does not allow these facts to blind him to the many estimable and sterling qualities that the Japanese, as a race, undoubtedly possess; qualities which, as they become better known, will increase our sympathy with the people and our interest in their beautiful country.

China: A Brief Account of the Country, its Inhabitants, and their Institutions. By SAMUEL MOSSMAN. London: Society for Promoting Christian Knowledge.—Books on China and the Chinese are now plentiful as blackberries. There are historical works, ponderous and diffuse; theoretical works, speculative and bewildering; argumentative works, showing beyond possibility of dispute the superiority of the Imperialists over the Taipings, or *vice versa*, according to the sympathies of rival authors; missionary books, good, but often tedious and wanting in practical utility; and lively books, in which the narrative of a few months' cruise in China waters is swelled to the portly dimensions of a "book of travels" by desultory notes on habits and customs, scraps of history, descriptions of scenery, and quotations from old writers *apropos* of nothing particular. Each of these perhaps supplies a want, and all are doubtless valuable in their way; but we do not know of one, taken singly, that has hitherto fulfilled the desideratum of a thoroughly practical account of China in a popular style and handy form. This want is undoubtedly supplied by the work before us. Mr. Mossman tells us at the outset that he has nothing to say regarding the outlying dependencies and tributary States of the vast Empire; he confines himself strictly to a concise account of China proper, as it exists under the direct rule of the Government. He commences with a chapter on "Geography and Population," conveying much information descriptive and statistical. This is followed by a summary of the "Ancient and Modern History" of the Empire, carefully brought down to the present time; special attention being devoted to the reign of Hienfung, notable for so many events of importance to ourselves. Then comes a very interesting chapter on "Early Foreign Intercourse," and another on "British Intercourse." The "Taiping Rebellion," with its desolating effects, forms the subject of the next chapter, and is dwelt on in fitting terms of reprobation; it is hardly necessary to say that the blasphemous assumption of a "divine mission" by the Taipings is not regarded by Mr. Mossman as an extenuating circumstance in their favour. The next two chapters, respectively entitled "The Chief Cities, Treaty Ports, and Commerce," and "Industrial Pursuits and Manufactures," embody a correct and circumstantial account of our trade with the country as it is now carried on, together with much valuable information on its natural productions, mineral wealth, &c. The remaining chapters are devoted to Chinese arts and sciences, the social and moral condition of the people, their language, literature, politics, and religion; all these being described in a systematic, graphic, and intelligible manner that cannot fail to render the volume highly popular with a large class of readers.

The following is a list of the principal new works and new editions published during the month:—

In History and Biography we have—*Philosophy, Theology, and Piety in the Age and Art of Rafael*, by Mr. William Watkins Lloyd; Mr. W. J. Thoms writes *The Stories of Hannah Lightfoot, Queen Charlotte, and the Chevalier d'Eon, Dr. Wilmot's Polish Princess*; the first volume of the *History of India from the Earlist Ages* is issued by Mr. J. Talboys Wheeler, containing an account of the Vedic period and the Mahá Bhárata; Miss Maria Webb gives us *A History of the Penns and Penningtons of the 17th Century*, illustrated by original family letters, with incidental notices of their friend Thomas Ellwood, and some of his unpublished verses; *The Calendar of State Papers relating to Ireland, of the Reign of Elizabeth*, 1574-1585, is edited by H. C. Hamilton; and Mr. J. Thompson has written an essay on *English Municipal History*.

In Geography and Travel Mr. Bayard Taylor gives us *The Narrative of a Summer Trip in Colorado*.

In Fiction Mrs. J. H. Riddell, better known as the authoress of "George Geith," gives us *Far above Rubies*, in 3 vols. (which has the advantage in an art point of view of not having been written for piecemeal publication in a periodical); Mr. Thomas Sutton writes a *Romance in a Yacht*, in 1 vol.; Miss Annie Thomas issues *Called to Account*, 3 vols.; and *Irene's Repentance* is the title of a novel by Christian Eyre, in 3 vols.; while *May and September* is a novel in 3 vols. by F. Walpole. In Educational Literature we have *Synonyms and Antonyms Collected and Contrasted*, by the Venerable C. J. Smith.

Among New Editions we ought to notice the new edition of Mr. Dickens's "Pickwick," the first of a new series of popular editions of his works, which is unexceptionable in print, paper, and illustrations, and marvellously cheap.

During the month of August a new sixpenny monthly periodical will be started under the title of *The Broadway: London and New York*, the object of which is to provide an international magazine of light and amusing literature. In order the more fully to carry out this design, arrangements are, we understand, being made with the best American authors to contribute original articles to the pages of the new comer, which numbers among its contributors on this side of the Atlantic the following well-known names:—The Rev. J. M. Bellew, Robert Buchanan, F. C. Burnand, H. J. Byron, Amelia B. Edwards, John Hollingshead, Tom Hood, Charles Knight, Samuel Lover, John Oxenford, Percy Fitzgerald, Ernest Griset, T. W. Robertson, Hesba Stretton, Mrs. Riddell, W. H. Russell, of *The Times*, G. A. Sala, Arthur Sketchley, Moy Thomas, Edmund Yates, and others. *The Broadway* will contain eighty pages, illustrated by some of our best artists, and will open with an original novel by the author of "Guy Livingstone."

BRITISH TROOPS IN JAPAN.

The good feeling manifested by the natives towards the British troops stationed in Japan is evidenced in the following despatch from Sir Harry Parkes to Lord Stanley, and the enclosure from Colonel Knox:—

"Yedo, December 31, 1866.

"My Lord,—Since I reported to your lordship in my despatch of the 31st October last that I had called upon the Japanese Government to repair the huts which form the camp of Her Majesty's troops stationed in Japan, and that this demand had been promptly complied with, I had the honour to receive your lordship's despatch of the 26th September, covering correspondence on this subject with the War-office, and directing me to follow a similar course to that which had already been adopted.

"The willingness of the Japanese Government to undertake this work at their own cost convinced me, as I observed in the former despatch, that they do not entertain any wish to see Her Majesty's troops immediately removed from this country. This impression is further confirmed by the punctuality they have observed in the execution of the work, as shown by the enclosed letter to me from Colonel Knox, the commandant, in which he reports the satisfactory completion of all the repairs within the time agreed to for the purpose.

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"The Japanese authorities have also proved themselves to be liberally disposed in this matter by providing some additional accommodation for servants' offices, and by reimbursing Her Majesty's 9th Regiment for an expense they had previously incurred in providing a canteen and recreation-room for the men.

"I presume the huts may now be considered to be sound as when they were first constructed under our own direction, and provided that is the case, I trust that these arrangements, which appear to give satisfaction to the military authorities on the spot, will be approved by your Lordship and the War-office.—I have, &c. (Signed) "HARRY S. PARKES."

Colonel KNOX to Sir H. PARKES.

"Camp, Yokohama, December 24, 1866.

"Sir,—The Japanese authorities having now punctually performed the service of repairing the huts in this camp, I have great pleasure in reporting to your Excellency the satisfactory and complete manner in which the work has been performed, though, owing to the long drought, I am at present unable to report that the huts are waterproof.

"The native officers employed in these repairs have been most civil and accommodating, especially a young man, name unknown, who speaks English fluently.

"Though many coolies and workmen have been employed about the camp, I have not heard of a single act of robbery or pilfering.

"I request you will be be good enough to convey to the Governor of Yokohama my best thanks for the manner in which this service has been performed.—I have, &c. (Signed) "THOS. E. KNOX."

Naval and Military.

On the 18th instant General Sir John Burgoyne, G.C.B., Inspector-General of Royal Engineers and Fortifications, made his annual inspection of the Royal Engineers at Chatham. The whole of the morning was devoted by Sir John Burgoyne to the inspection of the various scientific departments at the Royal Engineer establishment, the field works, magazines, batteries, and other undertakings connected with sapping and mining, the pontooning in the harbour, and also some interesting experiments demonstrating the method by which vessels of war, or other hostile ships, can be easily destroyed by submarine torpedo explosions when attempting to enter a harbour or river in the hands of the enemy. In the experiments made some time since at Chatham, under the direction of Mr. Beardsley, the torpedoes were fired by percussion, and possessed the fatal defect of being equally destructive to both friendly and hostile ships. The torpedo experimented upon by the Royal Engineers is fired by means of the voltaic battery, and consequently its destructive powers are controlled from the shore. The explosion is unerringly made at the right moment. The torpedoes being completely submerged with nothing to indicate their position, the exact spot in the harbour where each lies concealed is ascertained, with mathematical accuracy, by means of bearings and cross-angles taken from various positions, the result being that, although the passage of a harbour may be thickly studded with any number of torpedoes, friendly vessels would proceed in and out with safety, while the moment a hostile ship attempted the entrance the torpedoes would be fired with fatal exactitude. Instead of laying the torpedoes down in the harbour the experiments made were carried out in the field works with results in all respects similar to those which would have taken place in the harbour. About a dozen charges, representing as many torpedoes, were laid in different parts of the field works, each charge being connected with the voltaic batteries by concealed wires. A number of men were then selected and ordered in various directions over the works, each man for the occasion supposed to represent a vessel. Observations during this time were being taken, and the instant a man approached and was over what was supposed to be a torpedo the fuse was fired, care, of course, being taken that the explosion should prove harmless. In this manner the whole of the charges were fired, while in every instance they were exploded with unerring exactness at the instant the man's foot was on that part of the ground beneath which the charged fuse was concealed. There was but one opinion expressed by General Sir John Burgoyne and the officers who witnessed the experiments, that with a powerful agency of this kind in our hands the defences of our naval ports and harbours would be effectually provided for, irrespective of granite and armour-plated batteries.

The Euphrates, new troopship, Captain Montague B. Dunn, has left Spithead for the Indian troop service. The following officers took passage in her to join their respective regiments in India:—Captain Dumbleton and Lieutenant Coghlan, 21st Hussars; Captain Kirkland, 106th Foot; Lieutenant Gregson, 26th Regiment; Lieutenant Faulkner, 95th Regiment; Lieutenant Bancraft, 1st Battalion 5th Regiment; Captain Goren, 1st Battalion 19th Regiment; Ensigns Welch, Lloyd, and Greenaway, 108th Regiment; Ensign Yule, 74th Regiment; Ensign Tower, 95th Regiment; Ensign Rind, 102nd Regiment; Ensign Roden, 1st Battalion 19th Regiment; Ensign Mayne, 49th Regiment; Ensign Fair, 1st Battalion 4th Regiment; Staff Assistant-Surgeon Longheed; Quartermaster Robinson, 18th Brigade Royal Artillery, and lady.

On the 24th inst., being the anniversary of Her Majesty's accession, a royal salute was fired at noon from the Spur battery, Chatham, Tilbury Fort, and the battery at Sheerness. The guardships, and the whole of the other vessels of war in harbour, "dressed" and were decorated with colours. The ships in Portsmouth harbour and Victoria, at Spithead, were also dressed, and the royal standard was hoisted at the different batteries on shore, as well as the Government establishments. At noon a royal salute was fired from the ships in commission and the garrison battery, led off by the Victory, flagship of Rear-Admiral G. Wellesley, during the absence of the Commander-in-Chief of the port, Admiral Sir T. S. Pasley. At Plymouth all the ships of war and merchant vessels were gaily dressed in colours. At noon royal salutes were fired from the citadels.

The iron screw steam transport Euphrates, 2, Capt. Montagu B. Dunn, having been supplied with some oil and other stores, left Plymouth Sound for Bombay.

It appears by the advices from the Cape of Good Hope that the Golden Fleece, steamer, had arrived with troops from China, and left for England on 15th May.

The screw steam sloop Cameleon, 17, left Plymouth on the 22nd inst. for the Pacific.

Deputy Purveyor V. White and Assistant Superintendent of Stores J. F. Dalrymple have been appointed to Singapore.

Monetary and Commercial.

The fifth annual meeting of the Ceylon Company (Limited) was held at the offices of the company on the 18th inst., when 54 shareholders were present. In the course of a few preliminary remarks the chairman, Lawford Acland, Esq., stated that the recent unsatisfactory condition of the money market had been prejudicial to the interests of the company by preventing the purposed issue of the remainder of the shares, but he trusted that better times were in store, when they might be placed on the market with good results. In deference to the wishes of several shareholders the form of the balance-sheet had been modified. With regard to the large amount appearing on the debit side of the Mauritius account, the chairman wished to say that the increase was purely temporary, being occasioned by changes which it had been found necessary to make in the local management. In answer to a question, the chairman said that not having been able to realise the advances made upon some estates in Mauritius the company had been compelled to take possession of them, but there was no intention to keep them longer than could be helped, and if a profitable offer were made they would be immediately disposed of. In reference to the debentures falling due, the directors did not anticipate any difficulty in obtaining renewals. The directors had not yet determined upon filling up the vacancy in the board caused by the retirement of Mr. Robert Smith. The resolution proposing that a dividend at the rate of 10 per cent. per annum on the capital paid up on the 31st March, amounting to 10s. on each original, and 2s. on each A share, be declared and made payable, free of income-tax, on the 20th instant, was then put by the chairman, seconded by Mr. Gordon, and carried unanimously. Messrs. D. J. Kay, S. P. Kennard, and P. F. Robertson, the retiring directors, were re-elected, and Mr. Ball was nominated auditor for the ensuing year at a salary of £80. Votes of thanks to the chairman and directors, and to the colonial managers, terminated the proceedings.

Mr. J. G. Fry and Mr. J. S. Rigge, underwriters at Lloyds, and partners in the firm of Messrs. Sanderson, Frys, Rigge, and Co., China merchants and Insurance brokers, have called a meeting of persons interested in their affairs as underwriters to consider their position. It appears that a portion of the capital has been used in advances upon shipments to China, and that a defalcation of £55,000 committed by an agent in Hong Kong, together with heavy losses on marine policies, had very seriously crippled their resources. The meeting was presided over by William Simpson, Esq., and after a full explanation it was unanimously resolved by those present that the estates of Mr. Fry and Mr. Rigge should be wound up under the inspection of Mr. James Farquhar Morice, Mr. William Simpson, and Mr. Alexander Macpherson Campbell. The business of Messrs. Sanderson, Frys, Rigge, and Co., as China merchants and Insurance brokers, is not affected by this arrangement, and will be continued as heretofore.

A deputation representing the shareholders in England of the Bank of Bombay has waited on the Secretary of State for India requesting him to withdraw his sanction to the proposed amalgamation of the Banks of Bombay and Bengal for the present.

A dividend of 3 per cent., free of income tax, has been declared by the directors of the Chartered Mercantile Bank of India, London, and China for the half-year ending the 30th inst. The warrants are payable on the 1st proximo.

At the meeting of the shareholders of the China Steam-ship and Labuan Coal Company, held on the 19th inst., it was moved by C. Edwards, Esq., M.P., seconded by Dr. May, M.D., and unanimously resolved, "That this meeting consider it for the interests of the shareholders that a call of £1 10s. be now made, and those present earnestly appeal to all shareholders to pay up the call forthwith, including arrears."

The Glasgow and Greenock papers have been indulging in various surmises as to the starting of the clipper ships with the new season's teas; one gives the list of vessels as sailing on the 1st June. It is only necessary to state that all the statements are without foundation. No intelligence has been received of the names of vessels arrived at Foochow for the purpose of loading the new season's tea.

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The biddings for £270,000 in Bills on India were made at the Bank of England. The amounts allotted were, to Calcutta £156,000, to Madras £14,000, and to Bombay £99,500. The minimum price was fixed at 1s. 11d. on all the Presidencies, being a reduction of 1 per cent. Tenders at the minimum on Calcutta and Madras will receive about 7 per cent., and those above in full. Tenders on Bombay at and above the minimum will receive in full.

At the meeting of the Northern Assurance Company, at Aberdeen, the report stated that owing to the loss of £50,000 by the fire at Yokohama in November last, and the generally unfavourable character of the fire insurance business during the past year, the payments in that department had been £225,544, against receipts £166,192. In the life department the new policies for the year were 544, for an aggregate of £348,657, yielding in annual premiums £11,814.

The liquidator of the Blakely Ordnance Company has offered for sale the stock of the company at East Greenwich and Southwark.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton, on the 20th inst., was—In gold, to Madras, £99; in silver, to Singapore, £1,225; to Shanghai, £10,540; total in gold, £99; in silver, £11,765.

In reference to the dissolution of partnership between Mr. Hickie and Mr. Borman, notified in the *Gazette*, we have received the following circulars:—

We beg to inform you that we have this day determined upon dissolving partnership and giving up the business heretofore carried on by us under the style of Hickie, Borman, and Co., and that our friends, Mr. J. R. D. Hickie, son of our Mr. Hickie, and Mr. Edward Borman, brother of our Mr. Borman, intend commencing business as general merchants, ship and insurance brokers, and agents, and whom we have the pleasure to introduce to your notice.—We remain, your obedient servants, JOHN HICKIE, JAMES BORMAN.

127, Leadenhall street, London, and Oriental-place, Southampton.

We beg to inform you that we have this day commenced business as general merchants, ship and insurance brokers, and agents, under the style of Hickie, Borman, and Co., and shall be glad to take charge of any business you may entrust to our care.—Referring to our respective signatures at foot, we are, your obedient servants, J. R. D. HICKIE, E. BORMAN.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices June 15.	Prices June 25.
£10	Agra Bank	3	—	¼ dis. to ¼ pm
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	34 to 36	34 to 36
20	Chartered Bank Ind., Aust., & China	All	19 to 20	20 to 21
25	Chartered Merc. of India and China	All	33 to 35	30 to 32
20	City Bank	10	15 to 17	13 to 15
20	Eastern Exchange	5	1½ to ¾ dis.	1½ to ¼ dis.
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	2 to 1½ dis	2¼ to 1⅞ dis.
50	London and County	20	59 to 61	58 to 60
50	London Joint Stock	15	44 to 45	42 to 44
100	London and Westminste	20	106 to 108	103 to 105
25	Oriental Bank Corporation	All	43 to 45	42 to 44
50	Union of London	15	42 to 44	39 to 40
	MISCELLANEOUS.			
5	Bombay Gas	All	4½ to 5	4½ to 5
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103	101 to 103
—	Do. Do 1878	100	107 to 109	107 to 109
20	Ceylon Company	10	½ dis. to ¼ pm.	1¼ to ¾ dis.
20	Do. A shares	2	¼ dis. to ½ pm.	1⅛ to ¼ dis.
20	China Steamship & Laouan Coal Co	13½	13 to 12 dis.	13 to 12 dis.
10	Credit Foncier & Mobilier of England	9	5⅞ to 5¼ dis.	5⅞ to 5¼ dis
20	Egyptian Com. & Trading Company	6	4⅛ to 3⅞ dis.	4⅛ to 3⅞ dis.
10	General Credit & Discount Company	7½	1⅛ to 1¼ dis.	1⅛ to 1¼ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	1⅛ to 1¼ dis.	1⅛ to 1¼ dis.
5	Oriental Gas	All	5¼ to 5⅝ x.d.	5¼ to 5⅝ x.d.
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	47 to 49	45 to 47
50	Do. New	All	47 to 49	45 to 47
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	94 to 96	94 to 96

EXPORTS TO THE FAR EAST.

The quantities and value of the Cotton Goods shipped from the ports of London, Liverpool, Southampton and the Clyde, to China, Japan, the Straits Settlements, Ceylon, Batavia, and Manila, during the month and six months ended 16th June, 1867, exhibit, according to Mr. Sam Mendel's monthly export tables, a considerable falling off in value when compared with the six months of last year. Thus the export to Hong Kong has decreased in value to the extent of thirty-one per cent., to Shanghai twenty-six per cent., to Japan forty-nine per cent., to Singapore and Penang five per cent., and to Ceylon three per cent. On the other hand, the export to Manila shows an increase of forty-one per cent. The following is a summary of the quantities and value for the month and six months of the years 1865, 1866, and 1867.

To HONG KONG AND WHAMPOA.—For the month ended 16th June, 1867: Plain Cottons, 2,654,916; Coloured Cottons, 190,200; Printed Cottons, 14,704 yards; Cotton Yarn, 552,438 lbs.; total value of Cotton Goods, £107,701. For the six months ended 16th June, 1867: Plain Cottons, 15,900,811; Coloured Cottons, 824,882; Printed Cottons, 261,222 yards; Cotton Yarn, 2,099,476 lbs.; total value of Cotton Goods, £614,170. Decrease for 1867 against 1866, £271,729. For the six months ended 16th June, 1866: Plain Cottons, 21,833,873; Coloured Cottons, 2,549,628; Printed Cottons, 296,200 yards; Cotton Yarn, 2,610,438 lbs.; total value of Cotton Goods, £885,899. For the six months ended 16th June, 1865: Plain Cottons, 12,774,139; Coloured Cottons, 1,600,276; Printed Cottons, 202,136 yards; Cotton Yarn, 967,820 lbs.; total value of Cotton Goods, £427,690.

To SHANGHAI.—For the month ended 16th June, 1867: Plain Cottons, 14,263,940; Coloured Cottons, 1,088,347; Printed Cottons, 527,990 yards; Cotton Yarn, 40,000 lbs.; total value of Cotton Goods, £324,042. For the six months ended 16th June, 1867: Plain Cottons, 45,541,610; Coloured Cottons, 6,404,544; Printed Cottons, 2,601,359 yards; Cotton Yarn, 143,132 lbs.; total value of Cotton Goods, £1,128,055. Decrease for 1867 against 1866, £394,183. For the six months ended 16th June, 1866: Plain Cottons, 52,692,857; Coloured Cottons, 6,408,977; Printed Cottons, 2,034,205 yards; Cotton Yarn, 11,600 lbs.; total value of Cotton Goods, £1,522,238. For the six months ended 16th June, 1865: Plain Cottons, 36,932,063; Coloured Cottons, 2,994,818; Printed Cottons, 951,531 yards; Cotton Yarn, 69,580 lbs.; total value of Cotton Goods, £925,890.

To JAPAN.—For the month ended 16th June, 1867: Plain Cottons, 38,500; Printed Cottons, 24,860 yards; Cotton Yarn, 20,000 lbs.; total value of Cotton Goods, £3,575. For the six months ended 16th June, 1867: Plain Cottons, 7,377,515; Coloured Cottons, 2,085,585; Printed Cottons, 466,590 yards; Cotton Yarn, 966,900 lbs.; total value of Cotton Goods, £302,291; decrease for 1867 against 1866, £289,551. For the six months ended 16th June, 1866: Plain Cottons, 16,584,457; Coloured Cottons, 1,615,639; Printed Cottons, 1,700,199 yards; Cotton Yarn, 1,006,410 lbs.; total value of Cotton Goods, £591,842. For the six months ended 16th June, 1865: Plain Cottons, 5,081,524; Coloured Cottons, 677,071; Printed Cottons, 570,532 yards; Cotton Yarn, 172,100 lbs.; total value of Cotton Goods, £177,921.

To SINGAPORE AND PENANG.—For the month ended 16th June, 1867: Plain Cottons, 5,413,160; Coloured Cottons, 856,479; Printed Cottons, 447,025 yards; Cotton Yarn, 242,870 lbs.; total value of Cotton Goods, £151,019. For the six months ended 16th June, 1867: Plain Cottons, 28,915,577; Coloured Cottons, 5,281,606; Printed Cottons, 2,028,822 yards; Cotton Yarn, 1,094,751 lbs.; total value of Cotton Goods, £846,922. Decrease for 1867 against 1866, £40,456. For the six months ended 16th June, 1866: Plain Cottons, 26,773,693; Coloured Cottons, 3,697,656; Printed Cottons, 2,323,378 yards; Cotton Yarn, 736,263 lbs.; total value of Cotton Goods, £887,378. For the six months ended 16th June, 1865: Plain Cottons, 18,203,527; Coloured Cottons, 2,305,416; Printed Cottons, 971,360 yards; Cotton Yarn, 599,381 lbs.; total value of Cotton Goods, £513,884.

To BATAVIA.—For the month ended 16th June, 1867: Plain Cottons, 630,288; Coloured Cottons, 775,447; Printed Cottons, 608,624 yards; Cotton Yarn, 58,800 lbs.; total value of Cotton Goods, £60,669. For the six months ended 16th June, 1867: Plain Cottons, 9,814,633; Coloured Cottons, 8,500,172; Printed Cottons, 8,725,833 yards; Cotton Yarn, 364,555 lbs.; total value of Cotton Goods, £659,020. Decrease for 1867 against 1866, £44.

To MANILA.—For the month ended 16th June, 1867: Plain Cottons, 1,462,815; Coloured Cottons, 992,332; Printed Cottons, 57,544 yards; Cotton Yarn, 6,200 lbs.; total value of Cotton Goods, £59,678. For the six months ended 16th June, 1867: Plain Cottons, 8,721,758; Coloured Cottons, 8,503,773; Printed Cottons, 634,768 yards; Cotton Yarn, 72,426 lbs.; total value of Cotton Goods, £446,015. Increase for 1867 against 1866, £183,063. For the six months ended 16th June, 1866: Plain Cottons, 4,161,178; Coloured Cottons, 5,826,566; Printed Cottons, 87,697 yards; Cotton Yarn, 33,750 lbs.; total value of Cotton Goods, £262,952. For the six months ended 16th June, 1865: Plain Cottons, 6,229,763; Coloured Cottons, 6,177,351; Printed Cottons, 803,626 yards; Cotton Yarn, 36,050 lbs.; total value of Cotton Goods, £330,607.

To CEYLON.—For the month ended 16th June, 1867: Plain Cottons, 335,138; Coloured Cottons, 41,515; Printed Cottons, 19,000 yards; total value of Cotton Goods, £11,006. For the six months ended 16th June, 1867: Plain Cottons, 9,767,173; Coloured Cottons, 851,689; Printed Cottons, 1,474,502 yards; Cotton Yarn, 53,500 lbs.; total value of Cotton Goods, £280,655; Decrease for 1867 against 1866, £9,629. For the six months ended 16th June, 1866: Plain Cottons, 6,265,030: Coloured Cottons, 1,974,025; Printed Cottons, 2,329,755 yards; Cotton Yarn, 177,527 lbs.; total value of Cotton Goods, £290,284. For the six months ended 16th June, 1865: Plain Cottons, 3,620,706; Coloured Cottons, 938,814; Printed Cottons, 494,948 yards; Cotton Yarn, 97,899 lbs. total value of Cotton Goods, £147,237.

ARTICLES OF IMPORT.

TEA.—There has been a return to the former quiet tone, and, on the whole, we have but little alteration to quote in prices. The deliveries continue on a satisfactory scale, but nothing induces the trade to become larger holders, and it seems quite determined on to let the stocks run down to six months' consumption. No reliable intelligence has been received relative to the opening of the market for new season's teas, but more than usual interest is displayed for the first news, as the future course of this market mainly depends upon the actions of operators in China. If supplies are sent forward somewhat on a par with our monthly requirements we shall have a satisfactory trade, but if pushed on with the same haste as during the early part of last (1866-1867) season, a low range of prices will be established. Congous.—Siftings have sold rather more freely, and in some cases at a slight advance, both in the Moning and Kaisow kinds. Broken-leaf remain firm at full prices. Fair to good common have been

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saleable at 11½d. to 1s. per lb., showing rather better prices. Fair to good flavoury kinds show no alteration. Good Kaisows from 1s. 6d. to 1s. 9d. support the late advance. Fine to finest sell only in small quantities at about former prices. In Pak Lings there has not been much doing. Further sales of new-make Canton kinds have been made, but prices show ½d. to 1d. per lb. decline. Oolongs remain much as before; a few really fine have sold at extreme prices. A few sales of Flowery Pekoe have been made at full rates. Souchongs remain much as before, common to medium kinds being wanted for export, but fine not selling readily. Scented Capers have not been so much in request, and prices show some reduction upon the late extreme prices. Scented Orange Pekoes have sold rather more readily, and at slightly advanced rates; the Foo-chow kinds have been inquired for. Uncoloured Japans remain as before. Green Teas; In these there has been a fair business done, and prices have been firmly maintained; the Burmah brought a considerable quantity, a good proportion of which has been sold. Moyune Young Hysons and Gunpowders have been taken freely, and some sales of Moyune Hyson have been made at full prices. The Ping Suey kinds have not sold so readily, but prices have been well maintained. In Canton Greens there have been no fresh arrivals, and transactions consequently small.

SILK.—The tone of the Silk market is depressed, uncertainty with regard to the export for the coming season from China and Japan, and the contradictory reports about the European crop, both tending to restrict business. The public sales which took place last week produced no effect; some little was done by the home trade buyers to supply immediate wants, but there was a total absence of spirit, and the transactions by private contract during the week were less than usual. The deliveries are on the smallest scale, nor can we expect any improvement in this respect so long as the present high range of prices is maintained. Deliveries from 1st to 24th inclusive. China, 1,582 bales; Japan, 476 bales; total, 2,058 bales.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	31	0	to	33	6
„ No. 3	29	6	to	31	0
„ Hangchow	24	0	to	27	6
Yuenfa and Hainin, No. 1 & 2...	26	6	to	29	0
„ „ „ No. 3	25	6	to	33	6
Taysaam, No. 1 & 2	26	0	to	28	6
„ No. 3	24	6	to	25	6
Long Reel	19	0	to	24	0
Skeins	20	0	to	21	0
Canton	18	0	to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	32	0	to	35	0
No. 3	30	6	to	31	6
Ida, Bricks, No. 1 & 2	29	0	to	32	0
No. 3	26	0	to	28	0
Sodai, No. 1 & 2	28	0	to	31	0
No. 3	26	0	to	27	0

COTTON.—Since our last report the market has been dull and drooping, with extremely small business, the sales only amounting to 1,570 bales on the spot and 2,850 for arrival. Prices show a general decline of ¼d. per lb. on previous quotations. No China or Rangoon has been sold either on the spot or to arrive. The stock of cotton in the United Kingdom is 71,117 bales; the imports from the 1st January to 20th June amount to 85,981 bales, against 189,375 during the same period last year. Of China and Japan the imports from the 1st January to 20th June have been 1,048 bales, against 196 last year, the stock being 391, against 467 bales.

COFFEE.—At the beginning of the past week there were some signs of improvement, Plantation Ceylon finding more ready buyers, but since the sale in Holland the market has become dull, and last week's prices of this description are only just supported. Native is 2s. per cwt. lower, and only small quantities are saleable. With the exception of fine East India, all other kinds also show some decline. The sales of plantation have been 1,598 casks, 70 barrels, and 445 bags as follows: Triage, 35s. to 60s.; fine ordinary small dull to fine fine ordinary, 69s. 6d. to 75s.; low medium and medium, 76s. to 81s.; good medium, 82s. to 85s.; fine medium, 86s.; fine bold, 94s.; peaberry, 89s. 6d. to 95s. Transactions in Native were confined to 3000 bags, realising for small, 51s. 6d. to 55s. 6d.; medium, 59s. to 60s.; real good ordinary, 60s. 6d. to 61s. 6d.; fine ordinary, 62s. to 63s.; fine bold, 67s. 6d. per cwt. At the Dutch Trading Company's sale of 118,500 bags on the 19th inst. the common qualities (of which the bulk consisted) went at a decline of one cent—good ordinary Java at about 40 cents—while the better kinds fetched some advance. The stock of Coffee in the United Kingdom on the 15th inst. was 11,040 tons, against 12,240 at the same time last year, the stock of Ceylon being 7,280 tons, against 7,210 at the corresponding date of 1866.

COIR GOODS.—At the public sales of the past week the commoner qualities of Yarn have met with but little inquiry, and the chief portion has been bought in, but fine and good qualities have sold steadily at firm rates. Fibre has generally declined, and a large quantity of rope placed on offer meeting with scarcely any bids was withdrawn. The following have been the sales: 62 tons Ceylon Yarn, medium to good medium, £31 10s. to £35 5s.; common to good common, £26 to £27 15s.; 81 bales Ceylon Yarn, very fine, £61 5s.; fine, £40 5s. to £50 15s.; good, £36 15s.; 1,114 pieces (2¼ tons) Ceylon Junk at £21 5s.; and 218 coils Ceylon Rope, 2¼ to 3¾-inch, at £30 per ton.

COCOA-NUT OIL.—An improvement has at length taken place in this market, and of 226 casks Ceylon at auction 80 hogsheads fair to very fine realised, with three months prompt, £49 to £49 10s. per ton.

CUTCH.—The market for Pegu is dull, and previous rates are not obtainable, 240 boxes being bought in at 44s., and 366 bags very low, from Singapore, at 15s. per cwt.

CAMPHOR.—Small business has been done in Japan at £7 per cwt., but no transactions have taken place in China descriptions.

EBONY.—Of 71 tons Ceylon placed on offer 3 tons only sold at £6, the remainder being bought in at £6 to £7 per ton.

GALLS.—Less demand than existed previously has been experienced, but prices have not declined. At an early sale 50 cases China realised 64s. 6d., but subsequently 160 cases were bought in at 68s. Of Japan 50 cases good sold at 59s., and 269 cases fair but rather broken at 54s. 6d. to 55s.—two lots at 53s. 6d. to 54s. per cwt.

JAPAN WAX.—The tone of the market is firm, and 682 boxes saucers sold at steady rates, viz.:—Good unmixed at 92s. 6d. to 93s., rather inferior 90s., good medium partly mixed 77s. 6d. to 85s. 6d., ordinary to medium mixed 60s. to 72s.; also 157 boxes good medium cake at 76s. to 77s. 6d. per cwt.

MANILA HEMP.—The quietness noticed in our report of the 17th inst. has continued, but previous rates have hitherto been fully maintained. Privately, the sales have been 100 bales on the spot at £52, and for arrival 152 bales at £49. 5s., and 400 bales at £48, March sailing guaranteed fair current quality. The only public sale was of 117 bales first-class, sea-damaged, at £50 to £55 per ton.

PLUMBAGO.—A better demand for Ceylon has been experienced, and 500 barrels have realised as follows:—Good middling lump, 23s. to 24s. 6d.; middling, 21s. 6d.; ordinary, 17s. 6d.; very ordinary dull, 13s. 3d.; good middling dust, 8s. 6d. to 8s. 9d.; good ordinary, 7s. 9d. to 8s.; ordinary, 7s. to 7s. 6d. per cwt.

PEPPER.—No Black worth mention has been offered in public sale, and by private contract only retail purchases have been made; 125 bags Singapore White, in auction, were withdrawn at 5½d. to 5½d.; and 40 bags Penang have been placed privately at 5¼d. per lb.

RICE.—The market for landed parcels has remained dull, and only about 7,000 bags are reported sold; common to good Rangoon at 11s. 3d. to 12s. 3d.; and Nakrenzie 11s. 1½d. to 11s. 6d. Afloat, a cargo of 500 tons Bassein, and one of 850 tons Rangoon, have been taken at 11s. 1½d., Continental terms. At auction 395 bags mixed, from Zanzibar, were bought in at 12s. to 13s., but since placed at 12s. 6d.

SUGAR.—The large business which was recently done has of itself led to a pause in the demand, for the trade having supplied their pressing requirements have been buyers to only a limited extent, and as the operations of speculators appear to have ceased for the present, the market has had a very quiet aspect. Holders have not forced sales, consequently the value in general shows only nominal weakness, but a decline of 6d. per cwt. has in some instances been accepted. Cargoes afloat, which at the end of last week were still in good request, have since, with few exceptions, become difficult to realise, late rates being no longer obtainable. Of Penang the sales have been 2,764 bags, good and fine brown realising 29s. 6d. to 30s. 6d. (duty 9s. 7d.) and good middling to good yellow, 32s. 6d. to 33s. 6d. (duty 10s. 6d.) Of Manila the only sale effected was of 1,600 bags clayed (import 1863) at 31s. per cwt., 4,464 bags unclayed (import 1867) being bought in at 26s. 6d. No private transactions have taken place. The imports of raw sugar into the four chief ports of the United Kingdom to the 15th June were 257,240 tons, against 237,240 tons in 1866. The clearances for home consumption were 242,300 tons, against 211,200 tons. The stock was 183,600 tons, against 207,400 tons last year.

SPICES.—We have no business to report in East India descriptions.

SHELLS.—The sales have included 48 cases bold and medium Manila Mother-o'-Pearl at £7 to £7 5s. per cwt., and 2 tons Japan Ear at 20s. per cwt.

SOY.—Of China 100 casks were bought in at 3s. 3d. per gallon.

SAPANWOOD.—The only sale since our last report has been of 11 tons Ceylon, which realised,—oil damaged £8 10s., sea and oil damaged, £6 10s. per ton.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6; nail road, £7 10s. to £8; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £8 10s.; rails, £6 5s. to £6 10s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £83 to £89 per ton; yellow metal, 7¼d. to 7½d. per lb.

TIN.—£89 for block; £90 for common bars. Tin plates, best charcoal I.C., 30s. to 31s. 6d.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £23; sheet, £21; spelter, £21 to £21 2s. 6d.; zinc, English sheet, £26 10s. to £27; quicksilver, £6. 17s.

The following is from the Circular of Messrs. French and Smith:—A moderate business only has been transacted in this market the last ten days. Iron shipment is unchanged. Copper has been inactive; but, on the arrival of the West India Mail bringing news of charters for equal to 3,400 tons pure copper, the dulness has increased. No doubt, however, this news was anticipated and acted on by a few houses. Tin has been steadily in demand, and a fair business done at rather improving rates. Lead continues without animation. Tin plates also flat. Spelter rather easier.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£55,635
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	12,059
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	32,144
Yokohama	—	—

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	5,559	—
To Hong Kong	4 000	2,656
To Shanghai	—	30,408
To Yokohama	—	27,067

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11

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Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 6	Anna	Stake	Manila	Off the Wight.
— 3	Oceanus	Dirkzen	Banjoewangie	Off Plymouth.
— 4	Padang Packet	Huidekoper	Padang	Texel.
— 4	Jolar	Wright	Batavia	Do.
— 5	Vice-Admiral May	Steffry	Passaroeang	Do.
— 6	Harkaway	Hutchings	Banjoewangie	Brouwershaven.
— 6	Carlota	Jespersen	Singapore	uxhaven.
— 10	Frances	Higgs	Colombo	London.
— 9	Akbar	Pizzey	Ceylon	Do.
— 10	Ceylon	Leech	Colombo	Deal.
— 7	Webfoot	Sturrock	Batavia	Off Dungeness.
May 25	George Canning	Harris	Singapore	New York.
— 25	Lubra	Hatch	Foochow	Boston.
June 11	Liberator	Robertson	Colombo	London.
— 9	Constance		Mauimein	Sheerness.
— 4	A. Lloret	Gonsalez	Manila	Cadiz.
May 29	Sea Serpent	Winsor	Canton	New York.
June 9	Bellatrix	Haack	Banjoewangie	Texel.
May 30	Japan	Keferstein	Amoy	New York.
June 11	Paradies	Popp	Rangoon	Off Falmouth
— 12	Victoria	Meyer	Akyab	Do.
— 8	Bengal	Petersen	Singapore	Brouwershaven.
— 10	Samarang	Groot	Banjoewangie	Do.
— 11	Nieuw Waterweg		Batavia	Off Scilly.
— 14	Burmah	Yeo	Shanghai	London.
— 12	Helen's Bank	Reid	Singapore	Off Falmouth.
— 12	Anne and Sophia	Hoekstra	Batavia	Off Scilly.
— 15	Lady Ann	Gilles	Colombo	Deal.
— 15	Taffarette	Lebourgeois	Canton	Havre.
— 2	Horatio	Palmer	Shanghai	New York.
— 3	Ariadne	Niemeyer	Hong Kong	Do.
— 13	China	Smith	Sourabaya	Texel.
— 15	Nieuwland	Pot	Batavia	Brouwershaven.
May 25	Bangkok	Chappot	Macao	Havana.
June 4	Diamant	Kruse	Hong Kong	New York.
— 18	Hooghly	Veillet	Colombo	Bordeaux.
—	Xulla		Penang	New York.
— 15	San Luis	Carranza	Manila	Cadiz.
— 15	Union	Artaza	Do.	Do.
— 8	Endeavour	Doane	Shanghai	New York.
— 12	Earl Dalhousie	Campbell	Manila	Do.
— 12	Johanne Marie	Gustamus	Yokohama	Do.
— 12	Tynedale	Steel	Foochow	Do.
— 3	Reina de los Angelos	Kulmel	Macao	Havana.
— 24	Albert Victor	Thompson	New York & Canton	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 8	Cora Linn	Chant	Shanghai	London.
— 8	Sir Ralph Abercromby	Anderson	Cardiff & do.	Do.
— 8	Gloriosa	Catto	Do.	Do.
— 5	Rotterdam	Jensen	Singapore	Cardiff.
— 5	Graafstroom	Rassing	Do.	Do.
— 5	Marguerite d'Anjou		Ceylon	Do.
— —	Hortensia		Hong Kong	Queenstown.
— 8	Bella Donna	Le Grand	Shanghai	Swansea.
— 11	Southern Cross	Macdonald	Hg. Kg. and Canton	London.
— 11	Neville	Robinson	Japan	Do.
— 11	Johanna Oluffa	Petersen	Newcastle and Galle	Do.
— 5	Helen	Law	Shanghai	Shields.
— —	Pauline Constance Eleanor	Kuyper	Singapore	Newcastle.
— —	Argonaut		Yokohama	Do.
— 7	Isabella	Armstrong	Singapore	Newport.
— 8	Argo	Rosenberg	Galle	Cardiff.
— 10	Hans	Gosen	Chefoo	Liverpool.
— 13	Alexandrina	Sangster	Cardiff & Yokohama	London.
— —	Sinbad	Koot	Java	Amsterdam.
— 11	Ozanam	Rollier	Galle	Cardiff.
— —	Bella Maria	Lopez	Manila	Liverpool.
— 15	Silestium	Leeuwen	Java	London.
— —	Hendrik Ido Ambacht	Byl	Batavia	Rotterdam.
— 12	Rene		Trincomalee	Cardiff.
— 11	Parana	Rollo	Yokohama	Glasgow.
— 10	Whampoa		Singapore	Shields.
— 15	Drydens	Elliot	HongKong	Swansea.
— 15	Ann Adamson	Hutton	Singapore	Sunderland.
— —	Aquarius	Altman	Japan	Amsterdam
— —	Henriette Geertruida	De Boer	Batavia	Texel.
— —	Nederlanden		Do.	Amsterdam.
— 14	Hydra	Breckwoldt	Chefoo	Cardiff.
— —	Gladiolus	Bowles	Singapore	Shields.
— —	County of Argyle		Sourabaya	Glasgow.
— 15	Margot	Volquardsen	Hong Kong	Cardiff.
— —	Castleton	Hill	Yokohama	Liverpool.
— —	Overmaas		Hong Kong	Hamburg.
— 17	Maria	Townsend	Shanghai	Cardiff.
— 17	Tycoon	Mutter	Hong Kong	Do.
— 17	Antares	Nolte	Do.	Do.
— 19	Achilles (s.s.)	Russell	Singapore & China	Liverpool.
— 21	Early Dawn	Norrie	Yokohama & Nagasaki	London.
— 21	Glenaros	Roberts	Cardiff and Shanghai	Do.
— 18	Wm. Krons Prins de Nederlanden	Zetteler	Singapore	Cardiff.
— 18	Rockliff	Chapman	Trincomalee	Do.
— 20	Cœur de Lion		Colombo	Shields.
May 11	Titania	Dias	Shanghai	Rio de Janeiro.
— 18	Sea Flower	Talbot	China	Do.
— —	Akershus	Melin	Singapore	Bristol.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Eastern Queen. For Shanghai: Talbot, Dilpussund, James Shepherd, Beemah. For Hong Kong: Art Union. For Hong Kong and Canton: Gresham, Red Riding Hood, Charlotte. For Amoy: Eleanor. For Manila: Aureliana. For Singapore and Penang: Florence Nightingale. For Penang: Helen's Bank. For Colombo: Palmerston, Teviot, Frances, Hesperia, Sea King.

At LIVERPOOL.—For San Francisco and Amoor River: Hansa. For Yokohama: Brilliant. For Yokohama or Hong Kong: Golden Dream. For Hong Kong: Petchelee, Kingfisher. For Hong Kong and Canton: Falcon. For Shanghai: Maria, Royal Diadem. For Singapore: Bogota. For Manila: Adolfo, Olano, Feliz. For Batavia and Sourabaya: Tahti. For Galle: Robert. For Ceylon: Peter Symons.

At GLASGOW.—For Manila: Tres de Mayo, Rosa del Turia. For Batavia and Sourabaya: Bristow. For Singapore: Jane Blyth.

SPOKEN.

LOCHLEVEN CASTLE, Glasgow to Singapore, May 10, 3 N., 21 W.
LEXINGTON, Colombo to London, May 5, 1 S., 19 W.
PIETER ADOLF, London to Batavia, April 16, 23 S., 30 W.
No. 6,274, 3rd d. p. (French barque), Singapore to London, April 6.
LINDO (?), from Batavia, out 84 days, May 2, off Ascension.
INDIA PACKET, Amsterdam to Batavia, June 13.
HELENA (Prussian barque), Singapore to Trieste, Mar. 15, 14 S., 98 E.
JOHN CURRY (ship), from Foochow, April 11, 30 S., 40 E.
KANDAN (? Canaan) (Brit. ship), Manila to London, April 11, 30 S., 40 E.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports have a slight tendency to increase. Coal freights are well maintained at previous quotations.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £52. For Batavia: £35. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s. Batavia: £1 15s. Coke.

The Admiralty have invited tenders for supplying and delivering into store or on board Her Majesty's steamships and vessels at Hong Hong 7,000 tons of smokeless South Wales coals, also for the conveyance of 19 tons (weight) small arm ammunition, and 1 ton (meast.) stores from the Thames to Hong Kong, and of 19 tons (weight) small arm ammunition to Japan.

CASUALTIES.

The Ida (barque), Tatlock, from Colombo to London, with coffee, put in at Mauritius May 2, with loss of foremast and everything attached, making 9 inches water per hour, and with from 40 to 50 tons of cargo thrown overboard. She was being repaired.

The Onrust (Dutch barque), Weissenbruck, from Macao to Havana, with coolies, put in at Mauritius May 3, with loss of mainmast and other spars, and was placed in temporary quarantine.

The Julie, Guichon, from Sumatra to Pernambuco, which put in at Mauritius Dec. 19 leaky, was under repair May 6 and destined for Marseilles when ready.

The Montrose, Small, from Sourabaya to Amsterdam, which put in at Mauritius Feb. 15, leaky, &c., had disposed of the damaged part of her cargo, and was ready for sea May 18.

The Argo, Rosenberg, which sailed from Cardiff June 8, for Galle, arrived at Lisbon June 20, reported leaky in topsides.

The Virginia (Pruss. ship), from Cronstadt to the Amoor River, was abandoned in a sinking state in lat. 3 N., long. 12 (?) W., crew taken off and landed at Plymouth June 24, by the Royal Edward, from Liverpool to Bombay.

MISCELLANEOUS.

At ST. HELENA.—May 10, Alblasserwaard, Lindern, from Padang, and sailed for New York; 11, Sophie, Raddon, from Singapore, and sailed for London; 15, Eena, Lyall, from Singapore, and sailed for London; 17, Aletta Augusta, Tinholt, from Padang, and sailed for Amsterdam; Maccassar, Coulan, from Samarang, and sailed 18 for Amsterdam; 19, Lady Louisa, Mackellar, from Batavia, and sailed 20 for New York; Maude, Clarke, from Singapore, and sailed 22 for Boston; Louisa, Mellema, from Passaroeang, and sailed 20 for Amsterdam; Ida Elizabeth, Doorens, from Banjoewangie, and sailed 20 for Rotterdam; Alida, Visser, from Java, and sailed 20 for Amsterdam; Sumatra, Buyser, from Banjoewangie, and sailed 20 for Rotterdam; Gerard Pieter Servatius, Beckering, from Batavia, and sailed 20 for Amsterdam; 20, Glendower, Knowles, from Manila, and sailed for Falmouth; Monteagle, Brewer, from Penang, and sailed 21 for Liverpool; Ida Gertruida, Moerkerken, from Sourabaya, and sailed 21 for Amsterdam; 21, Ternate, Carst, from Banjoewangie, and sailed 23 for Rotterdam; Walcheren v. Borden, from Banjoewangie, and sailed 22 for Rotterdam; 22, William, Foote, from Singapore, and sailed 23 for Falmouth; 23, Coromandel, Smith, from Manila, and sailed 24 for London; 25, Elias, Schytt, from Singapore, and sailed for Falmouth; Sud, Malchow, from Singapore; 26, British Constitution, Shaw, from Ceylon; Avon, Edmonds, from Ceylon; Bezoekie, Retgers, from Java; Surat, Dunlop, from Java; Landbouw, Sissingh, from Java; 27, Maasluis, Kuchler, from Java.

At MADEIRA:—May 21, Coila (s.), left for China.

At MAURITIUS:—April 25, Ephrem, Boucaud, from Macao, and sailed 26 for Havana; 20, Cresswell, Meggeson, sailed for Galle; May 11, Spirit of the Age, Aitchinson, sailed for Colombo; 12, Pamplemousses, Courtois, sailed for Saigon.

The P. and O. Co's new steamer *Bangalore*, 2,167 tons and 500-horse power, has arrived at Southampton from the Clyde, and will proceed to Alexandria on the 12th prox. She is a magnificent vessel, and likely to give great satisfaction to the passengers.

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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

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Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

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The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

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PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

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The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

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Incorporated by Royal Charter.
Paid-up capital, £800,000.

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The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate.

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BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

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SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

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	Francs.	
Subscribed Capital	80,000,000 ...	£3,200,000
Capital paid up	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867	10,000,000 ...	£400,000
Do. Mar. 15, 1868	10,000,000 ...	£400,000
Do. Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	20,000,000 ...	£800,000

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AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

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LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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Shanghai	Japan (Yokohama)	Bombay
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS. CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles: or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Université, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN *en route* thence to YOKOHAMA, NAGASAKI SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month. Passengers by this route are less than ten days in the tropics.

The next departures from San Francisco are:—

GREAT REPUBLIC, 5,000 tons, September 3rd.
CENTENNIAL EMPIRE, 5,000 tons, October 23rd.
COLORADO, 4,000 tons. November —.

For particulars of Freight, through passage rates, &c &c., apply to H. STARR and Co., General European Agents, 145, Cheapside London.

NEW OCEAN MAIL ROUTE to CHINA and JAPAN, via the Isthmus of Panama and San Francisco.

THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departures will be:—

From LIVERPOOL—5th July,

Intending to connect, at San Francisco, with the steamer leaving on the 3rd September for Japan and China, arriving at Yokohama on the 22nd, Shanghai on the 27th, and Hong Kong on the 29th September. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

For rates of Freight and Passage apply to the agent, J. M. CURRIE, Havre and Paris; or at the Company's Offices, The Temple, Dale-street, Liverpool, and 117, Leadenhall-street, London, E.C.

ARTHUR R. FORWOOD, Managing Director.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA.—Arrangements have been made with the United States Pacific Mail Steamship Company by which GOODS for Japan and China can be shipped under through bill of lading via Panama by the ROYAL MAIL STEAM-PACKET COMPANY'S STEAMER leaving Southampton on 17th May. Freight from Southampton, £21. 7s. per ton measurement, with 10s. per ton primage.

Further particulars can be obtained on application to J. M. LLOYD, Secretary.

Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.

PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W and 32, Regent-street, S.W.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Jas. Shepherd	A1 13 yr.	W.I.D.	July 1.
Ditto	Beemah	A1 11 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Red Riding H	A1	W.I.D.	July 3.
Kanagawa	Estrn. Queen	A1 13 yr.	W.I.D.	July 10.
Amoy	Eleanor	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, AUSTRALIA, and AMERICA.—SHAW, LOWTHER, and MAXTON, will despatch the following first-class SHIPS to their respective destinations, as under:—

Destination.	Ships.	Dock	Date of Sailing.
Shanghai ...	Talbot...	E.I.D.	June 29.
Hong Kong & Whampoa ..	Gresham	Do.	July 1.
Melbourne ..	Pride of the Ocean ...	Do.	July 1.
Ditto ...	Holmsdale	Do.	Aug. 25.
Sydney	Cospatrick	Do.	July 30.
New York ...	Southampton... ...	L. D.	July 17.
Ditto ...	Arracan	Do.	July 31.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, No. 2, Royal Exchange-buildings.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo...	Palmerston.	978	A 1 15 yrs	W.I.D	July 8
Colombo ...	Sea King ...	404	A 1 12 yrs.	L.D.	July 20
Bombay ..	Jes. Gilbert	635	3-3rds L. 11	E.I.D.	July 1
Bombay ...	Bebington...	889	AA1		July 23

No. 22, Great St. Helen's, E.C.

STEAM to JAPAN, to sail 13th July, for YOKOHAMA and NAGASAKI direct, with leave to touch at St. Vincent, the Cape, and Singapore to coal, the splendid, new, Clyde built, screw steamship OSACA, AA1, 483 tons register, horse power 90 nominal, 450 indicated, JOHN MADDISON, Commander, to load in the East India Docks. This beautiful steamer, built by Messrs. A. Stephen and Son, under special survey, is strongly recommended to shippers. All goods to be distinctly marked for which port they are intended.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 27, Leadenhall-street, London, E.C.; or POOL, Fold-chambers, Cross-street, Manchester.

With quick despatch.

FOR HONG KONG and WHAMPOA.—The new China clipper CHARLOTTE, A1 13 years, 590 tons register; T. H. FEARON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

COLOMBO DIRECT, the well-known clipper ship TEVIOT, A 1 15 years, 433 tons register; JOHN WHEELAN, Commander; loading in the West India Docks. This splendid vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

For passage apply to W. H. Tindall, 5, Tokenhouse-yard, and for freight or passage to F. Tallack, 23, Birchin-lane, E.C.

To Sail 3rd July.

DIRECT FOR COLOMBO, the splendid fast-sailing British-built ship, PALMERSTON, A1 15 years, 894 tons register, J. N. SEAGROVE, Commander; West India Docks. This magnificent vessel has just returned from Cochin in 95 days, and from her high class and quick passages offers the most favourable opportunity for passengers and shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Palmerston."

Will meet with the usual despatch.

DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, A 1 13 years, 404 tons register, S. C. CLARKE, Commander; London Docks. This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington," and will sail July 1.

FOR BOMBAY Direct, the fine British-owned Clipper Ship JESSIE GILBERT, 3/3rds L. 1, 1, 635 Tons Register; JOHN STAPLEDON, Commander, East India Docks. This splendid vessel is nearly new, having just completed her first voyage, and from her fast sailing qualities is confidently recommended to shippers.

For freight or passage apply to JOHN C. CAMPBELL, 22 Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C

To follow the "Jessie Gilbert," and will sail July 23.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 880 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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PER FRENCH MAIL.]

The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 250.] LONDON, MONDAY, JULY 8, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	Mar. 16	May 9	May 11
Nagasaki			
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Mar. 26	May 19	May 30
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Apr. 10	May 19	May 25
Canton			
Macao			
PHILIPPINES— Manila			May 19
COCHIN-CHINA— Saigon			
SIAM—Bangkok			May 24
BORNEO—Labuan			
Sarawak			
JAVA— Batavia			May 24
MALACCA STRAITS— Singapore	Apr. 26	May 23	June 2
Penang			

The next inward mail, with Hong Kong dates to May 30, is not expected until the 16th or 18th inst. Telegrams from Shanghai to the 7th June were received via Kiachta on the 3rd inst. The telegrams of 13th June, from Hong Kong, via Galle, are now overdue. Via Calcutta, telegrams were received this morning from Hong Kong to the 18th and Shanghai 11th June. They quote a rise in Exchange to 4s. 5¼d. for bank bills and an advance in silk quotations.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles, July 6.—From Shanghai: M. Favre, M. Lehman and servant. From Hong Kong: Messrs. Ortez, Blanco, Casanueja, Pereiro, Saguez, Meyer, Ricolvins, Sutter, Remie. From Saigon: Mr. Dennis, Mdlle. Cornelie. From Batavia: Messrs. Graaf, Stenbergen, Van Buldoren, Dua, Mr. and Mrs. Van der Sayt. From Singapore: Messrs. McAllister, Nixon, Wiessner.

By last mail, to Marseilles, per P. and O. steamer Pera, arrived June 26.—From Shanghai: Mr. Wilson. From Hong Kong: Mr. Webb, Capt. Roberts, Mr. Harrison, Mr. Glover and servant, two Japanese officers and two servants, and one second-class passenger. From Singapore: Mr. Kidd. From Penang: Mr. Platt, Mr. Jones. From Ceylon: Mr. Dowden, Mr. Johnston, and two second-class passengers.

To Gibraltar: Mrs. J. D. Almeida, three children, and servant.

To Southampton: per P. and O. steamer China, arrived July 2.—From Yokohama: Lieut. A. Eaton. From Shanghai: Dr. S. Parker. From Hong Kong: Mr. and Mrs. Mercer, Mr. E. M. Baker, Mr. C. F. Barker, Mr. Lundham, Mr. G. R. Stevens. From Singapore: Mr. R. Bain. From Penang: Mrs. Sevenoaks and four children and servant. From Ceylon: Lady Chichester.

By last Bombay mail, to Marseilles: per P. and O. steamer Mooltan, arrived June 18.—From Penang: Mr. J. J. E. Brown. From Galle: Mr. Armitage, Mr. Levy, Dr. Gray, Mr. Russell.

To Southampton: per P. and O. steamer Ripon, arrived June 26.—From Ceylon: Mr. Moorhead, Mrs. Gardner, two Misses Moorhead, Mr. Hoyle. From Penang: Mr. and Mrs. Gottlieb.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, July 4.—To Hong Kong: Mrs. Budham.

From Marseilles, July 12.—To Penang: Mr. G. R. Main. To Singapore: Mr. James Greig.

Per P. and O. steamer, from Marseilles, July 20.—To Singapore via Bombay: Mr. J. M. Davidson.

Per P. and O. steamer Delta, from Southampton, July 20.—To Singapore: Mr. Armstrong, R.E. To Ceylon: Mr. Hudson.

From Galle to Shanghai: Mr. Bird.

Per P. and O. steamer, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formochy. To Ceylon: Mr. Vivian.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rudd and two children, Miss Pinchand. To Singapore: Mr. and Mrs. J. McLachlan. To Hong Kong: Mr. Leopold Kalm.

From Marseilles, September 28.—To Hong Kong: Mr. E. H. Price.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port by the present mail are to the 11th May. The English mail of March 11 arrived out on the 30th April, and the French mail of March 16 on the 9th May, the latter with London telegrams to the 3rd April. The news is meagre, having been anticipated by the *Colorado*, which brought advices to the 25th May.

The *Kai-yoo-Maroo*, the fine steam frigate built in Holland for the Japanese Government, reached Yokohama on the 30th April. The *Japan Herald* in announcing her arrival says:—"It may be well for the Shiogoon to provide himself with such means of upholding his power against the princes of Japan, but as against foreign Powers we should regret to find him so wasting resources that might be far more beneficially devoted to internal improvements. Those, however, who smile at the idea of these ships, manned by Japanese seamen, fighting similar ships manned by Europeans, must be reminded, that in all probability such antagonism will not arise, that there is every reason to hope that foreign Powers and the Government will continue on good terms; but that it is necessary for the peace of Japan that the Government be strong; and a Daimio would think twice before he ran the hazard of an encounter between the class of steamers generally purchased by them and these properly built and equipped ships of war. A few ships like the *Kai-yoo-maroo* and the *Fusiyama* in the possession of Government two years ago, might have saved a great deal of suffering in Japan by preventing the Choshiu war, and the consequent hoarding of rice, which has caused so much misery in these parts. It may cut two ways. It is probable that the concessions made by the Government in connection with commerce would not have been so numerous nor so extensive had they not had to bid against Choshiu for foreign sympathy and support; and certainly had there been no want in the country there would have been no permission to import rice; so that, in that view, it is possible that the future may more than make amends for the past."

Another troupe of Japanese performers, says the *Herald*, has left Yokohama for San Francisco. The performers are both male and female, and it is said that they are second to none of those who have preceded them, and superior to most. The greatest effort has been made to secure certain special artists whose *calibre* is acknowledged to be out of the common, and a great expense has been incurred in getting all the paraphernalia of a quality and character fitting that of the performers. They left in the schooner *Stanley*, which has been chartered for the purpose. This troupe is under engagement to Messrs. Baldwin, Gilbert, and Co., and will be known by the name of the "Great Dragon Troupe." These performers, after the magnificent theatres of Europe, will hardly care to return to the crazy edifices and the darkness made visible that they were satisfied with before, but will aspire to drawing money from their countrymen's pockets by showing them how such things are done abroad. Indeed, such is the peculiar energy of the Japanese that we should not be surprised to find them making arrangements with European athletes to perform in Osaka and Yedo.

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On the 8th May a meeting was held in the Court-room of the British Consulate, to take into consideration the proposal of Mr. Pease to light the settlement with gas. The subject was briefly referred to in our last issue. The *Herald* says: "Mr. Pease stated that if 2,000 burners were subscribed for, at the price of $6 per 1,000 cubic feet, as he proposed, the profit would be considerable, and as the consumption increased the price could be lessened; but that the price of gas in San Francisco is $6.25; and it is so superior to any other light, taking all advantages and drawbacks into consideration, that they would burn nothing else there, even though its price should be double that of any other light. For lighting shops, factories, hotels, theatres, clubs, and large buildings generally, we can well credit this, but here we have but few such buildings, and have to consider mainly the use of it in our houses. At the present price of oil it is calculated that the price comes so close to that of the proposed gas that it may be considered on a par, and taking the employment of lamp coolies, breakage, and more particularly dirt and carelessness of servants into consideration, the advantage is quite on the side of gas. A prospectus is, we believe, to be issued immediately by Mr. Pease, and, as he returns to California by the *Colorado* and must take this report with him as to his success here, and as on that report will depend the probability of Yokohama being speedily lighted with gas—or the delay in accomplishing it for years—we think it useful to ask all householders to take the matter into consideration at once. In all probability, if two thousand burners are subscribed for, we shall have gas."

The following items are also from the *Japan Herald*:—"Some time since we heard that a proposition for a railroad between this and Yedo was not altogether distasteful to the Gorogio, and that a survey was about to be made for a telegraph. Whether the survey has been finished and there is anything more to come of it we do not know, but it is certain that the way is constantly becoming clearer, and before Japan has been opened to foreigners half as long as China has now been we may expect to see many of those European inventions in active use, against which the Chinese Government have hitherto set their faces most determinedly."

"The only item of general interest since our last has been the Spring Meeting of the Yokohama Race Club. A couple of pleasant days enabled crowds of both Europeans and natives to avail themselves of the enjoyment of the sport provided for them under the auspices of the Yokohama Race Club. On both days the weather was charming, and the grand stand, which is now quite complete and comfortable in every respect, was well filled, the majority of the ladies of the settlement being present on one or other, and some on both days. A variety was also produced on this occasion by the great number of Japanese gentlemen who were among the occupants of the grand stand, more particularly on the first day—but the event of greatest interest to them was naturally the race (one on each day) in which their own countrymen were the competitors on their own ponies and with all the national accoutrements. The casualties were fewer than usually occur at these sports; and on the whole the Spring Meeting may claim a place amongst the red letter days of Yokohama."

On the night of the 26th April, says the *Japan Herald*, the residents were roused from their beds by the ringing of the fire bells. A fire had broken out in a wood house belonging to the Rev. Mr. Brown, and the flames speedily spread to the residence itself, the family having but a short time to save themselves. The American Brigade brought their engine first up, followed rapidly by others; and a detachment of the French marines, 2-9th Regiment, Royal Engineers, and American sailors all lent efficient aid in saving property and preventing the flames extending to other buildings. Mr. Schoyer's house was saved only by the greatest exertion; everything movable having been taken out of it, and the walls kept deluged with water. The English Church was also in danger, but happily escaped. Among the most active workers was, as usual, Mr. William Crane; some *debris* fell upon him, and he was severe hurt in the back. Dr. Dunwoodie and Mr. Dalliston were with him in a few minutes, and had him conveyed to his residence, when it was found that he had received very severe bruises that will keep him to his bed a few days, but the report that quickly circulated that his spine was broken proved to be untrue. Universal will be the regret at the misfortune to Mr. and Mrs. Brown and their family. Mr. Brown has lost all his library and a great many valuable Japanese books, translations, &c. He succeeded in saving two translations only out of many—the gospels of St. Matthew and St. Mark.

The *Japan Times* has an article on the fire insurance question, from which we extract the following:—"The leading article of the *London and China Express* of Feb. 11th must have been read here and in China with considerable interest. It is not unlikely that our somewhat too sanguine predictions that Yokohama would immediately recover from even so great a shock, may have misled our London contemporary into the conviction that by the time the first February mail reached us 'the great fire of 1866 would have become a thing of the past.' The present depression of trade is not due entirely to the calamity which last November laid nearly half the town in ashes; the war in the Inland Sea, the scarcity of rice—partly from a short crop, partly from the cause just named—the uncertainty regarding the opening of the new ports, and the reflex of commercial disaster in other parts of the world—each and all of these causes have assisted in producing the general effect, and to none of them alone is it due that the immediate prospects of the Japan trade are singularly dull. The *London and China Express*, we are pleased to see, fully endorses an article in which we maintained that the policy of the agents, in raising rates at all, was irrational, hasty, and suicidal. We anticipated that the correction of this mistake would come from London, and are in no little measure astonished to find ourselves in the position of the subjects of Rehoboam, chastised with scorpions because we complained of being beaten with whips. The *Express* is perfectly correct in many of its remarks on the proceedings of the fire insurance offices and their agents—on the 'simple childishness' of refusing as a first-class risk a good building with wooden tenements in the same compound, while a similar house or godown in a separate enclosure, though surrounded with wooden huts in adjacent lots, would be taken; and on the injustice of increasing the previous heavy charge of 1 per cent. for first-class risks, while extra 'hazardous' ones in London are only mulcted three quarters. The concluding paragraph, too, is very forcible, but as we have used the same arguments ourselves on former occasions, we need not repeat them here. What we have to do now is, to consider whether there is not some way of escape from the crushing tyranny of the ill-advised London offices, and we are glad to know that we have not far to seek. Deliverance, in this instance—like promotion—cometh neither from the East, nor from the North, nor from the South. It comes from the West, from China—and those of our readers who care to know more details of our salvation than we give them now can learn them from the last report of the China Fire Insurance Company, published for the information of its shareholders on the 10th inst. in Shanghai. Although, when that was presented to the shareholders the directors must have been aware of the orders which had been sent, or were on their way out to local agents of the London offices in Yokohama, yet we see with satisfaction that they adopted the wise course of making no further increase in their rates, which will now stand at a reduction of 25 per cent. upon those of its rivals. The China Fire Insurance Company in Yokohama has a very brilliant future before it. To the extent of the risks it can take, it will indubitably now have the preference over the London offices, which have so increased their rates that the extortion of the China Fire, of only half as much, appears generosity by comparison. But the London offices are only waiting, says the *London and China Express*, for full information about Yokohama to return to the old rates. Would it not be as well for the China Fire Insurance Company to anticipate them? And is it not possible also that when this 'full information' reaches London, some clever actuary will see that his office can very well afford to cut out even the China Fire Company, by taking risks at half their figures, which would still leave a profit such as no London shareholder ever dreams of."

The following is from the *Japan Herald*'s Market Report:—

IMPORTS.—Since our last issue sales and deliveries have been of a most trifling nature and prices for most fancy goods may be considered nominal. For Grey Shirtings 7 lb. to 8 lb. 4 oz. there is some little inquiry at quotations. Yarn is also saleable at slightly easier rates.

SILK.—During the earlier part of the fortnight prices for medium and inferior silks receded, and since the arrival of the mail of March 28th have remained steady. Compared with the last our present quotations show a decline of from 20 to 50 dols. on the above sorts, whilst best Mybash remains without change. The settlements of the fortnight consist of about 120 piculs of Hank Silk, 70 of Oshio, 40 of Nagahama and Echizen and 20 of other sorts, say in all 250 piculs. Total settlements since the beginning of the season amount to 12,850 bales (of 80 catties), against 10,600 same time last year. Now considering that the arrivals during the past fortnight hardly amount to 175 piculs, and that the unsold stock, almost exclusively composed of the less desirable Silks, does not exceed 350 piculs (against 1,200 piculs last year same date), we are led to believe that the total export of this season is likely to be rather under than above 14,000 bales.

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TEA.—Since the departure of the English mail on the 30th ultimo we have but few transactions to report in our Tea market, owing to the very small quantity of good Tea in the hands of native dealers, and foreigners are only buying for freight engaged; the amount required is very small, and we may say that the season is closed. Stocks are nominal, and consist principally of Common to Medium classes, with scarcely any Fine kinds. There have been a few transactions in barter for Piece Goods in Good Common at about our quotations. Prices are much the same as noted in our last report. A few musters of the new season's yield have been shown, but as they do not represent any parcel it is impossible to form any opinion from them as to the prospects and quality of the new crop. The accounts received from the native dealtrs are very promising, both as to quality and quantity, but we do not attach much importance to the statements. The Settlements are estimated for the fortnight at 1,100 piculs.

FREIGHTS.—To Shanghai. Per steamer; for Silk, 3.50 dols. per bale Measurement, 5.00 dols. per ton; per sailing vessel, 3.50 dols. to 4.00 measurement 40 cubic feet nominal. To Hong Kong, per sailing vessel, 4.50 dols. to 5.00 dols. Per steamer, 6.00 dols. per ton of 40 cubic feet. To London: Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. per ton of 50 cubic feet. To San Francisco: Light Freight, 6 dols. to 8 dols, per ton of 40 cubic feet.; per steamer, 15 dols. New York, per sailing vessel, £2. 10s. to £3; steamer, 45 dols. per 40 ft.

EXCHANGE.—Owing to the still limited demand for remittances and a fair amount of Private paper having come to this Market, Sterling rates have again advanced. After the departure of last mail, rates remained very stiff, and a considerable rise was anticipated; this was, however, checked by some sales of Private credits at 4s. 6¼d., and a fair business has been done at rates ruling from 6¾d. to 7d. In Bank sterling we hear of a little more revival in the demand, the Sugar and Rice shipments beginning to be cleared off improving the general market for imports.

NAGASAKI.

An American ship, the *Anna Kimball*, was lately chartered by a Mr. Lake, of Nagasaki, to trade for a term of several months between certain ports in Japan, some of which are not opened by treaty, but to enter which special permission may be given by the Japanese authorities. The vessel above named was shortly afterwards found by the Japanese officers lying near a place called Koo-roo-mi, flying the Japanese flag and loading rice. She was at once seized by a Japanese Government steamer and taken to Nagasaki, whence she has since sailed for Shanghai.

The following is from Messrs. Alt and Co.'s market report, dated 1st May:—

Since the date of our last report we have been placed in possession of the English mails of the 26th February and 10th March, and the French mail of the 15th February.

IMPORTS.—Were it not for the continued unsatisfactory state of our coinage, and the difficulty experienced in realising the native currency, a brisk business would now be doing. Lawns are daily inquired for at quotations, and as stocks are low prices will advance as the weather becomes warmer. Turkey Red Cambrics and Prints, these latter of large floral patterns, are also in small stock, and much wanted. Spanish Stripes: Black and Scarlet in demand. Handkerchiefs more in request. Grey Shirtings: 5½ catty goods wanted, as also is yarn of good quality. White Shirtings also still continue to be inquired for. Shanghai Cotton, in consequence of heavy importations, has receded in value, but still continues in fair demand. Camlets and Taffechellas are still in heavy stock. Metals: Nail Rod (small sizes) and Bar Iron, as also Pig, wanted. Lead also in demand at quotations. English Coal: Stocks nil.

EXPORTS.—There has been less doing in produce during the past month, owing to supplies coming more slowly forward. Tobacco and Vegetable Wax of good quality are scarce, but there is no alteration to quote in prices. Camphor and Sulphur are in fair supply, with only a limited inquiry. Galls and Rapeseed Oil are in small stock, and the latter has advanced in value since the date of our last. Tea: Buyers appear to have lost confidence of late, and are chiefly holding off in the hopes that with stocks accumulating, holders will have to accept lower rates before the new crop arrives. Transactions have consequently been only on a small scale.

EXCHANGE.—On London, 6 months' bills, 4s. 4d. to 4s. 4½d. per dollar.

FREIGHTS.—There is not any vessel loading for either London or New York. For Shanghai the rate is $3.50 to 4 per ton. For Hong Kong, $4 per ton.

CHINA.

SHANGHAI.

The P. and O. mail of 26th March arrived out on the 10th May with telegraphic advices to 16th April. Dates by this mail are down to the morning of the 20th. The following items are from the *Supreme Court Gazette* of 18th May:—

Sir Rutherford Alcock, daily expected in Shanghai, has not arrived. The most important item of local intelligence is the meeting of electors on the French Concession, which was held on the 15th.

The report shows that the symptoms of poverty which have been thought to be apparent were not a reality, but are accounted for by the fact that considerable sums were formerly raised from sources at present suppressed. The year 1864-5, for instance, shows a total receipt of 101,000 taels, but deducting the amount from gambling houses, night passes, and other sources now given up, it shows the total revenue at that time as at present to be about 62,000 taels. The total receipts during the past year have been 62,227.89 taels, and the expenditure 26,221; but notwithstanding the smallness of this sum, the old debt has been reduced by 8,386.06 taels, and is now only 7,704.37 taels, against 16,090.43 taels in the Budget of 1866-67.

The estimates for the present year are in total 93,400.41 taels, namely, nett receipts, 85,890 taels; arrears, 5,500 taels; balance in hand, 2,010.41 taels. The nett estimated receipts show an increase on 1866-67 of 23,663 taels, but as 25,000 taels is looked for from wharfage dues, there is a difference of 1,500 taels estimated in favour of coming year.

The U. S. S. S. *Ashuelot*, recently returned from Formosa, having been sent to the spot where the crew of the *Rover* were supposed to have been lost, with orders to investigate, has returned to Amoy, but reports not having been able to obtain immediate redress, the neighbourhood being entirely deserted.

On Saturday last the bi-annual sports in Shanghai were brought to a close, the interest, as evidenced by the attendance at the Grand Stand, having been maintained throughout. In the light weight Hunt Cup Hurdle Race, Bogtrotter, Chef d'Œuvre, Evasive Answer, and Golden Fleece started, Bogtrotter taking the lead and maintaining it throughout; Chef d'Œuver second, Golden Fleece third. In the heavy weights Hurdle Race Potshot came in first, Seprehaun second, and Evasive Answer third. The race was well contested throughout, and run at a good pace, the style of jumping being much admired. Some good scratch races terminated the day's sport.

An accident of a rather serious nature occurred the other day, from which it was at one time feared several lives would be lost. It appears that when the pilot from the *New York* pilot boat boarded the steamer *Carthage*, it was blowing rather fresh, and the night being dark, the boat after leaving the steamer was not heard of again till yesterday, when news was received that the crew, consisting of a European and two Chinese, had reached Ningpo. It appears that they were unable through the darkness of the night and the force of the tide to reach the schooner, and after pulling about for some time, not knowing in what direction they were being drifted, and when they were already becoming exhausted, a Ningpo junk fortunately came in sight and took them on board.

A melancholy occurrence took place on Sunday last on board the same boat. One of the sailors commenced acting in such a manner as to lead to the impression that his mind was wandering, giving utterance to expressions which showed he was under the hallucination that some one was about to murder him. He seized an axe near at hand with the object, as he stated, of defending himself against an attack; and shortly after, availing himself of an opportunity when no one was near, he jumped overboard, and after rising once or twice to the surface, still declaring that some one was seeking his life, he sank before assistance could be rendered.

On Wednesday evening the new gymnasium was graced by the presence of several ladies, who had undertaken to assist at the distribution of the prizes to the successful competitors at the late athletic sports. Mrs. Butcher and Mrs. Bayne presented the prizes. Mr. Cooper received a handsome cup for the ¼-mile flat race; Mr. Cook carried away three prizes, namely, two cups for the high and long jump respectively, and a cricket bat for throwing cricket ball. Messrs. Wade, Reid, and Hutchins were not present, but their respective prizes were given to their representatives.

The volunteers mustered yesterday at the Mainguard and proceeded under the Commandant to the Consulate grounds, where a number of spectators were assembled for the purpose of seeing the prizes distributed to the successful competitors at the late rifle meetings. Mrs. Fitz Roy distributed the prizes to the Custom-house Corps, the various members receiving them with the usual military salutes and gracefully acknowledging the compliments of being presented with them by the ladies. Mrs. Fitz Roy's delivery of the addresses was the subject of much admiration, it being clear and distinct and quite audible from the ranks. Mrs. Goodwin and Mrs. Tate also took part in the distributions, and Sir E. Hornby presented some of the cups. We regretted to see so small an attendance of the Shanghai volunteers, as compared with the Customs' Corps, a subject upon which Sir E. Hornby expressed much regret in addressing the corp during the proceedings.

A case of stabbing occurred at Hongque on the evening of the 9th inst. It appears that two Malays had a quarrel about some affair which had occurred at Singaporo, and to settle the matter they set to fighting with knives. One man received several cuts across the fingers and on the back, the other was stabbed in the head, but fortunately not seriously. They were taken to the hospital in the Shantung road, where their wounds were dressed by Dr. Sibbald.

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A burglary was committed at 188, Hongque Village, about 1.15 A.M. on the 11th inst. About ten Cantonese broke in the door of the house with a large stone, forced open several boxes, and ransacked the place. They took away 10,000 cash, 21 pieces of Chinese clothing, and five pieces of Chinese calico. They were all armed with knives and carried torches. They left two stink pots behind them.

The seamen's church Hulk, *Bethel*, has been sold for the sum of taels 700. The Portuguese Theatrical Amateurs have given two very good performances at the Lyceum Theatre.

A challenge has been forwarded by the Hong Kong Rifle Association to the Shanghai rifle volunteers to fire a match between two elevens, and our Hong Kong friends are, we hear, practising with energy.

A very unexpected occurrence took place during the voyage of the brig *Argo*, which arrived in this port a day or two since from Sydney. It appears that while about ten miles distant from Anoda Island (one of the Hebrides), on the 26th March, three boats filled with savages were seen approaching, one from the starboard and two from the port side. They came alongside the vessel, which was carrying a moderate breeze, and attempted to board her, but fell astern at the sight of firearms. They then consulted together, and made another attempt to reach the vessel; but the breeze stiffening they were prevented from coming up with her, and gave up the pursuit. The savages were quite naked, and had long hair of a dark brown colour reaching below the waist, and they were all of them beyond ordinary stature. Shipmasters will do well to be upon their guard in going through these passages. The island abovementioned has hitherto been considered uninhabited, and it was thus that the boats were not discovered until they were almost under the ship's stern; and but for the breeze blowing the savages might have been on board before a musket could have been loaded.

As a first, though gentle step towards the reduction in steamer fares, which we have frequently advocated, we (*Daily News*) are glad to learn that the *Colorado* will carry passengers from Shanghai to Yokohama for $90, instead of the 100 taels which are exacted by the P. and O. Company. As the *Costa Rica* may be expected here in about six weeks, to run regularly between Shanghai, Nagasaki, and Yokohama, in connection with the mail line, we expect that the P. and O. Company will be obliged to reduce their fares twenty-five per cent., also, under penalty of being overlooked. We would gladly learn that the S. S. N. Company had followed the example of the Pacific Mail, by reducing the extravagant rates now charged on the coast and the Yangtsze.

The steamer *Maria* was sold at auction by Messrs. Lane, Crawford, and Co., for 3,175 taels; purchaser, Mr. F. Jenkins.

In a late issue we noticed the preliminary number of the *Hong Kong Punch;* we have now to acknowledge the receipt of the first number of the *Shanghai Punch*, which has appeared full-fledged, without any premonitory sign. The title page is a somewhat meagre imitation of that of the great original of Fleet-street; *Mr. Punch* himself being represented in Chinese costume with an expression of countenance more suggestive of imbecility than humour, while *Toby's* place is usurped by a horribly ferocious looking dragon. It is altogether far inferior to the specimen title page we have received of the forthcoming *Hong Kong Punch*. On the first page, *Mr. P.* of course makes his bow and chin-chins the Shanghai public over an opening address in verse. There is one full-page cartoon, and two half-page illustrations relating of course to subjects of local interest, and all very roughly executed. It is printed at the *North China Herald* office, at the price of ONE DOLLAR; and truth compels us to say, it appears decidedly dear at the price, even allowing for some improvement which will doubtless manifest itself in future numbers. With the strong tendency to retrenchment that is said—and we hope with truth—to have lately shown itself in Shanghai, it seems doubtful whether *Mr. Punch* will be able to boast of a satisfactory roll of subscribers there at the price of between four and five shillings a number.

IMPORTS.—The advices received per *Yingtszefee* from Tientsin were regarded as most unsatisfactory, the Chinese accounting for the dulness of trade there by the drought that had extended over a period of three months and injured the prospects of the crops. Prices showed no margin on the rates ruling here, which has made the natives rather anxious sellers of their previous purchases, and the business done by foreigners has been quite limited. The demand for Hankow continues steady, and we now look quite as much to that market as to Tientsin to relieve us of our stocks. The arrival of the S.S. *Agamemnon* and the *Challenger* are just announced, and several other vessels must be close at hand. In Woollens a small demand has sprung up for Long Ells and Camlets.

TEA.—The only transactions reported on this market since our last issue are a chop of Shanghai-packed tea at tls. 29, a chop of very common Fychow at tls. 20, showing no alteration on previous rates. A few musters of new Monings have been forwarded here from Hankow; they appear rather well made, but very poor in quality. Musters from Nipcasee district are expected in Hankow about the 18th inst. Prices for leaf had declined in the country, and finest teas are reported by Chinese to cost laid down in Hankow tls. 28. The *Ada* has gone up to load from Hankow direct, and has arrived safely at that port. The *Eliza Shaw* has been laid on the berth here for London.

SILK.—We hear of very few complaints amongst the Chinese about the crop, and the popular estimate is at least 45,000 bales for the season. Some foreigners, we understand, are prepared to open the market at 450 to 480 taels for No. 3 Tsatlee, but we think few will be prepared to follow them.

EXCHANGE.—The non-receipt of telegrams via Russia and the consequent continued uncertainty as to the course of affairs in Europe have caused disinclination on the part of both merchants and banks to operate pending the arrival of the mail with later telegrams, expected on the 18th inst. Some small sales of private bills have been made at 6s. 2⅛d. to 6s. 2⅜d., six months' sight.

LATEST QUOTATIONS.—Grey Shirtings, 5½ catty, tls. 2.3 to 2.3.5; do. 6½ catty, on spot, tls. 2.6.6 to 2.7.5; White do., 64 reed, tls. 2.8.5; T-Cloths, 5½ catty, tls. 3; Long Ells, HH Scarlet, tls. 7.4.; do. Assorted, tls. 7.2; do. CPH Scarlet, tls. 7.3.5; do. Assorted, tls. 7.1.5; Spanish Stripes, Elephant, tls. 0.6 to 0.9.5.; Camlets. SS, tls. 15; do. SSS, tls. 13.5 to 14; Lead, W. B., tls. 6.2.5. to 5.4; Iron, Nail Rod, tls. 2.5.5; Opium, New Malwa, tls. 550; do. Old do., tls. 560 to 565; do. New Patna, tls. 455; do. Old do., tls. 450.

EXCHANGE.—On London: Bank, 4 months' sight, 6s. 0⅛d. per tael; Credits, 4 months' sight, 6s. 1⅛d. to 1⅛d.; Bills with doct., 4 months' sight, 6s. 1⅛d. to 2d. On Paris: Credits, 4 months' sight, 7.72½ francs; Documentary, do., 7.75 francs. On Calcutta: Bank, 3 days' sight, Rs. 299 per 100 taels. On Bombay: Bank, 8 days' sight, Rs. 298 per 100 taels. On Hong Kong: Bank, 8 days' sight, 26¼ discount; Private, 15 days' sight, 27 do.

BULLION.—Gold Bars, Peking: 167½ taels per bar of 10 taels weight; Mexican Dollars: 74.60 taels. Carolus do.: 75 taels. Copper Cash: 1,360 per tael.

FREIGHTS.—To London: Tea £3 per ton.

HONG KONG.

The following items are from the *China Mail*:—

A meeting of the Legislative Council was held on the 17th inst., his Excellency presiding. Ten new ordinances were introduced and read a first time. They relate to—the definitions of words and expressions ordinarily used in different ordinances; the appropriation of $125,000 supplementary estimates for 1866; the importation and storage of gunpowder; for better securing the health of Chinese emigrants from Hong Kong; for the establishment and regulation of a naval yard police force; to amend the market ordinance; to amend the law of partnership; for resumption of the Mahomedan Cemetery; for the better collection of rates; and for checking the spread of certain contagious diseases.

The cross-action in the matter of the collision between the *Pieter* and *Helen Louise*, re-heard before the hon. Chief Justice in Admiralty yesterday, was, we understand, settled by an amicable compromise shortly after the Court closed yesterday afternoon. We believe that the owners of the *Helen Louise* have agreed to accept the sum of $1,500 as their share of the damage done to their vessel, leaving the owners of the *Pieter* to repair their vessel at their own expense. After what fell from the judge in court touching this matter, it is difficult to see what better arrangement could have been come to.

The cricket match between Hong Kong and Shanghai has had a most inglorious result for the former, whose representatives were beaten in one innings, with 36 runs to spare. The second day's score is not given by the Shanghai papers to hand by the *Suwonada*. We gave the first day's score yesterday. The match was resumed on the 8th, the two not outs, Toller and Brinkley, going to the wickets; they hit the score up to 100, when Toller hit one round to short leg which was taken by Price, a very fine catch this (7 for 106). The two next comers, Gibb and Deane, did not trouble the score (8 for 114 and 9 for 118), and the last wicket was bowled soon after (10 for 121), leaving Brinkley not out; his innings was a very carefully played one. The Hong Kong, being in a minority of 118, had the pleasure of following their innings, which was commenced by Brinkley

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and Thompson to the bowling of Mollison and Turnbull. The first wicket (Brinkley's) fell without a run (1 for 0), and the next wicket went soon after (2 for twelve). The two men now in made a stand, although runs were got but slowly, the bowling being on the spot, till Thompson hit one round to leg, which was cleverly taken by Price; this was the third catch he had made in the same place (3 for 27). Bird went in, finished the over, and play ceased for the day. Play was resumed at 9.30 next day. A dinner was given by the Shanghai Club in honour of the Hong Kong "Eleven," which went off most successfully. Besides the toasts usual upon such occasions, the health of Messrs. Gibb, Livingstone, and Co., and Messrs. Jardine, Matheson, and Co. as the originators of the contests between the two ports were proposed and heartily responded to. The health of Mr. Edward Whittal, who is about to leave Shanghai, was also proposed and warmly received. After the match a game at double racquet was played. Shanghai (says the *Recorder*) was represented by Messrs. Hyslop and Fisher, and Hong Kong by Messrs. Davidson and Boddam. Shanghai won the first three games, and Hong Kong the last four.

Regarding the magnitude of the stocks of tea, which have for a lengthened time been allowed to accumulate upon the home market, the *China Mail* says :—"In a false idea with respect to the quantity of the article which it is advisable to have on hand at a given moment, is, we think, to be found the key to many of those anomalies which have characterised the trade, and there is little doubt that the great cause of the depression now existing in the home markets is the superabundant stocks on hand, the magnitude of which makes it impossible for any ordinary deliveries to keep it in healthy circulation, without which disastrous consequences must inevitably arise. This circumstance has also been much aggravated by the hurried manner in which large quantities have been purchased and shipped off from China during the early months of the season, the effect of which, arriving at home within so short a space of time, must be necessarily damaging to the tone of the market. The depression thus early established has made itself felt throughout the year, and a dragging and unprofitable business for all concerned in it has been the unfortunate but natural result. The old-fashioned idea that a minimum working stock equal to eight or nine months' requirements is wanted, would appear to be a complete fallacy, seeing that of late years the most weakly state of the market has been during the period when the figures were reduced to about this quantity. Judging from the smallness of the stock of tea in America, at times unaccompanied by any advance in prices consequent thereon, and also from the nature of the stocks of other important articles of commerce usually held in great Britain, we say unhesitatingly, that there was not the slightest necessity in the present age of regular supplies for other than the most insignificant stock on hand. In fact, the whole course of the Tea market for the past few years would go to prove the truth of this assertion. We have had examples of extreme depression ruling in the market for sugar, caused by heavy stock, equal to three months' requirements, and a reference to statistical tables of other articles would show us that the deteriorating articles of tea stand aloof from almost all others in the size of its stock. Cotton at the end of last year was equal to a six weeks' supply, but the knowledge that further quantities would arrive kept the value as it had been, and at the present day we may say that China is practically as near to England as the United States are. The greater wonder to us now is, not that prices of so deteriorating an article as tea should have lately receded, but that they were ever kept up in the face of the huge quantity in the country. The following data will show the expansion of the trade, and a little reflection upon the increased figures will suggest the altered nature of it :—

	Imported. lbs.	Delivered. lbs.
1845	51,000,000 ...	48,250,000
1850	50,500,000 ...	56,200,000
1855	83,250,000 ...	77,050,000
1860	89,000,000 ...	85,200,000
1866	138,500,000 ...	133,600,000

"The experience of the last few years would serve to convince us that under ordinary circumstances it is useless to expect that the home trade will hold any larger stock of tea than that necessary to meet their actual requirements. Occurrences of past years have demonstrated the wisdom of this course, and the business as now conducted does not necessitate their acting contrary to it. Under these circumstances we must look to the merchants only for support to the market, and whether or not they are able to give their support is a question worthy of consideration. If they are able, well and good; if they are not, it will be both interesting and important to push the inquiries still further and endeavour to discover the ultimate results of this inability to hold. The effect of the four months' usance, likewise, it will be well to calculate. It will, without doubt, in many cases compel people to realise their produce at once, and bills drawn against shipments will require to be provided for in some instances before the arrival of the ship. This in some cases may be a difficult matter, especially during a period of political uneasiness, and we must not be surprised if home people hesitate to accept bills presenting themselves at such seasons, unless they are prepared to meet them at maturity without obtaining outside assistance.

"The value of tea was in commercial phraseology "bolstered" up for a number of years by the wealth of those engaged in the business; now this wealth is reduced, the market takes its natural course, and a reasonable scale of prices is the consequence. English money maintained for years a stubborn stock of eighty up to one hundred and ten millions of pounds of an article daily deteriorating in quality and lessening in value. When merchants have learned further severe lessons and become wiser; when they have perfectly satisfied themselves that the course of the tea market is an even one, and have commenced to trade, rather than to speculate in it; then, and not until then, will the burden of holding the stock be put upon the back of the Chinaman, from whom the foreigners will be able to purchase when they desire, and at a time suiting their financial arrangements, instead of, as at the present time, condensing into two months transactions which ought properly to belong to six. The effect upon the home market of the arrival of so great a weight of tea during the early months must always be to find out the weak holders, and of course to depreciate the value of the produce held by all, whether weak or strong.

"The beneficial effects of a stock being held in China would be of a double nature. Besides lessening the shipments in the early months of the season, it would compel the native to bestow more care and attention to the manufacture of his tea than up to the present time he has considered it his interest to do. He then would not be able, as he now is, to quit his hurriedly prepared purchases and retire again into the country to swell our supply later on with just as ill cared for teas, and we should have fewer complaints from England of the vapidness and unsoundness of the shipments of late years.

"If the fact that the position of the trade within late years has been completely changed be borne in mind, and an amount of care be displayed commensurate with the importance of the alteration, we may hope for the future to escape disasters which up to the present time have bade fair to remove the trade from the hands of those who have conducted it with such melancholy results.

Mr. Ball, the Judge of the Summary Jurisdiction Court, has been appointed to act as Colonial Secretary.

The following is a return of average notes in circulation and of specie in reserve at the undermentioned banks for the weeks ending April 30 :—

	Notes.	Specie.
Oriental	.. $394,300	.. $200.000
Chartered Mercantile ..	.. 312,900	.. 250,000
Chartered of India, &c. ..	.. 153,265	.. 100,000
Hong Kong and Shanghai	.. 894,440	.. 350,000

(FROM OUR OWN CORRESPONDENT.)

May 24, 1867.

I am no longer able to record, as I have done in one or two preceding letters, that the trading community of this place and Canton are continuing to hold out in combination against the demands of the native tea dealers. The market for new season's scented teas has been opened at Canton by considerable purchases on the part of two or three houses, who, perhaps moved by the consideration that two specially chartered tea clippers were lying idle at Whampoa, have bought some eight or ten chops to date, at an average of 25 to 26 taels, much, however, to the distaste of the remaining tea-buying firms, who continue to hold off for a further reduction in prices. It is argued that, whereas at Foochow the rates have been considerably lowered, it is imprudent to open the market here at the prices mentioned above, and hence a split in the combination which it was vainly hoped would produce an impression on even Chinese obstinacy. On the other hand, it is argued that the excessively unfavourable weather of this spring will depreciate the

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quality of the Canton teas not yet come forward, and that the comparatively high rates given will not turn out unjustified in the long run. A wetter spring than this has been has certainly never been experienced, and its effects on the coming season's silk crop are likely to be also unfavourable. The country-people in the adjacent province are also beginning to fear for their rice-crop, as the alluvial lands are inundated to a frightful extent.

The changes in the colonial administration are beginning to be very numerous. Last English mail took away the Hon. W. T. Mercer, who leaves Hong Kong definitively, whilst by this steamer goes the Auditor-General, the Hon. W. H. Rennie, proceeding to England on leave, and the Colonial Treasurer, Mr. Forth, is also bidding farewell to Hong Kong. The Colonial Secretary's duties are discharged by Judge Ball pending further arrangements, and it is understood that those of the Auditor-General will be entrusted to the Postmaster General, Mr. Mitchell, on his return from Japan, where he is at present arranging for the establishment of postal agencies at the various ports. The deputy postmaster, Mr. Simpson, will be placed in charge of the post-office to be established at Yokohama.

Politically, Hong Kong has been very quiet lately, and the good effect of the various measures introduced by Sir Richard MacDonnell is becoming daily more apparent in the sensible diminution or rather disappearance of crime. Six police constables recently arrived from the London force form a valuable addition to the Hong Kong constabulary, and their arrival has enabled new stations to be opened in some of the worst quarters of the Chinese town. Among a batch of new ordinances lately laid by the Governor before the Legislative Council the two most important are, one for further regulating Chinese emigration from Hong Kong, and another for amending the law of partnership and assimilating the local ordinance to the Act of Parliament passed last year, by which the principle of limited liability is extended to private firms. In respect to this change, the opinion is tolerably general that it would have been as well to wait a year or two longer in order to obtain a better idea as to the working of the Act in England before introducing it here. The Emigration Ordinance is merely an amplification of the rules established in 1855, and does not attack the root of the evil, which always afflicts with a kidnapping taint the despatch of Chinese labourers under contract from Hong Kong. Private agents are still permitted, as heretofore, to make a trade of collecting such "emigrants," and there is therefore no safeguard against a repetition of the Lobscheid scandals, whilst native crimps are equally permitted to bring "emigrants" from the mainland to Hong Kong, simply on the condition that the victims remain resident for three days on shore prior to embarkation. Experience has proved in the most conclusive manner that the employment of native crimps or "brokers," who for a certain sum per head bring in as many villagers from the mainland as they can delude or force into following them, is in reality the Macao system in a very thin disguise, and that once away from their native village the unfortunate victims yield passive obedience to every mandate of the broker who has led them away. It is difficult to see for what reason Hong Kong should be made the seat of Chinese emigration at all, as it is only by such means as the above that emigrants can be attracted here, and so long as the system is maintained at this place there is difficulty in condemning the more flagrant evils of Macao.

Admiral Keppel is about leaving this *en route* for the north of China and Japan in H.M.S. *Pearl*, his own despatch vessel, the *Salamis*, being laid up in dock at Whampoa in consequence of the serious injury she received whilst proceeding up the Sarawak river. It is a curious coincidence that the *Salamis*, with Admiral Keppel on board, should have struck the same rock on which the *Dido*, when commanded by Captain Keppel twenty years ago, was similarly injured. The repairs to the *Salamis* will occupy, it is said, fully two months. There seems to be no grounds for the supposition that Admiral Keppel has any instructions to operate against Corea, whilst the French, for their part, have also taken no steps whatever in that quarter.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 2nd of June. The French mail of April 17 was delivered on the 21st May, and the English mail of April 26 on the 28th May.

At a meeting of the Legislative Council held on the 24th May an Act to amend the Stamp Act was read a second time, and an Act to prevent the exportation of arms, ammunition, &c., was read a first time. The Governor left for Penang on the 26th May.

The new Government (says the *Straits Times*) has set to work upon a series of local enactments, which, by their number, at least evidence a praiseworthy amount of diligence; though it may subsequently be found that we are pushing forward reform a little too hastily. Legislation is not the only field upon which the industry of the Legislative Council has displayed itself. Public works have come in for a fair share of regard, and the number of these is to be added to by the erection of a Government-house, at an estimated cost of $100,000, $42,000 having already been voted for the purchase of the land on which it is to be built. The selection of the site is a good one, in so far that it is close to town and readily accessible; though a somewhat fancy price has been paid for it, seeing that it entails the absorption and subsequent demolition of three or four existing residences. Whether or no it be that, inured to a languid Government for many years, we are startled by a sudden activity like this, the impression prevails that it would have been wiser of the new Government to have pursued a cautious policy for the first months of its existence. It is right to remark, however, that the resolution before the Council, sanctioning the expenditure upon a Government-house, was proposed by one and seconded by another of the two representative members present.

The new Tanjong Paggar Docks now appear to be in full operation, and the *Straits Times* gives a striking illustration of the great saving effected in both time and expense by vessels making use of them. Hitherto Singapore has not enjoyed a good name for promptitude in discharging and loading vessels. The custom that has prevailed here of each consignee sending special boats for his own cargo caused endless loss of time, much extra trouble, and in too many instances led to cases of pilfering by boatmen, the consequences of which have generally fallen on the unfortunate captain or shipowner. The tendency of any great evil is to correct itself, and so it has proved in this case. Singapore now possesses extensive public wharves, situated at Tanjong Paggar, easy of access and affording a sufficient depth of water alongside for vessels of the largest draught. By means of steam cranes cargo can, we believe, be discharged as quickly as at any of the London docks, and as it passes at once from the ship's side to the custody of one of the dock officers there is no possibility of a recurrence of those instances of pillage which were formerly so frequent. We have been led to these remarks by a memorandum that has been put into our hands, from which deductions bearing so strongly on the interests of shipowners are drawn that we deem it advisable to publish it in extenso.

Singapore, 4th May, 1867.

MEMO.

Newcastle, 388 tons register, from London, arrived at Singapore on 26th March, discharged in Roads, and sailed 24th April, say	28	days.
Belle of Southesk, 547 tons register, from London, arrived evening of 4th April, began discharging at Tanjong Paggar midday 5th, sailed at daylight on 14th; time discharging say ...	9	,,
Difference	19	days.
Expenses of *Newcastle*, say $1,200 per month, at $40 per diem	$760	,,
Wharfage on *Newcastle's* cargo, say 700 tons, at 25 cents.	175	,,
Difference in favour of T. Paggar	$585	,,

besides freedom from claims for demurrage of boats, pilfering in boats, and other annoyances.

[An excellent map or plan of the company's docks and wharves has been issued by their London agents, Messrs. Mactaggart, Tidman, and Co., Great St. Helen's.]

By the return of the *Rinaldo* from Klang the following outlines of her expedition have been made. The *Rinaldo* left Singapore for Malacca on the 6th May, accompanied by the colonial steamer *Pluto*, and arrived there the following day, where the Acting Lieutenant-Governor and Captain Playfair went on board, and proceeded to Klang, having previously sent on the steamer *Fair Malacca* to that port. There they found the steamer *John Bull*, under English colours, anchored at the mouth of the river, but as the Rajah Dollah requested that she might not be moved until the arrival of a gunboat named the *Coquette*, the *Rinaldo* allowed her to remain at anchorage until the *Pluto* and *Fair Malacca* had proceeded up the river and returned. The latter vessel succeeded in bringing down 1,600 slabs of tin, one-tenth

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of which was taken by the Sultan of Puasa on behalf of the Sultan of Salangore, and the remainder by one of the owners of the *Fair Malacca*. This steamer scarcely took any Chinese passengers or their wives or families from Klang to Malacca, so we presume that the report which was in circulation not long ago that they were starving must have been merely a ruse for the purpose of getting the Government to afford protection to the vessel whilst she ascended the river to get the tin; for, so far as we can learn, she did not take any rice on her last trip from Malacca to Klang. The *John Bull* was lying at anchor at Malacca when the *Rinaldo* left, and the *Pluto* and *Fair Malacca* may be expected here to-morrow, when we hope to receive further particulars. We must not, however, omit to mention the fact that Rajah Maali has succeeded in taking possession of the greater part of the Klang territory, and that the only fort held by Rajah Dollah is that at the mouth of the river, so in all probability this petty warfare will soon be at an end.

PENANG.

From this port there is little news of interest. The change in the Straits Government does not seem to have been effected without causing some inconvenience here, as the following extract from the *Penang Gazette* will show:—"We are informed that the officials in the Government offices here have not been able to draw their pay for the last month in consequence of the non-receipt at this station of orders from the Government authorising the pay. This neglect, although it may not affect the higher class of Government officials, will nevertheless be severely felt by those holding subordinate positions and who are entirely dependent upon a *monthly* salary."

The *Gazette* has also the following amusing item:—"A 'snake in the grass' has been often alluded to, but it is only the other day that a snake in a clock was discovered in the church-steeple. It would appear that the church clock is a favourite spot for roving animals of the Saurian or Simian tribe. Some time ago a monkey got loose and took it into his head to have an investigation of the church-clock, turning the handles about so that the time was *nowhere*. Afterwards a small boa constrictor of about four feet long was found in the church-clock but was killed by the convicts in charge. It is presumed that that the recent pruning of the Casuarina trees in the church compound had dislodged the animals which so startled the people in charge."

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

DURANT—On the 26th June, at Dorking, the wife of Frederick Durant, of a son.

GODDARD—On the 27th June, at Victoria-road, Clapham, the wife of Mr. James Goddard, jun., of a daughter.

HEAD—On the 24th June, at Ashurst Lodge, Ashurst, Kent, the wife of Charles Head, Esq., of a son.

MARTIN—On the 23rd May, at the Hotel d'Europe, the wife of Edward Martin, Esq. (Madame Bouché), of a son, who lived but a few hours.

PIERCY—On the 17th May, at Canton, the wife of the Rev. George Piercy, of a daughter.

MARRIAGE.

SEARE—SIMMONS.—On the 18th June, at St. Matthew's, Oakley-square, by the Rev. C. Phillips, Benjamin Powell Seare, Esq., son of Benjamin Seare, Esq., of Yokohama, Japan, to Victoria, youngest daughter of W. H. Simmons, Esq., of 247, Hampstead-road.

DEATHS.

GUNDRY—On the 2nd July, at Bridport, Dorsetshire, Samuel Bowden Gundry, Esq., a magistrate for the county, in the 76th year of his age.

HOBBS—On the 6th May, on board American ship Borneo, at Singapore, Arthur H. Hobbs.

PAGLAR—On the 11th May, at Malacca, Jane Louisa, wife of Mr. L. Paglar, aged 25 years.

NEWLANDS—On the 4th May, at sea, off Anjer, Captain Alexander Newlands, of the screw steamer Philopene.

ROSS—On the 5th July, at his residence, Cathry-house, Cullen, Banffshire, William Ross, Esq., late of China.

SHEPHEARDSON—On the 16th May, at Malacca, Mr. John Shepherdson, aged 65 years.

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	6	months' sight.	4s. 6½d.	4s. 7½d. to 4s. 8d.
"	4	ditto	4s. 6d.	4s. 6½d. to 4s. 7d.
At Shanghai	4	ditto	6s. 0½d.	6s. 1½d. to 6s. 2d.
At Canton	6	ditto	4s. 5½d.	4s. 6¼d.
At Hong Kong	4	ditto	4s. 5d.	4s. 5½d.
At Macao				
At Singapore	4	ditto		
At Manila	6	ditto		

Advices received in London on the 6th inst. from Bombay report that the shareholders of the Commercial Bank of India and the East at Bombay had fully agreed with the resolutions passed at the London meeting some months since. The London shareholders will meet again on Tuesday next, when final arrangements will be made for the resuscitation.

The P. and O. Company's steamer *Nepaul* has been sold to the Japanese, through Messrs. Alt and Co., Nagasaki.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, May —, Challenger, (Gossamer, Laurel, reported by telegram); May —, Coulnakyle; from Liverpool, Maiden Queen, (reported by telegram).

At HONG KONG.—From London, May 18, Pakwan; from Liverpool, 18, Northumbria; 24, Ajax (s.); from Portsmouth, 23 (via Singapore &c.), H.M.S. Urgent; from Cardiff, 13, J. W. A. Lorenzen; 19, Quid Holland; from Shields, 19, Alma; from New York, 22, Melrose.

At SINGAPORE.—From London, May 12, Zingra; from Portsmouth, 11, H.M.S. Urgent; from Shields, 10, Koophandel; from Liverpool, 12, Ajax (s.); from Hamburg, 13, Aracan; from Clyde, May —, Dragon (s.)

DEPARTURES.

From SHANGHAI.—For London, May 16, Crawshay Bailey.

From HONG KONG.—None.

From SINGAPORE.—For Liverpool, May 13, Matsura; 11, for Falmouth, Prinz Regent; for Bordeaux, Argonaut.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune, Havelock.

At SHANGHAI.—For London, Isles of the South.

At MANILA.—For London, Monarch; for Cork, Lord Raglan; for New York, Daniel Marcy.

At HONG KONG and CANTON.—For London, Belted Will, Min; for New York, Ethel.

At SINGAPORE.—For London, Mirella; for Liverpool, Advance, Patriot Queen, Twilight; for New York, Martha Rideout.

SHIPPING REPORTS.

HONG KONG.

The Everest, Captain Clarke, from Liverpool, 27th Jan., had fresh westerly gales up to 14th Feb. Crossed the Equator on 28th February. Arrived in Straits of Sunda 20th April; calms and light winds up the seas. Spoke the following vessels:—Barque Cymbeline, from London, for Japan, April 14, lat. 24.54 S., long. 104 E., 98 days out; ship Sir Lancelot, from London, for Shanghai, April 23, in Java Sea, 79 days out; ship Pak Wan, from London, for Hong Hong, April 28, off Direction Island, 78 days out.

The Melrose, from New York, reports fine weather to Line in the Atlantic, thence had light weather and calm to Cape of Good Hope; crossed the Line on Jan. 18, long. 29.30 W., and Cape of Good Hope on Feb. 27; passed Anjer on April 28, had fine weather to China sea with light S E. winds. On April 1 spoke to the Hamburg barque Matador, from Liverpool to Hong Kong, in lat. 31.47 S., long. 97.26 E. On April 18, spoke a Prussian ship, name unknown, from Cronstadt to river Amoor, in lat. 7.35 S., long. 105 E., all well on board.

The steamer *Ajax* reports having left Liverpool 9th March. Experienced moderate weather to the line, which was crossed 25th—signalled to the Cape Lighthouse 7th April, 29 days out—fine weather to Mauritius, where the epidemic was still raging with fearful severity; Strong S.Easterly trades on leaving Mauritius, and afterwards hot sultry weather to Penang, where she arrived on 15th May, 55 days out. Left Singapore on the 19th at 8 P.M. Had light S.W. winds up the China Sea and anchored outside Green Island 24th, at 8 P.M.—5 days and 5 hours from Singapore.

The Hamburg ship J. W. A. Lorenzen reports fine weather. On the 8th January crossed the Equator in lon. 26.48 W., 40 days; from Equator to the Cape of Good Hope 23 days, in long. 6 E.; made Java Head on the 22nd March, from the Cape to Java Head 50 days; passed St. Paul's on the 5th March, in lat. 28 S., long. 98 E.; 168 days out to Hong Kong. On the 28th March spoke the Sweedish barque Amazon, from Liverpool to Batavia, 120 days out, in Sunda Straits.

The British ship Northumbria crossed the Line on the 20th January, in long. 24.50, 54 days out; passed the Cape of Good Hope in lat. 36 on 2nd March, 90 days out; passed Java Head on the 27th April, 150 days out; had fine weather and light E. winds and calms all the passage to Hong Kong.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
April 25	R. Ielenhoan	Copenhagen	Amur River
— 27	Northumbria	Liverpool	Hong Kong
— —	Dresden	Singapore	Boston
— —	Acacia	Whampoa	London
— —	Bo ealis	Shanghai	New York
— —	Finke Senior	Foochow	Sydney
— 29	Henriette	Tjilatjap	Batavia
— —	County of Ayr	Sourabaya	Rotterdam
May 2	John Stanton	Shanghai	London
— —	Ariosto	Macao	Havana
— —	Burdwan	London	Hong Kong
— —	Dora	London	Hong Kong
— 3	Oberon	Kronstad	Amur River
— —	Kaap Horn	Amsterdam	Batavia
— —	Cornelia	Amsterdam	Batavia
— —	Gelderland	Amsterdam	Batavia
— —	Trinidad	Liverpool	Manila
— —	Free Trader	Cardiff	Hong Kong
— —	Corea	Swansea	Macao
— —	Filipino	Glasgow	Batavia
— 5	Corno	Cardiff	Shanghai
— —	Cervantes	Macao	Havana
— —	Argo	Rotterdam	Batavia
— 6	Minnehaha	New York	Kanagawa
— —	N. B. Palmer	New York	Hong Kong

COMMERCIAL POSTSCRIPT.

CAPE OF GOOD HOPE, MAY 30.—Arrived: Sultana, from Batavia, or London; the Ephraim, from Macao to Havanah with coolies; the Himalaya, sailed for China; the Island Queen, from Cardiff for Shanghai, dismasted; H.M.'s ship Princess Royal, from China for Portsmouth; May 19, steamer Coquette.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, JUULY 8, 1867.

THE REGISTRATION OF BRITISH SUBJECTS IN CHINA.

THE depreciation of property in Shanghai, and the consequent scarcity of money amongst classes of residents who had formerly no difficulty in obtaining the needful supplies from trusting compradores or complaisant bankers, have, among other effects, brought about a very laudable desire to restrict personal expenditure and avoid all unnecessary outlay. Hence in a measure the failure of the Club, the decadence of the Volunteer movement, and the temporary gloom that has settled upon all schemes of public enjoyment. That this is merely a temporary phenomenon we are quite convinced—the reaction after a season of somewhat reckless waste. Meantime, however, we have to deal with the facts as they are, and, so far as we have already indicated the effect of the change, we have nothing to condemn. But the most recent effort made by the community to shake off an apparently unremunerative load claims some notice, since it has taken the shape of a protest against the authority of the Supreme Court, or of the Order in Council under which the Supreme Court acts. It is well known that Section 14 of the Order in Council of March, 1865, provides for the annual registration of all British subjects resident in China and Japan, who on registration are compelled to pay a fee not specified in the order, and in case of refusal are subject to a fine not exceeding ten dollars. The registration fee has been fixed at five dollars for the higher classes and one dollar for artisans. Ever since January, 1866, when this system first came into force, it has continually been held up to public execration as a hardship, an unjustifiable exercise of prerogative—a thing, in fact, to be opposed or avoided. It has formed the text of lampoons, and has furnished matter for many a leading article. There was indeed something truly ludicrous in the tenacity wherewith young Shanghai clung to its supposed right to evade the tax. Last year, however, everybody paid it, but the recurrence of the five dollar claim at the commencement of this year roused the settlement into rebellion. Discontent prevailed universally, but the greater number thought the trouble involved in disputing the claim dearly bought by the shadowy chance of immunity from the impost. A noble army of twenty-four martyrs were finally found ready to brave the threatened penalties, and they accordingly were, after much exhortation and many threats, at length prosecuted before the Supreme Court. But, alas for British pluck and endurance! the terrors of the bench proved too much for nineteen of these hitherto resolute knights, and at the close of the proceedings five only were found rallying around their flag. The rest had deserted their colours and wisely abandoned a defenceless position.

It appears strange that the defendants in this one-sided action should have adopted the course which we have indicated. They must have known, or might easily have learned, that their procedure was useless as a protest against the provisions of the Order in Council, and that upon the other hand the Supreme Court was powerless to do aught save carry out the ordinances under which it is itself constituted. It was a battle between pigmies and giants, wherein the technical right, if not the moral right, was all on the side of the giants. We cannot but consider the refusal to pay the registration fee ill-advised, both as impotent to attain the hoped-for end and likely to prejudice the effect of an appeal to the proper quarter But while condemning the action of the individual recalcitrants we would earnestly commend to the consideration of Her MAJESTY'S SECRETARY of STATE for FOREIGN AFFAIRS the necessity for some revision of the existing regulation. It is hardly fair that all above the social rank of mechanics and artisans, all the members of a community which includes "Taipans," bank-managers, mercantile assistants, store-keepers, and clerks, should, without distinction of income, be subjected to the same tax, and that one of considerable weight, at least to assistants and clerks. The claims upon a clerk's ill- supplied purse are in Shanghai absolutely legion, and although it may be said that the expenses of subscription to the various local clubs are not unavoidable, it must be recollected that a youngman finds it difficult, if not impossible, to shut himself out from the companionship of his fellows and deprive himself of all means of recreation. Recreation of the very mildest description is not to be had without paying heavily for it—pedestrianism itself is taxed; nay, even the church is, practically speaking, hardly open to a non-subscriber. *De minimis non curat lex*, but a law such as this falls with intolerable severity upon men who with microscopic means endeavour to avoid singularity on the one hand and debt upon the other. If annual registration and the annual levy of a tax upon the privilege of being a British subject are indeed necessary, let there be a sliding scale which will adapt the burdens to the backs which have to sustain them. Let the merchant prince pay a fair tax for the protection which the English flag extends to his enormous ventures, and for the immunity from native extortions which the complicated machinery of a minister, judges, and consuls secures to him. But the mercantile assistant who has nothing to lose, and who, if he conducts himself with propriety, has nothing to fear, should pay a comparatively small sum for the questionable advantages of calling himself an Englishman, rather than an American or a Frenchman. We do not, however, give in our unqualified adherence to the proposition that for any class of the community annual registration is necessary. Our contemporary of the *Friend of China* has accurately summed up the question in a single short paragraph—"We would ask what the QUEEN'S "Council drive at. Is it registration solely or is it revenue? "If registration, and registration alone, would not one entry "serve with (under fine) a notification of change of abode or "departure from the settlement? If revenue be the object, "why such a difference between 'Taipans' and subordinates?"

Our contemporary might better have asked, as we have done, "Why such a difference between clerks and artisans when many "of the latter actually earn larger incomes than the former?"

We are very far wrong in our estimate of the English community in China if its members are not ready to bear a fair proportion of the burdens of the State which protects them; but then they are entitled to know what they are paying for, and upon what principle a tax so unequal is promiscuously livied. It is the fashion to speak of the English merchants in China as contributing nothing to the public revenues in exchange for the benefits they receive from the presence of an English fleet and the vast expenditure entailed by the support of a legation and so many consular offices. The argument is specious when it is adduced in favour of schemes for lowering the strength of the China squadron, and appears convincing when uttered by a candidate for public favour during the course of an election address. True, a certain proportion of their trade—that between port and port, and between ports in China and other foreign countries—returns no revenue to the English Exchequer; their incomes are not subject to a poundage, and their wine, tea and cigars are free of duty. But as by far the largest portion of their trade passes through English custom-houses they are very important contributors to the revenue; and besides all this, their passive presence on the alien soil of China is of itself an unspeakable advantage to the political influence of the English nation. We cannot but think, therefore, that the merchants in China make a very reasonable return for the advantages they enjoy, and that the imposition of a registration fee is, so far, unnecessary to bring up the balance of their debits and credits in account with the mother-country. In order to keep faith with the Chinese it is of importance that the English authorities should from time to time ascertain the position of their nationals, and should be able to give an account of their proceedings, and check any scheme of wrong. But this would be fully attained by requiring each British subject to report himself periodically to his Consul; a regulation which might if necessary be enforced by a heavy fine, but which would cheerfully be complied with by all the respectable mem-

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bers of the English community. As to those who alone could consider it a hardship, we are not careful to provide for their comforts, or to aid them in carrying out such projects as would be interfered with by the working of the plan we have in dicated.

NEW LINES OF TELEGRAPH TO INDIA AND CHINA.

OUR present system of telegraphic communication with India has gone from bad to worse, until from very weariness the public has ceased to complain of its vagaries, and seems by common consent to wait with patient indifference for deliverance to come from some hitherto unknown quarter. At last, however, a prospect of relief is afforded by three different schemes, that have started into life almost simultaneously. The first in the field is "THE ANGLO-INDIAN TELEGRAPH "COMPANY (Limited)," which, to quote its prospectus, proposes "to establish under one control and management in London, a "direct and thoroughly effective line of telegraph *via* Egypt and "Aden, to India, with extensions hereafter to Singapore, China, "Japan, and Australia." The capital of this company is to be £1,000,000, in 50,000 shares of £20 each, of which £1 is to be paid on application and £4 on allotment. As the prospectus will be found at length in our advertising columns, it is unnecessary to go into further details here, except to remark that certain advantageous concessions have already been obtained, which will enable the company to establish a direct route to Alexandria before the expiry of the present year; while the extension to Bombay will probably be completed next year, or at latest by the following summer. This will bring Bombay within about six hours of London; and will of course open the way for further extensions to China and Japan.

The other two schemes are at present scarcely matured. The first of them is announced under the title of THE INDIA, CHINA, AND COLONIAL TELEGRAPH COMPANY, and the prospectus will be issued in a few days. The proposed capital will be £700,000, and the line of communication is to be:—1st section, Falmouth to Gibraltar; 2nd, Gibraltar to Malta; 3rd, Malta to Alexandria; 4th, Suez to Aden; 5th, Aden to Point de Galle; 6th, Point de Galle to Java Head, with a branch to Singapore and China, and another, Cape Sendano to Cape Londonderry, there to form a junction with the land lines of Australia. The section now proposed is that from Alexandria to Point de Galle. It is a distinctive feature of the project that none but *submarine* cables are to be laid down, and the estimated cost is comparatively low. The last is a plan for an entirely new route *via* Prussia and Russia. A submarine cable is to be laid down across the Black Sea, and thence, by means of land lines through Persia, to form a junction with the Persian Gulf cable, which belongs to the Indian Government. The Prussian and Russian Governments have already granted concessions through their respective territories for the route, and it is intended to construct a special line of telegraph to work solely between England and India. The India Office will make the necessary arrangements in Persia, and this new Indian route will throughout be under the management of the Governments of Russia, Prussia, and England. The main contract, it is added, will probably be given to the well-known firm of Messrs. Siemens, of Berlin and St. Petersburg.

Communication between England and the Continent is also about to be improved, the SUBMARINE TELEGRAPH COMPANY having called a meeting for the 16th inst. to authorise the directors to lay down a new line of communication between England and Belgium, in accordance with the convention entered into between the company and the Belgian Government on the 6th of November, 1861, and for increasing the capital for that purpose by the further amount of £35,000.

AN article on "The New Ports in Japan," in our issue of the 15th ultimo, concluded with this paragraph: "In a recent "article on Hiogo, the *Japan Times* mentions a *low spit of* "*land*, situated at one extremity of the bay, as the probable "site of the future foreign settlement. It is to be hoped this "'low spit of land' will not be converted into a hotbed of fever "and cholera, whereof future generations of Europeans will be "the victims." Our correspondent "M.D., F.R.C.S.E." takes exception to these words, which he construes into an implied censure on the selection made, and writes to assure us that he can testify, from personal examination, to the complete fitness of the site for a foreign settlement. In the expressions above quoted, however, we by no means intended to condemn the site chosen, not being qualified by personal knowledge to judge of its merits. We merely wished to express a hope that it would not be rendered unhealthy—as any other spot might be—by that objectionable process of "filling in" so graphically described in our correspondent's former letter.

IN our issue of the 15th ultimo we noticed a report that the steam-ram *Stonewall* had been sold by the United States Government to Japan. It now appears that the Japanese mission at present in America has complained most bitterly of the way in which certain subjects of the United States swindled their Government out of a large sum of money remitted some time ago for the purchase of vessels of war. $600,000 in coin was paid, and in return a vessel worth but $200,000 was sent to Japan. The Government, to settle the difficulty as far as possible, have transferred the *Stonewall* to Japan. It has been given out that this vessel was purchased, but the United States has taken the chance of getting the $400,000 to be paid for her from the delinquent American agents, of which there is but slight probability. The *Stonewall* is being fitted out at Washington, and will be ready to sail by the middle of August.

The approaching openining of Hiogo, Osaka, Yedo, and a fourth port in Japan not at present named, has been officially notified in the *Gazette*.

Naval and Military.

The Sutlej, screw frigate, 35, 3,066 tons, 500-horse power, Capt. Trevenen P. Coode, bearing the flag of Vice-Admiral Hon. Joseph Denman, has arrived at Spithead from the Pacific, last from Rio de Janeiro, 40 days, and on anchoring exchanged the usual salutes with H.M.'s ship Victory, the Port Admiral's flagship in Portsmouth harbour. Admiral and Mrs. Denman, with the Admiral's Secretary and Flag Lieutenant, disembarked from the Sutlej in the Sprightly, steam-tender, Commander G. Allen, and landing at the Victoria pier, proceeded by train to London. Fifty-six naval invalids, brought home by the Sutlej, were transferred from her to the Victory. The Sutlej will take part in the naval review on the 17th inst.

The iron-clad Ocean finally sailed from Gibraltar for China on the 18th inst. She will call at the Cape and Singapore *en route*.

The Industry, screw storeship, Staff-Commander E. T. C. Youell, arrived at Spithead on the 5th inst., from Ascension, with stores and a few naval invalids.

Her Majesty's old line of battle ship, Orion, carrying seven guns, arrived at Woolwich from Sheerness, and was given over to Messrs. Castle and Beech, the contractors, to be broken up.

The United States screw steam sloop Macedonian, 20, from New York, is expected at Spithead. After attending the naval review, the Macedonian will go to Havre, in order that her cadets, of whom she has a considerable number, may visit the Exhibition in Paris.

CUSTOMS REPORT OF TRADE IN CHINA.

The following summary of the trade of the Treaty Ports for March, 1867, is compiled from the reports of the Commissioners of Customs, issued by the Inspector-General at Shanghai:—

SHANGHAI.—Shipping: 70 sailing vessels, total tonnage 23,076 tons, and 52 steamers, total tonnage 35,018 tons, were entered inwards; 87 sailing vessels, total tonnage 27,911 tons, and 61 steamers, total tonnage 39,988 tons, cleared outwards. Imports during March: Grey Shirtings, 345,646; White Shirtings, 36,736; Dyed Shirtings, 4,448; White Spots and Brocades, 10,491; Dyed do., 23,174; T-Cloths, 78,254; Grey Drills, 5,629; Dutch do., do. 9,120; American do. 1,766; Chintzes, 22,297; Turkey Red Cloths or Cambrics, 13,159; Dyed Damasks, 3,589; Velvets, 2,796; Velveteens, 2,288; Lawans, 1,000; Handkerchiefs, 18,747; Camlets, 8,480; Cloth, 3,263; Spanish Stripes, 6,376; Lastings, 3,168; Imitation do., 1,375; Long Ells, 10,200; Lustres, 64,774 pieces; British Coals, 1,471; Japan do., 2,660; Australian do., 5,820; American do., 128 tons; Iron, 10,395; Lead, 4,627; Tin, 2,750; Tin Plates, 940; Steel, 1,336; Quicksilver, 853 piculs; Window Glass, 500 boxes; Rice, 480; Seaweed, 12,661; Brown Sugar, 90,889; White do., 13,284; Raw Silk, 19; Black Tea, Hankow, 2,366; Kiukiang do., 299; Green Tea, Ningpo, 1,747; Kiukiang do., 1,477; Raw Cotton, 7,180; Hemp, 2,079; Liquid Indigo, 6,044; Nut Galls, 1,360; Rhubarb, 364; Wood Oil, 9,118; Black Pepper, 2,433; Sandalwood, 1,161; Sapanwwood, 3,439 piculs. Exports to Great Britain:—Raw Silk, 1,017; Refuse do., 556; Black Tea, 13,765; Green do., 7,010; Rhubarb, 152; Nut Galls, 983; Hemp, 443; Vegetable wax, 378 piculs. Total of duties collected during the month of March, 246,060 taels.

NINGPO.—Shipping: 54 vessels were entered inwards, and 54 cleared outwards during March. Imports: Malwa Opium, 331; Patna do., 75; Benares do., 14 piculs; Cottons, 26; Woollens, 12 pieces; Brown Sugar, 20,982; White do., 962; Sugar Candy, 266; Rice, 34,055; Medicines, 2,174; Tin, 2,298; Tin Plates, 84; Iron Wire, 46; Bar Iron, 926; Nail Rod do., 1,428; Steel, 344; Lead, 73 piculs. Exports: Green Tea, 1,854; Cotton, 9,811; Tobacco Leaf, 972; Medicines, 2,076 piculs. Straw Mats, 48,311; Paper Fans, 572,316 pieces. Total of duties collected during the month of March, 21,327 taels.

AMOY.—Shipping: 22 steamers, 23 sailing vessels were entered inwards, and the same number cleared. Imports: Opium, 229 chests (274 piculs); American Drills, 257; T Cloths, 304; Brocades, 1,504; Chintzes, 675; Damask, 40; White Shirtings, 3,269; Grey Shirtings, 4,750; Dyed Shirtings, 811; Turkey Reds, 1,062 pieces; Cotton Yarn, 480; Cotto-

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4,352; Flour, 1,079; Peas, 2,841; Oil Cake, 24,339; Rice, 14,341 piculs. Exports: Tea, 1,096; China Ware, 1,486; Brown Sugar, 1,381; Sugar Candy, 2,133; Paper, 1,873 piculs; Hemp Bags, 10,625 pieces. Treasure: Imported, $16,410; exported, $289,941. Total of duties collected during the month of March, 28,084 taels.

CANTON.—Shipping: 92 vessels were entered inwards and 94 cleared outwards. Imports from Hong Kong: Amber, 52; Birds' Nests, 89; Cinnabar, 214 piculs; Cottons, 2,038; Grey Shirtings, 13,907; White do., 7,868; T-Cloths, 8,939 pieces; Handkerchiefs, 2,352 dozen; Indian Cotton, 28,934; Native do., 2,788; Cotton Yarn, 2,656; Cuttle Fish, 50; Ginseng, 289; Medicines, 84; Quicksilver, 172; Nankeen, 1,226; Green Paint, 62; Prawns, 78; Raisins, 132; Wax, 87; Malwa Opium, 169; Patna do., 171 piculs; Woollen Blankets, 1,001; do. Bombazettes, 1,274 pieces. Imports from Coast Ports: Beans, 8,798; Medicines, 228; Nankeen, 170; Silk Piece Goods, 10; Wheat, 1,108 piculs. Exports to England: Earthenware, 38; Preserves, 550; Black Tea, 1,721; Green Tea, 350; Wood Ware, 25 piculs. Exports to Hamburg: Cassia Lignea, 600; Fireworks, 342; Paper, 28; Green Tea, 149 piculs. Exports to Hong Kong: Arsenic, 38; Brass Buttons, 45; Glass Bangles, 816; Glassware, 130; Dried Indigo, 87; Medicines, 56; Nutgalls, 201; Paper (1st quality), 156; Preserves, 157; Raw Silk, 936; Silk Piece Goods, 359; Brown Sugar, 563; White do., 3,135; Sugar Candy, 132; Black Tea, 490; Green do., 173; Prepared Tobacco, 53 piculs. Exports to Coast Ports: Arsenic, 206; Betel Nut, 508; Brass Buttons, 658; China Ware, 54; Glass Ware, 127; Glue, 345; Grass Cloth, 262; Dried Indigo, 400; Red Lead, 106; White do., 458; Yellow do., 522; Medicines, 387; Paper, 191; Dried Plums, 140; Rattans, 926; Sandalwood; 210; Flower Seeds, 283; White Shark's Fins, 102; Silk Piece Goods, 184; Silk Ribbons, 87; Brown Sugar, 6,675; White do., 3,343; Sugar Candy, 760; Prepared Tobacco, 1,457; Woodware, 51 piculs; Palm Leaf Fans, 150,000 pieces. Duties collected during the month of March, 71,522 taels.

HANKOW.—Imports: Malwa Opium, 537 chests; Seaweed, 8,412 piculs; Brown Sugar, 11,895; Quicksilver, 538; Sapanwood, 2,776; Black Pepper, 916; Iron, 859; Lead, 936; Tin, 300; Raw Cotton, 33,485 piculs; Grey Shirtings, 52,860; White do., 9,704; T-Cloths, 27,165; Chintz, 7,800; Long Ells, 7,800; Orleans Cloths, 6,700; Drills, 2,150; Brocades, 4,330; Camlets, 4,638; Lastings, 458; Damasks, 1,220; Cloth, 554 pieces; Treasure, 5,700 taels. Exports: Tea, 7,644; Silk, 16; Rhubarb, 225; Hemp, 1,642; Wood Oil, 11,105; Vegetable Tallow, 4,910; Safflower, 330; Tobacco, 2,963; Varnish, 399; Rosin, 50; Steel, 537; Gall Nuts, 1,611; Grass Cloth, 2,605; Copper Cash, 602 piculs; Treasure, 676,925 taels.

KIUKIANG.—Imports: Opium, 246 chests; Lead, 452; Tin, 226; Sandalwood, 10; Seaweed, 1,151; Sugar, 5,579; Black Pepper, 247; Cotton, 819; Salt Fish, 185 piculs; Grey Shirtings, 15,450; White do., 700, T-Cloths, 5,165; Drills, 25; Dyed Brocades, 150; Chintz, 410; Velveteens, 160; Long Ells, 820; Lastings, 190; Spanish Stripes, 360; Medium Cloths, 30; Camlets, 510; Lustres, 300; Figured Orleans, 60 pieces; Cotton Handkerchiefs, 1,738 dozens. Exports; China Ware, 576; Grass Cloth, 337; Hemp, 52; Paper, 5,999; Vegetable Tallow, 267; Tobacco, 1,394; Black Tea, 300; Green do., 1,360; China Root, 42 piculs.

CHINKIANG.—Imports: Cotton Piece Goods, 6,625; Woollen Piece Goods. 1,892 pieces; Malwa Opium, 522; Patna do., 6; Benares do., 14; Sandalwood, 1,004; Sugar, 9,787; Sugar Candy, 74; Pea Oil, 2,525; Nail Rod Iron, 126; Rattans, 85; Wood Oil, 5,020; Fungus, 80; Vegetable Tallow, 1,672; Hemp, 560; Leaf Tobacco, 915; Prepared do., 454 piculs; Treasure, 43,600 taels. Exports: Silk Piece Goods, 13; Copper Cash, 7,529 piculs; Paper Fans, 13,355 pieces; Treasure, 163,988 taels. Total of duties collected during March 771 taels.

CHEFOO.—Shipping: 23 sailing vessels and 10 steamers arrived and 24 sailing vessels and 10 steamers cleared. Imports: Malwa Opium, 370; Patna do., 13; Benares do., 3 piculs; Handkerchiefs, 4 dozen; White Shirtings, 4,200; Grey do., 20,700; Dyed do., 100; Spotted do., 5,848; T-Cloths, 8,310; White Brocades, 2,150; Dyed do., 1,699; Chintzes, 550; Drills, 1,040; Turkey Red Cloths, 3,530; Camlets, 220; Lastings, 340; Figured Lustres, 2,080; Spanish Stripes, 36 pieces; Tin, 23 piculs; Matches, 1,875 gross; Needles, 2,594,000 pieces; Paper, 1st quality, 181; do., 2nd quality, 3,749; Brown Sugar, 4,711; Sugar Candy, 109 piculs. Exports: Bean Cake, 92,793; Peas, 19,658; Cotton, 385; Dates, 788; Silk Pongees, 66; Vermicelli, 1,015 piculs. Total of duties collected during March, 21 87 taels.

TIENTSIN.—Shipping: 29 vessels, tonnage 7,912 tons, arrived; 17 vessels, 5,080 tons, cleared. Imports: Cotton Piece Goods, 156,192 pieces; Malwa, 316; Patna do., 19 piculs; Spanish Stripes, 558; Long Ells, 320; Camlets, 670; Lastings, 119; Imitation do., 245; Crape do., 605; Lustres, 11,350 pieces; Seaweed, 293; Brown Sugar, 344; White do., 181; Sugar Candy, 35; Tea, 2,377 piculs; Needles, 7,000,000 pieces; Matches, 2,850 gross. Exports: Cotton, 2,116; Red Dates, 1,841; Black do., 89; Medicines, 1,134; Soap, 2,893; Tobacco, 581 piculs; Deer Horns, 3,659 pairs. Amount of treasure imported, $1,000; exported, 525,400 taels. Total of duties collected during March, 23,165 taels.

FOOCHOW.—Shipping: 30 vessels, tonnage, 14,124 tons, entered inwards; 36 vessels, tonnage, 16,270 tons, cleared outwards. Imports: Bean Cake, 5,424; Raw Cotton, 777; Lead, 2,143; Nail Rod Iron, 189; Medicines, 526; Nankeens, 4,292; Peas, 10,778; Rice, 1,609; Sugar, 1,393; Sugar Candy, 448; Prepared Tobacco, 802; Wheat, 649 piculs; Woollen Piece Goods, 1,207; Cotton Piece Goods, 11,444 pieces; Malwa Opium, 188; Patna do., 71; Benares do., 5; Persian do. 20 chests. Exports: Lungngans, 284; Medicines, 197; Olives, 464; Paper, 5,335; Joss-paper, 450; Tea, 14,927; Preserves, 260 piculs; Sugar Canes, 42,800; Poles, 89,939 pieces; Planks, 12,996 square feet. Treasure: Imports, 349,145 dols.; Exports, 102,664 dols. Total of duties collected during March, 43,924 taels.

Monetary and Commercial.

Telegrams from Shanghai to 28th May, *via* Kiachta, were received on the 28th June, announcing the opening of the tea market at Hankow at 28-32 taels. One telegram quoted 2s. 1½d. laid down in London for finest, others 1s. 10d. to 2s. 2d. for first chops. A later telegram by the same route up to 7th June, received on the 3rd instant, announced that 100,000 chests had arrived to market, and about half had been settled. Should this prove correct, it is a most unprecedentedly large quantity for the time, and if loaded off quickly will certainly have a bad influence on the market here. We presume that the high prices paid—for high they are, although about 6d. less than last year—are owing to orders from Europe competing with the standing China firms. An impression existed that owing to the failures in the China trade the business of this year would fall into the hands of a very few and the dealers here would be comparatively at their mercy as to prices. To counteract this imaginary evil credits and orders have been sent out by dealers and others not even engaged in the trade, and the result is that the market has opened fully 4d. higher than expected, according to our advices by the last few mails.

The same telegrams, *via* Kiachta, announce the settlement of about 1,600 bales silk at taels 510 for No. 3 chop. Tsatlees, which at exchange 6s. 1d.; the cost laid down in London is 27s. One telegram announced the settlement of 300 bales at a cost of 26s. 6d.

A telegram from Foochow of 26th May reported the tea market opened at 28 taels, but it is not credited.

At the meeting of the Union Bank of London on the 10th inst. a dividend of 7½ per cent. and a bonus of 5 per cent. will be declared for the half-year ended 30th June, making, with the distribution of profits in January last, 22½ per cent. for the twelve months—a rate similar to that of the previous year. It is understood that, in compliance with a wish of many of the proprietors, Mr. G. S. Nottage will be a candidate at the meeting for the vacant seat in the direction.

At the meeting of the London and Westminster Bank on the 17th inst. a dividend will be recommended of 14 per cent. for the six months ended the 30th June, being at the same rate as for the corresponding period of last year.

The London Joint-Stock Bank proposes to offer to its proprietors 8,000 unissued shares, the creation of which was authorised in 1864. The proportion will be one new share for every nine already held, and the price of the £50 share, with the £15 paid, will be £25. The payments are to be in four instalments. extending to the end of the year, and the amount of the premiums (£80,000) is to be added to the reserve fund. A special meeting to confirm this plan is to be held on the 25th inst., when a resolution will also be introduced to give power to the Board to diminish the number of directors.

At the adjourned meeting of the English shareholders in the Bank of Bombay, the report from the deputation appointed to wait upon the Secretary of State for India stated it to be the impression of the deputation that no amalgamation or resuscitation will be sanctioned by the Home Government unless the English proprietors first consent thereto. The report was adopted, and a committee appointed to watch over the interests of the English shareholders.

It is stated that the China Steamship and Labuan Coal Company have received letters announcing that the difficulty the company were under from the failure of their agents at Singapore, causing the temporary suspension of the works, had been removed by the arrival of funds sufficient to satisfy all demands; also that the managing director was about to proceed to Labuan by the company's chartered ship *Japan*, where he would remain until he had made arrangements for a largely increased production of coal, for which there is a good demand at very remunerative prices.

The biddings for bills on India took place at the Bank of England. The amounts allotted were:—To Calcutta, Rs. 11,33,600; to Madras, Rs. 2,60,000; and to Bombay, Rs. 70,000. The minimum price was fixed as before—viz., at 1s. 11d. on all the presidencies. Tenders at and above the minimum will receive in full. These results show a further diminution in the demand for means of remittance to the East, inasmuch as, of the £270,000 of bills offered, only £146,360 have been taken at the official minimum.

In consequence of the rule which prevents two partners in the same house from sitting in the Bank direction, Mr. Thomas Baring will retire, leaving Mr. Kirkman Hodgson as the representative of the united firm.

The annual meeting of the shareholders of the Comptoir d'Escompte is called for the 30th inst.

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The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton on the 4th inst., was—In gold, to Madras, £678.

The following notices of firms have been issued :—

FINLAY, HODGSON, AND CO., AND BARING BROTHERS.

London, 1st July.

SIR,—We beg to inform you that our friends and partners, Mr. Duncan James Kay and Mr. Kirkman Finlay, having resolved on retiring from business, their interest and responsibility in the firms of Finlay; Hodgson, and Co., of London, and Thomson, Finlay, and Co., of Liverpool, ceased and determined on the 30th ult. We have also the pleasure of announcing to you that the business of both houses has been united with that of our friends and neighbours, Messrs. Baring Brothers, and Co., and will in future be carried on both here and in Liverpool under the style of that firm. We enclose the circular of Messrs. Baring Brothers and Co., and request you to note that the signatures of Finlay, Hodgson, and Co., here, and Thomson, Finlay, and Co., in Liverpool, will, from and after this date, only be used for the purposes of liquidation.—We remain, your obedient servants, FINLAY, HODGSON, and Co.

SIR,—We beg to inform you that Mr. Charles Baring Young, who has so long been connected with us, has resolved, to our great regret, upon retiring entirely from commercial business, and ceases to-day to be a partner of our firm. On the other hand, Mr. James Price, the present managing partner in our Liverpool firm, becomes a partner also in our London firm, and we have the pleasure to announce that we have formed an union with our friends and neighbours Messrs. Finlay, Hodgson and Co., whose remaining partners, Mr. Kirkman Daniel Hodgson, Mr. James Stewart Hodgson, Mr. William Moir, and Mr. Charles Lloyd Norman, become partners from this day with us, and we request you to take note of the signatures of those new members of our firm, who will be resident in London. That of Mr. Moir, who will reside in Liverpool, is attached to our circular issued from thence.—We remain, Sir, your obedient servants, BARING BROTHERS and Co.

14, St. Helen's Place, London, E.C., July 5, 1867.

We beg to inform you, that in consequence of the retirement of Mr. J. G. Fry and Mr. J. S. Rigge, the business hitherto conducted by us, as China merchants and insurance brokers, under the firm of Sanderson, Frys, Rigge, and Co., will be continued by Mr. John Silverlock and Mr. J. G. Fry, jun., who have this day entered into partnership for that purpose, under the name of Sanderson and Co.—We are, &c.

JNO. E. FRY.
J. S. RIGGE.
JOHN SILVERLOCK.

15, Leadenhall-street, 1st July, 1867.

It is with deep regret I have to inform you of the decease of my brother, Mr. S. D. Sassoon, the only member of the firm of S. D. Sassoon and Co., which sad event occurred in London on the 23rd ult. The death of Mr. S. D. Sassoon necessitates the closing of his business, therefore the executors jointly with myself will proceed to liquidate the affairs of the firm. Requesting your attention to the annexed circular, I am, yours faithfully, R. D. SASSOON.

15, Leadenhall-street, E.C., July 1, 1867.

With reference to the foregoing circular, we beg to inform you that we have this day, in conjunction with our firms of David Sassoon and Co., Bombay, and David Sassoon, Sons, and Co., of China, established ourselves at the above address as East India and China merchants, under the style of David Sassoon and Co. The management of the business here is under the direction of our Mr. Reuben David Sassoon.—We are, &c.,

DAVID SASSOON and Co.

London, 9, Mincing-lane, and Liverpool, 35, North John-street, July 1, 1867.

The co-partnership hitherto subsisting between us has been this day dissolved by mutual consent and by the effluxion of time. Our senior, Mr. James Steains, in retiring from business, desires to embrace the present opportunity of returning his grateful and warmest thanks for the general support and many favours conferred on the firm of which he has been the head for now upwards of forty-two years, and most respectfully requests a continuance of the same support and favours for his brother, Arthur Steains, and his nephews, Arthur Steains, jun., Thomas Meeking, and James Steains, jun., who will continue the business as heretofore.—We remain, &c., JEAMES STEAINS and Co., Wholesale Tea Dealers.

BOARD OF TRADE RETURNS.

The Returns of the Board of Trade for the month of May present, so far as regards the Exports, a more favourable appearance than in any previous month of this year, the value being £15,936,864 against £15,870,131 for May, 1866. The increase for the present year is thus shown to have been £66,733, or about 99 per cent. For the five months ended 31st May, however, the Export Returns show a decrease when compared with the corresponding period of last year of £6,104,317, or about 7 per cent., the value being £72,123,393 for 1867, against £78,227,710 for 1866.

The Imports, which are returned for the month and four months ended 30th April, continue to manifest considerable depreciation. Their value for the month of April, 1867, was £18,701,332, and for April, 1866, £22,455,968, showing a reduction of £3,754,636, or 17 per cent. The value of the Imports for the four months ended 30th April, 1867, is returned at £60,166,150, which is less by £8,638,745, or 12 per cent., than the value for the four months of the previous year.

The value of the Exports to China (exclusive of Hong Kong) during the four months ended 30th April has been 21 per cent. less than the value for the same period of last year. To Hong Kong the Export value shows a reduction of 38 per cent., and to Ceylon of 15 per cent.; while on the other hand the Export to Japan has increased in value 12 per cent., to Singapore 7 per cent., and to the Philippine Islands 39 per cent. The value of the Cotton Yarn exported to China and Hong Kong in the first five months of the present year is 36 per cent., and of Manufactures 41 per cent. less than for the five months of 1866.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East :—

IMPORTS.

The total quantity of Raw Cotton imported during the month and five months ended 31st May, and the value to the 30th April, are thus given :—

From	1865.	1866.	1867.	
Quantity for the Month ended 31st May.				
China	63,677	—	—	cwts.
British India	290,381	581,173	252,552	„
Egypt	59,515	148,756	106,052	„
Total from all parts	611,653	1,490,636	1,551,087	„
Quantity for the Five Months ended 31st May.				
China	206,495	—	2,041	cwts.
British India	925,891	1,649,553	538,815	„
Egypt	660,208	551,251	657,197	„
Total from all parts	2,637,022	5,180,070	4,353,482	„
Value for the Month ended 30th April.				
China	£145,466	—	—	
British India	1,001,408	£3,128,155	£580,431	
Egypt	762,591	1,452,248	668,647	
Total from all parts	3,148,030	11,341,381	5,459,780	
Value for the Four Months ended 30th April.				
China	£683,514	—	£10,001	
British India	3,363,543	£6,343,468	1,276,568	
Egypt	4,928,073	3,996,556	4,084,061	
Total from all parts	13,967,469	29,244,760	17,579,628	

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown :—

From	1865.	1866.	1867.	
Quantity for the Month ended 31st May.				
Ceylon	6,764,065	4,918,173	8,341,047	lbs.
Other British Possessions	1,300,037	705,252	915,679	„
Quantity for the Five Months ended 31st May.				
Ceylon	22,114,380	20,241,814	24,874,071	lbs.
Other British Possessions	6,121,027	3,568,988	4,045,653	„
Value for the Month ended 30th April.				
Ceylon	£196,678	£267,199	£328,429	
Other British Possessions	42,181	54,580	47,387	
Value for the Four Months ended 30th April.				
Ceylon	£526,591	£504,999	£564,993	
Other British Possessions	149,513	93,322	92,602	

The following quantities were entered for Home Consumption :—

	1865.	1866.	1867.	
In the Month ended 31st May.				
Ceylon	1,741,838	2,645,175	1,908,762	lbs.
Other British Possessions	710,088	702,461	479,376	„
In the Five Months ended 31st May.				
Ceylon	8,435,416	9,582,265	9,317,559	lbs.
Other British Possessions	3,698,678	2,639,270	2,937,451	„

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	1865.	1866.	1867.	
Quantity for the Month ended 31st May.				
Of 3rd quality	—	39,940	—	cwts
Of 4th do.	17,283	61,931	70,902	„
Total, all qualities	17,283	101,871	70,902	„
Quantity for the Five Months ended 31st May.				
Of 3rd quality	54,313	50,329	68	cwts.
Of 4th do.	282,877	112,207	145,511	„
Total, all qualities	337,190	162,536	145,574	„
Value for the Four Months ended 30th April.				
Of 3rd quality	£52,195	£11,168	£63	
Of 4th do.	264,412	43,718	60,128	
Total value	316,607	54,886	60,191	

The following were the quantities entered for Home Consumption :—

	1865.	1866.	1867.	
In the Month ended 31st May.				
Of 2nd quality	1,205	3	—	cwts.
Of 3rd do.	24,087	4,154	183	
Of 4th do.	18,925	4,580	25,759	„
Total, all qualities	44,217	8,737	25,942	„
In the Five Months ended 31st May.				
Of 2nd quality	1,205	3	191	cwts.
Of 3rd do.	87,428	22,407	65,127	„
Of 4th do.	95,563	60,867	150,708	„
Total, all qualities	184,196	83,277	216,026	„

The Hemp imported from the Philippine Islands during the month and four months presents the following figures :—

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	1865.	1866.	1867.
Quantity for the month ended 31st May ..	14,160 ..	10,738 ..	13,022 cwts.
Quantity for the five months ended 31st May	89,985 ..	27,327 ..	31,169 „
Value for the month ended 30th April	£8,111 ..	£2,094 ..	£31,518
Value for the four months ended 30th April ..	£103,708 ..	£39,115 ..	£45,986

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	1865.	1866.	1867.
Quantity for the Month ended 31st May.			
China	29,016 ..	14,575 ..	7,942 lbs.
*Egypt	319,529 ..	135,200 ..	270,704 „
Other Countries	104,415 ..	94,231 ..	103,095 „
Total	452,960 ..	244,006 ..	381,741 „
Quantity for the Five Months ended 31st May.			
China	84,005 ..	79,295 ..	24,551 lbs.
British India	4,260 ..	57,271 ..	—
*Egypt	1,693,937 ..	1,290,664 ..	1,623,831 „
Other Countries	571,688 ..	658,950 ..	903,826 „
Total	2,353,890 ..	2,086,180 ..	2,552,208 „
Value for the Month ended 30th April.			
China	£28,096 ..	£18,245 ..	£7,841
*Egypt	308,940 ..	223,961 ..	298,551
Other Countries	165,334 ..	104,555 ..	164,819
Total	502,370 ..	346,761 ..	471,211
Value for the Four Months ended 30th April.			
China	£66,295 ..	£75,847 ..	£21,438
British India	4,047 ..	64,430 ..	—
*Egypt	1,627,604 ..	1,351,787 ..	1,759,610
Other Countries	640,156 ..	776,865 ..	1,114,983
Total	2,338,102 ..	2,268,929 ..	2,896,031

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and five months ended 31st May, and their value to the 30th April of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and five months ended 31st May are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 31st May.			
Coffee (lbs.)	10,301,957 ..	8,223,548 ..	12,017,871
Hemp (cwts.)	39,103 ..	55,739 ..	38,242
Thrown Silk (lbs.)	1,727 ..	3 630 ..	11,300
Tea (lbs.)	6,461,491 ..	15,082,052 ..	7,975,884
Unrefined Sugar (cwts.) ..	890,176 ..	1,281,382 ..	1,312,204
Quantity for the Five Months ended 31st May.			
Coffee (lbs.)	35,440,947 ..	31,800,857 ..	37,441,263
Hemp (cwts.)	187,752 ..	173,261 ..	124,567
Thrown Silk (lbs.)	9,973 ..	20,462 ..	42,442
Tea (lbs.)	57.011,915 ..	56,117,708 ..	58,983,519
Unrefined Sugar (cwts.) ..	3,133,163 ..	3,985,290 ..	4,496,667
Value for the Month ended 30th April.			
Coffee	£266,484 ..	£357,733 ..	£436,327
Hemp	49,839 ..	73,908 ..	58,528
Thrown Silk	1,486 ..	17,668 ..	33,084
Tea	1,815,549 ..	883,715 ..	604,955
Unrefined Sugar	631,971 ..	1,058,152 ..	1,418,522
Value for the Four Months ended 30th April.			
Coffee	£818,535 ..	£742,317 ..	£805,636
Hemp	215,106 ..	234,114 ..	168,215
Thrown Silk	15,331 ..	35,215 ..	67,445
Tea	3,548,115 ..	3,246,594 ..	3,761,253
Unrefined Sugar	2,285,705 ..	2,979,821 ..	3,419,476
Entered for Home Consumption in the Month ended 31st May.			
Coffee (lbs.)	2,630,472 ..	3,629,575 ..	2,734,663
Tea (lbs.)	618.394 ..	11,966,122 ..	9,279,034
Unrefined Sugar (cwts.) ..	963,820 ..	932,471 ..	904,014
Entered for Home Consumption in the Five Months ended 31st May.			
Coffee (lbs.)	13,043,717 ..	13,237,270 ..	13,988,116
Tea (lbs.)	29,643,122 ..	41,608,254 ..	44,942,759
Unrefined Sugar (cwts.) ..	4,191,293 ..	3,984,182 ..	4,726,468

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st May, 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	24,299,730 ..	29,261,655 ..	27,577,056
Tea (lbs.)	121,576,792 ..	98,677,918 ..	101,256,169
Unrefined sugar (cwts.) ..	2,722,986 ..	3,443,856 ..	2,963,357

EXPORTS.

The Exports to China and Hong Kong during the month and five months are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 31st May.			
Cotton yarn	236.800 ..	640,020 ..	593,620 lbs.
Cotton manufactures ..	9,138,293 ..	18,948,204 ..	15,976.483 yds.
Worsted stuffs	1,003,619 ..	2,428,117 ..	1,607,370 „
Woollen & worsted cloths	149,292 ..	184,966 ..	75,224 „
Lead	66 ..	887 ..	481 tons.
Quantity for Five Months ended 31st May.			
Cotton yarn	797,562 ..	2,277,226 ..	1,990,870 lbs.
Cotton manufactures ..	44,469,244 ..	71,938,375 ..	52,945,384 yds.
Worsted stuffs	6,616,812 ..	8,698,797 ..	11,024,049 „
Woollen & worsted cloths	660,417 ..	815,003 ..	689 291 „
Lead	929 ..	3,722 ..	1.086 ton
Value for the Month ended 31st May.			
Cotton Yarn	£19,770 ..	£61,215 ..	£44,433
Cotton manufactures ..	182,515 ..	494,810 ..	316,808
Worsted stuffs	73,478 ..	155,190 ..	131,216
Woln. & worsted clths...	19,674 ..	27,515 ..	10,892
Lead	1,392 ..	19,472 ..	9,762
Value for Five Months ended 31st May.			
Cotton yarn	£77,445 ..	£240,054 ..	£153,251
Cotton manufactures ..	1,026,543 ..	1,832,124 ..	1,080,185
Worsted stuffs	499,583 ..	594,351 ..	698,884
Woollen and worsted cloths	113,829 ..	130,944 ..	109,251
Lead	20,404 ..	81,736 ..	22,357

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	1865.	1866.	1867.
Quantity for the Month ended 31st May.			
Ceylon	34,750 ..	8,824 ..	10,000 lbs.
Singapore	37,520 ..	178,260 ..	228,860 „
Quantity for the Five Months ended 31st May.			
Ceylon	71,942 ..	125,154 ..	41,000 lbs.
Singapore	656,390 ..	527,650 ..	1,130,590 „
Value for the Month ended 31st May.			
Ceylon	£2,640 ..	£886 ..	£805
Singapore	£2,705 ..	17,632 ..	£19,591
Value for the Five Months ended 31st May.			
Ceylon	£6,090 ..	£19,256 ..	£3,835
Singapore	64,447 ..	57,274 ..	102,509

Of Cotton Manufactures the following were the Exports :—

To	1865.	1866.	1867.
Quantity for the Month ended 31st May.			
Ceylon	1,505,233 ..	1,197,836 ..	1,635,870 yds.
Singapore	3,261,635 ..	5,005,246 ..	7,681,712 „
Java	5,033,109 ..	2,049,727 ..	2,299,400 „
Philippine Islands ..	6,042,350 ..	2,256,949 ..	3,314,290 „
Quantity for the Five Months ended 31st May.			
Ceylon	4,313,533 ..	7,181,063 ..	9,019.063 yds.
Singapore	20,226,049 ..	22,540,982 ..	31,283,423 „
Java	10,990,216 ..	18,232,093 ..	15,922,320 „
Philippine Islands ..	13,298,133 ..	8,209,358 ..	15,314,072 „
Value for the Month ended 31st May.			
Ceylon	£33,934 ..	£33,139 ..	£31,652
Singapore	57,498 ..	120,101 ..	155,326
Java	97,904 ..	53,618 ..	50,307
Philippine Islands ..	141,500 ..	60,568 ..	81,962
Value for the Five Months ended 31st May.			
Ceylon	£114,130 ..	£204,678 ..	£201,795
Singapore	431,433 ..	550,584 ..	645.007
Java	247,885 ..	456,494 ..	365,042
Philippine Islands ..	330,701 ..	225,217 ..	375,934

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the five months ended 31st May of the present and two preceding years :—

	1865.	1866.	1867.
Quantity for the Five Months ended 31st May.			
Cotton yarn	29,934,401 ..	55,395,016 ..	61,197,610 lbs.
Cotton manufactures ..	775,317,392 ..	985,540,574 ..	1,068,164,225 yds.
Worsted stuffs	68,263,989 ..	97,535,714 ..	82.582,656 „
Woln. & worsted cloths.	9,478,855 ..	13,793,230 ..	12,745,036 „
Lead	8,516 ..	11,645 ..	8,663 tons
Value for the Five Months ended 31st May.			
Cotton yarn	£3.050,057 ..	£5,961,453 ..	£5,768,155
Cotton manufactures ..	17,461,090 ..	24,283,184 ..	21,572,878
Worsted stuffs	4,113,148 ..	5,675,901 ..	5,005,115
Woollen & worsted cloths	1,450,570 ..	2,126,085 ..	2,158,155
Lead	184,742 ..	261,067 ..	191,282

During the month and four months ended 30th April of the present and two previous years, the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	1865.	1866.	1867.
For the Month ended 30th April.			
China (exclusive of H. Kong).	£454.887 ..	£487,434 ..	£338,715
Hong Kong	132,775 ..	185,072 ..	180,864
Japan	93,206 ..	62,701 ..	234,590
Singap. & Straits Settlements	117,814 ..	272,341 ..	151,997
Ceylon	13,286 ..	87,106 ..	31,787
Philippine Islands	— ..	97,489 ..	60,337
Java	8,541 ..	154,464 ..	161,948
For the Four Months ended 30th April.			
China (exclusive of H. Kong)	£1,229.303 ..	£1,622,802 ..	£1,289,806
Hong Kong	485,569 ..	901,533 ..	554.265
Japan	412,927 ..	473,973 ..	539.208
Singap. & Straits Settlements	598,046 ..	655,450 ..	702.427
Ceylon	172,755 ..	293,432 ..	250,132
Philippine Islands	280,365 ..	217,987 ..	357,805
Java	209,485 ..	496,949 ..	488,410

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The object of this Company is to establish, under one control and management in London, a direct and thoroughly effective line of telegraph via Egypt and Aden, to India, with extensions hereafter to Singapore, China, Japan, and Australia. The route of the proposed line (which is shown on plans, to be obtained at the offices of the Company) is the route by which all the mails, passengers, troops, and overland merchandise between this country and the East are forwarded.

The present condition of telegraphic communication with India is most unsatisfactory. Commercial messages usually occupy many days in their transmission, and arrive not only in a mutilated, and frequently unintelligible, form, but also without regard to priority of date, thereby misleading those who place any reliance upon them. From the many countries, differing in language and administration, through which the messages pass, it is impossible to obtain either explanation or redress; while the cost, distance and delays are too great to admit of corrections being obtained by repetition.

The necessity for a thorough change of the existing system has been repeatedly urged by the several Chambers of Commerce in India, and is universally felt in this country. The establishment of the direct telegraphic route to India, by way of Aden, as proposed by this Company, forms one of the most important recommendations of the recent parliamentary committee on East India communications.

Under a well organised system the average time of transmission of a message between London and Bombay ought not to exceed six hours. In order to effect this, and to secure uninterrupted communication between England, Egypt, Aden, and India, provisional arrangements have been made for the transfer to this Company, when the line between Egypt and Bombay is completed, or earlier if this Company desires, of

1. A concession from the Italian Government for the exclusive use, for 41 years, of a line of telegraph from Susa (where the French lines terminates) to Modica, in Sicily, to be worked by English clerks appointed by this company.

2. The agreement for a lease from the British Government of the existing Malta and Alexandria cable for the term of 42 years from May, 1865.

3. The agreement for a lease for 21 years (with the option of purchase) of the existing land lines of the telegraph to India Company, between Alexandria, Cairo, and Suez, together with the concessions and firmans held by that company for establishing telegraphs from Egypt to Aden and India.

Between Modica and Malta the messages will, for the present, pass by the short line of the Mediterranean Extension Telegraph Company; but the Italian Government have granted a concession which will be vested in this Company for continuing their independent line from Sicily by a submarine cable direct to Tripoli, or other point on the African coast, and it is proposed to exercise this right at an early period in order to secure a second route (available in the event of interruption on the existing lines) between Sicily and Alexandria.

The direct route from London to Suez will, it is anticipated, be in actual work during the present year, and the Company have entered into a contract with the Telegraph Construction and Maintenance Company for making and laying a thoroughly efficient line of telegraph (about 3,650 nautical miles in length) from Suez to Bombay, including station buildings, instruments, and all expenses, for the sum of £1,100,000, of which £100,000 is to be retained by this Company until the successful completion of the whole of the work, £95,000 of the contract sum is to be paid in shares of this Company, and £95,000 in debentures. The contract provides for the completion of the entire line from Suez to Bombay, in working order, to the satisfaction of this Company's engineers. The entire line is to be completed in the course of next year, or at latest in the May following.

It will be seen, therefore, that except through France and over the short line of 60 miles from Modica to Malta (which, however, is worked by English clerks) this Company will have under their own management, and worked exclusively by an English staff, the whole line of telegraph from England to Bombay, an advantage the possession of which will tend greatly to ensure a rapid and accurate transmission of messages.

It is scarcely necessary to remark upon the vast commercial as well as national importance of this undertaking. The number of messages transmitted between England and India by the present slow and uncertain route, via the Persian Gulf, with all the objections and uncertainties attending it, was last year over 30,000, with an average of 30 words per message; and the Directors of this Company are assured by India merchants and other competent judges, that with a direct and reliable route worked as now proposed the number of messages by the new line will at once be treble those now sent.

The cost of acquiring the lines from Susa to Modica, and Malta to Alexandria will be £100,000 payable in cash or shares, plus any necessary expenditure or liability incurred with the sanction of this Company.

The rent payable under the lease from the Telegraph to India Company will be £1 500 per annum, to be increased to £5,000 on completion of this Company's line to India, the higher rent being payable only whilst the submarine line is in work. The Company have the option of redeeming this rent, and of purchasing the whole property of the lessors for £50,000 in cash, or shares, at the choice of the purchasers

The return from the Company's lines when completed to Bombay is estimated upon the basis of the present charge of £2 1s. per message of 20 words from London to Bombay, as follows:—

ANNUAL RECEIPTS.

Proportion due to the lines between Susa and Alexandria in respect of traffic between England and Egypt (the actual average of the receipts on the Malta and Suez lines for the last four years)	£58,550
Proportion due to the lines between Susa and Bombay (6,307 miles) in respect of traffic between England and India—estimated at 100 messages per day each way, averaging 80 words each	446,210
Gross receipts	£504,760

ANNUAL EXPENSES.

Rent to English Government for Malta and Alexandria line ...	£15,000	
Ditto to Telegraph to India Company (maximum amount) ...	5,000	
Special reserve fund for maintenance (including outlay on Malta and Alexandria line as provided by the lease) of the whole of the Company's lines, as hereafter explained, say	125,000	
Working expenses	30,000	
		175,000
Net revenue per annum		£329,760

This revenue will yield a dividend exceeding £35 per cent. per annum upon £1,300,000, which it is anticipated will cover all the operations of the Company now proposed between England and Bombay.

As evidence of this being a reasonable estimate, there is the fact that the receipts for messages between this country and America by the Atlantic cable were, for the first six months of its working, at the rate of £291,000 per annum, and that now, at the end of nine months only, those receipts are at the rate of £430,000 per annum; and it is beyond question that the mercantile transactions between Great Britain, India, China, and Australia exceed in magnitude and value those between this country and America.

The extension of telegraphic communication throughout the East will unquestionably develop additional traffic in proportion to the facilities afforded, and the Company's lines will possess abundant capacity for earning a larger profit at greatly reduced charges.

It is proposed immediately upon the completion of the cable to Bombay to establish land wires along the line of railway from thence to Calcutta. These wires are estimated to cost not exceeding £100,000, and the additional revenue derivable therefrom is calculated at £25,000 to £30,000 per annum.

Entire identity of interest between this Company and the Telegraph Construction and Maintenance Company, both as respects the manufacture and laying of the new cable and the future working and commercial success of the whole line, is established by means of a contract which has been entered into with the latter Company for the repairing and maintaining by them of all the cables, wires, stations, and works of this Company, between Susa and Bombay, as and when the several sections are opened for traffic and transferred to this Company, for a period of ten years certain, on equitable and mutually beneficial terms. For the repayment of the expenses incurred by the contractors for vessels, cable, materials, and services of officers, engineers, and others provided by them under this agreement, they rely upon a fund to be thus formed:—25 per cent. of the revenue is to be credited each year to a reserve fund in the joint names of the two Companies, which fund, after meeting the actual cost of repairs and maintenance, is to accumulate until the clear amount thereof, after deducting all payments made or due therefrom, but including vessels, cables, stores, &c., then forming part of such fund, not exceeding £100,000 in value, shall amount to £350,000, after which the surplus from time to time existing beyond that amount is to be divided each year between the Company and the contractors, half to each. At the end of the term the whole balance of the maintenance fund will belong to this Company.

A copy of the memorandum of association is annexed to the prospectus, and copies of the articles of association and of all the concessions, agreements, and contracts can be inspected at the offices of Messrs. Bircham and Co.; and all applications for shares will be considered as made subject to the provisions of those documents.

Applications for shares, addressed to the Directors, must be made in the accompanying form, but no application will be considered without the previous payment to the bankers of the deposit of £1 per share, which will be returned in case no allotment is made. If a less number be allotted than is applied for, the surplus deposit will be appropriated towards the payment due on allotment. If the balance due on allotment is not paid within the time appointed by the allotment letter, the Directors may cancel the allotment and forfeit the deposit.

The deposits on applications for shares will be returned, without deduction, if two-thirds of the capital be not subscribed and allotted.

July, 1867.

THE ANGLO-INDIAN TELEGRAPH COMPANY (Limited).

No.....

FORM OF APPLICATION FOR ORDINARY SHARES.

(To be left with the Bankers.)

To the Directors of the Anglo-Indian Telegraph Company (Limited).

Gentlemen.—Having paid to your bankers the sum of £ , being a deposit of £1 per share, I request that you will allot me shares of £20 each, in your Company, upon the terms stated in your prospectus; and I hereby undertake to accept the said shares or any smaller number which you may allot to me, and I agree to pay the calls thereon, and to become a member of the Company, and to sign the articles of association when required, and I request you to place my name on the register of members in respect of the shares which may be allotted to me.

I am, gentlemen,
Your obedient servant,

Name in full.....
Address in full.....
Signature .....
Date .....

THE ANGLO-INDIAN TELEGRAPH COMPANY (Limited).

No.....

FORM OF APPLICATION FOR FULLY PAID-UP SHARES.

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To the Directors of the Anglo-Indian Telegraph Company (Limited).

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I am, gentlemen,
Your obedient servant,

Name in full.....
Address in full.....
Signature .....
Date .....

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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

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Bombay ...	Bebington...	889	A A1		July 23

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Regular Line of Packet Ship.

To sail on the 5th August.

FOR HONG KONG and WHAMPOA, the well-known clipper the TWEED, A1 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander, lying in the East India Docks. This magnificent ship offers a favourable opportunity to shippers of fine Goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on July 31.

FOR SHANGHAI, the splendid new clipper-ship DURHAM, A a1, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

FOR PENANG direct, having the bulk of her cargo engaged, the fine clipper barque HELEN'S BANK, A1 10 years, 317 tons register; JAMES M. REID, Commander—lying in the St. Katherine Docks.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, E.C.; or to ANDREW WRIGHT and Co., 3, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with Quick Despatch.

DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander a lying in the London Docks. This fine vessel offers; first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To Sail 10th July.

DIRECT FOR COLOMBO, the splendid fast-sailing British-built ship, PALMERSTON, A1 15 years, 894 tons register, J. N. SEAGROVE, Commander; West India Docks. This magnificent vessel has just returned from Cochin in 95 days, and from her high class and quick passages offers the most favourable opportunity for passengers and shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Palmerston."

Will meet with the usual despatch.

DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, A 1 12 years, 404 tons register, S. C. CLARKE, Commander; London Docks. This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington," and will sail July 11.

FOR BOMBAY Direct, the fine British-owned Clipper Ship JESSIE GILBERT, 3/3rds L. 1, 1, 635 Tons Register; JOHN STAPLEDON, Commander, East India Docks. This splendid vessel is nearly new, having just completed her first voyage, and from her fast sailing qualities is confidently recommended to shippers.

For freight or passage apply to JOHN C. CAMPBELL, 22 Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C

To follow the "Jessie Gilbert," and will sail July 23.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 251.] LONDON, SATURDAY, JULY 20, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	Mar. 16	May 9	May 16
Nagasaki			May 18
Hakodadi			
CHINA—Peking			May 15
Tien-tsin			May 18
Chefoo			May 20
New-chwang			May 17
Hankow			May 23
Kiu-kiang			May 22
Chin-kiang			
Shanghai	Apr. 10	May 24	May 25
Ningpo			May 22
Foo-Chow			
Formosa—Tamsuy			
Amoy			May 23
Swatow			
Hong Kong	Apr. 17	May 29	May 30
Canton			
Macao			
PHILIPPINES— Manila	Mar. 26	May 11	May 23
COCHIN-CHINA— Saigon			
SIAM—Bangkok			May 26
BORNEO—Labuan			
Sarawak			
JAVA— Batavia			June 1
MALACCA STRAITS— Singapore	Apr. 26	May 23	June 10
Penang	Apr. 26	May 26	June 13

Telegrams have been received in advance of the mail bringing dates from Shanghai to the 20th, and Hong Kong the 25th June. Via Kiachta, Shanghai telegrams to June 21 were received on 18th inst., quoting exchange 6s. 4d. The P. and O. mail, with Hong Kong dates to June 13, reached Suez on the 18th inst., and is expected here on the 29th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ceylon, arrived July 18.—From Shanghai: Mr. Petrie. From Hong Hong: Don J. Cemtrano and nephew, Don Soultarrona, Mrs. P. Soultarrona, Don Pacheas, Don Leixas, servant, and child, Mr. and Mrs. Turner, and seven second-class passengers. From Singapore: Mr. and Mrs. Kinicket and three children. From Penang: Mr. Newhuys. From Galle: Mr. Vane, Mr. Bury, Dr. Kynsey, Mrs. Kynsey.

To Southampton, per P. and O. steamer expected to arrive.—List not to hand.

By last Bombay mail, to Marseilles, per P. and O. steamer Columbian, arrived July 4.—From Yokohama: Mr. L. A. Joseph. From Galle: Mr. Creasy.

PASSENGERS OUTWARD.

Per Fr. steamer Said, from Marseilles, July 19.—None.

Per P and O. steamer, from Marseilles, July 20.—To Singapore via Bombay: Mr. J. M. Davidson.

Per P. and O. steamer Delta, from Southampton, July 20.—To Singapore: Mr. Ray, R.N., Mr. Petley, R.N., Mr. Armstrong, R.E. To Ceylon: Mrs. Hudson, Mr. J. Tindal. From Galle to Shanghai: Mr. Bird.

Per P. and O. steamer, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Hong Kong: Mr. Jones, R.N. To Singapore: Capt. Formochy. To Ceylon: Mr. Vivian.

Per P. and O. steamer, from Southampton, August 20.—To Shanghai: Mrs. Lewes.

Per P. and O. steamer, from Southampton, September 4.—To Shanghai: Mr. and Mrs. G. W. Paine and child.

From Suez to Hong Kong: the Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rudd and two children, Miss Piachand. To Singapore: Mr. and Mrs. J. McLachlan, Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to the 16th May, only four days later than those received by the French mail delivered on the 8th. No later dates from home had been received in the interval. The following summary of news is from the *Japan Times*:—

Our readers will remember that in the last number but one of the *Overland Mail* we discussed the question of the new ports, and strongly advocated the opening of Osaka as well as Hiago. The arguments we then used will probably be fresh in our readers' minds, and it is gratifying to observe that Sir Harry Parkes appears to have entertained similar views. We are not yet in possession of news from the South of a sufficiently definite character to enable us to discuss now the details of the new arrangements; in due course, when fuller information reaches us, we shall give the subject proper consideration. Meanwhile it must be evident to all that residence in Yedo and Osaka nearer than we have yet been to the seats of Government and the centres of trade must be better for foreign commerce than our present position, where we are at a distance. At a distance from our customers, with whose agents only we now do our business; at a distance from the authorities, to whom appeal or reference is often desirable, communications cannot be so efficiently made to the underlings who under the present system represent them. In Yokohama there are strong and respectable vested interests to be considered, which might be seriously injured by transfer of the trade to Yedo, leaving Yokohama to be merely its shipping port; but at the new seats of trade which are to be opened in 1868 the same objection does not exist, and it will not be difficult to make such arrangements as will combine the benefit of a harbour like Hiogo with the advantages of residence in a metropolis, instead of an outlying sea port. The question is an imperial one, and local interests, we should imagine, will not be allowed to stand in the way of general improvement and extension of trade. But it is only fair that the change should be made in Yokohama as gradually as possible, and this will probably be secured as well by diplomatic intervention as by the action of the mercantile community itself, which is so directly and vitally interested.

But at Osaka and its outport, Hiogo, we can commence at once on a proper system, and it is with much pleasure that we make the announcement to our readers, that the Japanese Government here has decided upon immediately sending down an English gentleman now in its employ, who is very well fitted to discharge the delicate and onerous task of advising its commissioners upon the numerous details which require consideration. Mr. Benjamin Seare has been for some months in charge of the bonded warehouses at this port, and his selection for this important mission to Osaka is highly complimentary to him, and indicative of the growing confidence of the native Government in the integrity and intelligence of foreigners. The work of superintending the bonded warehouses has not lately been heavy, as has been shown by the statistics which we have published from time to time, and of which the latest may be found in another column. It is gratifying to find that Mr. Seare's leisure has been so well employed, and that he has been able to convince the Japanese authorities of the importance of their availing themselves, in their commercial intercourse with us, of the skill and experience which we have, but which they necessarily cannot yet possess. The stupid jealousy and superstition which obstruct the opening of China and the development of its immense resources, by admission of foreign capital and enterprise into the interior, have no existence here; and even the natural repugnance of an unconquered race, long isolated from the rest of the world, to hold unrestrained intercourse with foreigners, is rapidly being overcome.

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Another proof of this has lately been given in the appointment of Mr. Erasmus Gower, an English mining engineer of considerable experience, for a special mission to the rich mineral districts in the north. He left Yokohama for Hakodate a few days ago, in the *Bertha*, to open a great coal mine which he surveyed there last year. Petroleum, as well as most of the metals, he also found in great abundance, and in such positions as to render the working of the mines safe, cheap, and easy.

During the absence of Mr. Seare, which will probably be of about six months' duration, Mr. Henry St. John Browne will fill the post of Superintendent of Bonded Warehouses at this port. This gentleman has also, within the fortnight, received a proof of the confidence of the foreign mercantile community, in his election, by a very large majority, to the post of Secretary to the Chamber of Commerce; and filling now that of Superintendent of Bonded Warehouses as well, he will be a most useful intermediary between the Japanese Government and the resident foreign merchants, and may have it in his power to be of the greatest possible service to both; while the presence of Mr. Seare at Osaka will give us exactly what we have always thought indispensable, and at which we aimed when lately urging Sir Harry Parkes to take with him a representative of the Chamber of Commerce; for thus will now be secured to us the advantage of bringing to bear special knowledge and experience upon the many matters of detail which have to be arranged, and where a diplomatist might very easily go wrong—as was clearly proved in the case of Lord Elgin in 1858, when he made a commercial treaty and forgot the drawback clause, and in that of Mr. Alcock afterwards, when he insisted on making Kanagawa, instead of Yokohama, the place of residence for merchants. Sir Harry may have objected to take down with him a member of the Chamber, under the impression that it would be difficult for any individual merchant so completely to separate his duty to that body from his duty to his house or his own individual constituents as to avoid the charge of availing himself unduly of his opportunities. Such a reason would imply no compliment, we allow, to the merchants of this port as a class, but it would have certainly been almost impossible to avoid exciting the jealousy of many. But Mr. Seare's appointment to this delicate mission is open to no objection of the sort, while it has the additional and most weighty advantage of having been made by the Japanese Government, whose servant he is and whose interests are safe in his hands.

The selection of the other port—that on the west coast—for the opening of which provision has been made in the recent Convention, is now commencing to excite attention and discussion. In view of the very limited amount of knowledge we possess of the relative political importance of the several Daimios of Japan, of the resources of their dominions and the encouragement to our own import trade likely to be given by their subjects, it is almost impossible for foreigners at present to determine where our trade may be best extended. The Prince of Kanga, generally supposed to be the richest in Japan, his yearly revenue amounting to something like three quarters of a million, very early showed himself friendly to foreigners, and, indeed, was regarded as the leader of the party of progress. He published a pamphlet in 1863, in which he advocated liberal views, dwelling particularly on one advantage which he considered likely to spring from opening Japan generally to foreign trade—that the increased demand for labour would gradually absorb large numbers of the unemployed two-sworded men, who have always been regarded by the most enlightened Japanese statesmen as the curse of the country. He was one of the earliest to trade with foreigners, and has a good harbour,* Kanasawa, which he is anxious to open to us. On the other hand, the Prince of Echizen, who is a relative of the late Shiogoon, has a town called Mikuni, which he appears rather confident will be named as the new port, for he has built a sea wall and jetties for the improvement of his harbour, and as his province is rich in silk and tea, it may be advantageous to begin trade with him; while, for the reason of his connection with the Yedo dynasty, his request that his may be the port chosen will have a good chance of a favourable reception. Conjecture on the subject is not particularly useful, as we shall probably be definitely informed on the point within a few days. The opening of Kanga's port would, probably, best advance the cause of progress, be another step towards throwing open the country generally, and help the policy advocated by this journal of restoring the great Daimios to their legitimate position in the State; while if Mikuni, Echizen's town, be chosen, the hands of the Shiogoon, the only ally we have at present in Japan, would be materially strengthened. It is possible that Stotsbashi, the new Shiogoon, is a man of sufficient courage and force of character to be the Yoritomo of his day, and found on the ruins of the power of the other Daimios a throne guarded by foreign bayonets, and if so, would such assistance offered to his predecessor in 1862 and 1863 and then refused, be now granted in face of the friendly attitude of Satsuma, Choshiu, Chikuzen, and other princes? We hope for a more peaceful solution of the existing anomaly.

The *Japan Times* has the following apt remarks on the paper read by Dr. Macgowan before the North China Branch of the Asiatic Society, which we have printed nearly *in extenso* in another column.

"We cannot, while recording these evidences of the increasing desire of the Japanese to accept the teaching and trade of foreigners, and thus learn to develop the resources of their own country, well avoid noticing a paper read before the Royal Asiatic Society in Shanghai. This purports to give information on Japan, is the work of a gentleman who lately spent a few days here (Dr. Macgowan), and to it a very undue importance has been attached by the press in China. The *Supreme Court and Consular Gazette* and the *North China Herald* have both devoted leading articles to the subject, and both appear to have adopted Dr. Macgowan's statements as reliable. The latter journal tells us, however, that his paper, translated into a vernacular print, evoked an answer from a Japanese resident in Shanghai.

The writer (says the *Herald*) does not speak courteously of the knowledge which prompted the accusation in question against his country, and declares that if it were to become widely known in Japan the youth would, without exception, rush to arms to avenge the insult.

"The accusation referred to is the scandalous, but too-often repeated one, that the people of this country are sunk in the grossest sensuality. Making allowance for the hyperbole in the last clause of this patriot's criticism, we cannot but share the contempt expressed in the first. Dr. Macgowan's personal acquaintance with this country is derived from a flying visit of a month to Nagasaki, and another of about three weeks to this port. And naturally, therefore, his paper, which we are very sorry to see has received the mint mark of the Royal Asiatic Society, is, like Bishop Smith's "Ten Weeks in Japan," and for the same reason, absolutely valueless, or worse than valueless, because misleading. The list of steamers sold to the native princes, of which considerable parade is made, has appeared before, with the exception of the last few, in newspapers, blue-books, and merchants' circulars. As for his estimate of the population at 16,000,000, he gives no reasons for arriving at such a conclusion—most probably because it was a mere guess—while there are very good reasons for supposing that he is incorrect. Mr. Winchester's estimate of 28,000,000 is nearer the mark, between twenty-six and twenty-seven millions being the total of an official native census, which the writer has seen, and from which was excluded any calculation of the unattached *samourai* or two-sworded men. The late Mr. Vidal, of H.B.M.'s Legation, had procured this with great difficulty, and was engaged in revising his translation for the press, when his untimely death occurred. This census was of recent date, on a comprehensive and intelligible plan, and was most minutely particular—the number of people employed in any trade or occupation in each city, town, or village, along each highway in every province throughout the empire being given to the unit—and altogether presented an appearance of undoubted authenticity. So much for Dr Macgowan's estimate of the population. And when we refer to the causes he alleges for the decrease which he fancies to have taken place, we find an opportunity we are very glad to seize, for contradicting many such bookmakers who have libelled the people of Japan by their accusations of "unrestrained licentiousness." Respectable natives indignantly rebut it and complain bitterly that it is so constantly repeated in European books. They say with great justice—and we thoroughly agree with them—that it is unjust to judge of the whole people of the country from a visitor's cursory observation of the very lowest and most degraded classes, amongst whom alone foreigners are at present obliged to live. They are right; it would be as fair to judge of English statesmen from Mr. John Bright, or of Irish peasantry from the Fenians. Adultery is punishable in Japan by death, and is very rare; and respectable Japanese regard the "debauchery" to which Bishop Smith and his com-

* This Kanasawa must not be confounded with the beautiful little village about twelve miles from Yokohama, which is so favourite a resort for picnic parties.

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peers allude with such unction, with quite as much abhorrence as they do themselves. The statement, so often reprinted, that nobles frequently choose their wives from the common stews, is a gross and unfounded falsehood, and every foreigner who has lived in the country for any length of time and had any opportunities of intercourse with the middle classes, will bear us out in saying that they are to the full as free from vice as English, French, or Americans. We have had somewhat too much of late of these wholesale condemnations of Japanese manners by quite uninformed magazine writers, and it is as well that the practice should be stopped. No one as yet knows enough of the country to give a correct account of the people; such certainly cannot be the work of holiday-makers to Nagasaki and Yokohama. We recommend Dr. Macgowan to keep to telegraphy, on which he is able to give information worth having, and we earnestly caution members of the Royal Asiatic Society against giving any credit to his recent paper on Japan, in which what is new is not true, and what is true is not new."

The fine vessel, *Kai Yoo Mar*, built for the Japanese Government in Holland, arrived on the 30th April. We hope to have an opportunity before next mail of inspecting her; report speaks most favourably of the ship, which is very gratifying, as the only way to encourage this Government to place such contracts in foreign hands is to give them money's worth for their money, a principle which has not always, we are sorry to say, been observed.

We have received letters from Osaka up to the 25th ult. The *Argus*, which went down with Messrs. Mitford, Satow, Ashton and the guard, arrived on the 12th. The horses of Captain Applin's mounted escort were landed on the following morning in the *Argus*' paddle-box boats, in excellent condition. The road between Hiogo and Osaka is a good one, and the distance about thirty-one miles. The country appears to be very sandy, and the soil wants the richness and depth so remarkable in this district. The scenery is described as uninteresting in the extreme, and the town of Osaka, to use the words of one of our correspondents, "woefully disappointed" everybody. The town of Osaka, writes the same, "is not worthy the name of a city. Much to be pitied are the settlers in it, if ever any one settles there. The town literally stands in a swamp, the river being nearly level with and occasionally flooding the valley. The streets are narrow and dirty, and more like those in a Chinese than a Japanese town. One street which we call Theatre-street is better and rather gay-looking, having a wealth of gaudy banners and sign boards displayed before the houses." Sir Harry Parkes, with his usual activity, had plunged at once *in medias res* and was busily engaged for two days selecting a suitable site in Osaka for the residence of foreigners.

All the necessaries of life are very much dearer in Hiogo and Osaka than in Yokohama. Six boos are asked for a duck. Curios, as might be expected, are held for very high rates. There is very great distress among the lower classes of the people, there being an enormous number of beggars at every corner. The people are fairly civil and apparently not displeased at the presence of foreigners on the whole, but it is evident that the novelty at the sight of strangers has something to do with this reception. On the day when the *Argus* arrived at Hiogo, some of the officers and passengers landed for a stroll in the country. Just at their landing place they met a large procession of coolies, apparently a little the worse for *saké*. They came up close to the boats and began jostling some of the crew and throwing sand at them. As it seemed evident that they wanted a row, it was deemed prudent to retire, but no sooner did the party turn to regain their boats than the Japanese began to pelt in good earnest. The stones flew fast and thick, and some of the men were badly cut. One of the visitors got a blow in the back and another on the temple, enough to remind him of the visit for some days afterwards.

The French Minister arrived on the 24th April, and the forts saluted him on the following morning. The Shiogoon was to return from Kioto on the day when the *Argus* left, and the conference with the foreign Ministers was expected to take place upon the following day or day after. Among the official classes, the ships and the English soldiers, and particularly the large men on tall horses, produced a profound sensation.

NAGASAKI.

Advices from this port announce the sale of the P. and O. steamer *Nepaul* to Messrs. Alt and Co. for £20,000; that two earthquakes had been felt in Nagasaki in one day; and that two Europeans, Messrs. Ryley and Brown, were arrested in Simbarra by the Japanese for intruding in a non-treaty port, but were released at the request of the British Consul. The steamer *Emperor* has also been sold to the Japanese. The American steamer *Rover* was to leave on 19th May for Yokohama, via the Inland Sea.

The annual regatta took place on the 6th May. Although much interest was taken in it, it was not so gay as on the previous occasions. The absence of H.M.'s ships *Pelorus* and *Serpent*, and of the Russian vessels, had to be regretted, and more particularly of the Russian band. However, under the circumstances, it went off as well as could be expected. The American steamer *Kanga-no-kami* was kindly placed at the disposal of the committee as a rendezvous for the spectators; and H.M.S. *Algerine* was anchored on the opposite side with the umpires on board.

CHINA.

SHANGHAI.

The P. and O. mail of 26th March arrived on the 10th May, that of 10th April on the 24th. The dates are down to the morning of the 25th. The following items are from the *North China Herald*:—

We are glad to learn that all the debentures in the Municipal Loan have been subscribed for. The debt to the Comptoir can thus be at once wiped out. Four members of the French Municipal Council having resigned, and the term of office of two others having expired under the regulations, a new election had become necessary. This took place on the 19th instant, when the following gentlemen were elected:—Messrs. Bonneville, Millot, Massais, Aymeri, Nachtrieb, and Groom.

It had been announced that the Pacific Mail Company's steamer *Colorado* would call at Woosung on the 22nd May, on her way from Hong Kong to San Francisco. This arrangement was afterwards altered, but the *Yesso* was despatched hence to meet her off the Saddles. We are glad to learn that the connection was satisfactorily effected. [This news was received via San Francisco, and given in our issue of the 27th June.]

We learn from Tientsin that Sir Rutherford Alcock left for Newchwang on the 13th May, *en route* for the various ports. Sir Rutherford has written an official essay on "Middlemen."

We have frequently alluded to the oppressive exactions levied by the Government on that very necessary article of consumption—salt. The following paper, bearing no signature, but purporting to issue from the native shopkeepers in the settlement, has lately been widely posted up:—

"It seems that Ching-ling-chuen, to whom was granted the exclusive privilege of selling salt in the English and American settlements by the Taotai and Municipal Council, has been compelling the shopkeepers to purchase more salt per month than they could use and more than they wished. Therefore the people are crying out against it, and say unless there is a stop put to it they will petition the Taotai in regard to it. They complain of the Wei-Yuen having on several occasions given judgment against some of the people who have refused to pay the sum exacted, and because he has taken part in it they think he favours the exorbitant tax. They are allowed 12 oz. and not 16 oz. to the catty, and the people are told to go to the city and buy salt."

Messrs. Francis and Co.'s Kewkiang Tea Circular of 18th May says:—"The market for the new crop leaf was opened in the Ning-chow district a week ago, and about 4,000 piculs have been purchased at prices equivalent to about 23 to 24 tls. per picul laid down here. These prices are considered high, however, and it is reported that tea-men are now holding off for lower rates. One small parcel of Moning, picked earlier than the bulk of the crop, is already to hand; this is quite an exceptional parcel, however, and affords no criterion as to the quality of the crop generally. Musters of the Ningchows will probably come to hand in five or six days, and the teas in bulk are expected to arrive in about a fortnight. It is reported that in the Moyune district the new leaf is being purchased at prices equivalent to 27 to 28 tls. laid down here. All reports concerning the quality of the crop are of a most favourable nature."

The property of the Brick and Saw Mill Company, containing about 10 acres of land, and having a water frontage of some 2,400 feet, was sold on the 20th, together with a Clayton's brick-making machine, 10-horse engine, buildings, shed, &c., &c.,

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for the small sum of 2,000 tls., the purchaser being Mr. Knevitt.

A mortgage for £2,000, secured by the property known as the Elgin Arms, or Bellevue, having three years to run, interest 10 per cent., has been sold for 50,000 tls.

For houses suitable for European occupation there is a better enquiry, but premises settled do not show improvement in rentals. Chinese properties nothing to report.

The new silk season (says the *Recorder*) is now so close at hand that a few remarks upon this subject will not, we think, be out of place. After several years of failing and scanty crops we have now before us the prospect of a really abundant one. All accounts from the interior agree upon the one important point, the abundance of good leaves this season. It is a well-known fact that the failure of last year's crop did not lie only in the unsettled state of the weather, but had its real and prominent cause in the scarcity of leaves, which made it a matter of impossibility to bring up all the worms produced; and large quantities had consequently to be thrown away and destroyed. This great drawback will not have to be encountered this year, and there will be a sufficiency of leaves to feed the whole of the worms reared. Up to this moment (May 22) the weather has been as favourable as can be desired; the first crop is nearly secured, and is very highly reported upon. Inclement weather may, of course, interfere to some extent with the second and third crops, but the chances that this will be the case are quite as great. Even granted, however, that there would be a slightly diminished production on this account, the most reliable native accounts are unanimous in predicting an export of some 50,000 bales Chinas from Shanghai alone, and we think this by no means over-estimated. Add to this 6,000 bales, the estimated crop at Canton, and about 15,000 bales Japans, which will give us in round numbers some 70,000 bales to go forward during the coming season.

HONG KONG.

The French mail of 17th April arrived out on the 29th May. The dates are now down to the 30th. Telegrams had been received to 2nd May.

On Thursday, the 23rd May—before the Chief Justice in Chambers—a decision was given by his lordship in the matter of Messrs. Lyall, Still, and Co.'s application to be adjudicated bankrupts. Mr. Whittall had previously petitioned for an adjudication and made the usual formal oath of indebtedness, on behalf of himself, the other creditors and the bankrupts. The Chief Justice, while he admitted that the evidence of adjudication was complete, stated that under the peculiar circumstances of the case he would hesitate to adjudicate, except on the consent of all the principal creditors and of Mr. Lyall, the absent debtor. Mr. Pollard, Q.C., who appeared on behalf of Mr. Lyall, requested that the adjudication might be made forthwith, and stated that he submitted to the jurisdiction of the Court. Mr. Pollard appeared likewise for several of the banks and a number of the principal creditors; Mr. Whyte appeared for others of the creditors, while Mr. Caldwell appeared as attorney for several more; they, on behalf of their clients, also requested immediate adjudication, and submitted to the jurisdiction of the Court. Mr. Still having informed his lordship that the gentlemen so represented included the most important of the creditors of the estate, the Chief Justice, under the circumstances, determined to adjudicate Messrs. Lyall, Still and Co. to be bankrupts. At the same time, his lordship observed that he made the decision under the peculiar circumstances of the case, and upon the submission made on behalf of the creditors and debtors, and that it was not to be looked upon as a precedent.

We much regret to record the death of Mr. Langa, for many years H.B.M. Consular Agent at Macao. His funeral was numerously attended by the officials and respectable inhabitants of Macao.

A subject of importance to the trade of China has occupied the attention of the committee, viz., the resolution brought forward by Mr. Linstead at the general meeting held on 12th November:—

"That freight on tea and other cargoes be paid on the tonnage ascertained at time of shipment, instead of, as at present, on the tonnage measured after discharge."

This resolution has been circulated amongst the mercantile houses of Hong Kong, Canton, and the coast ports, and, with a few exceptions, has met with their approval, and the Chamber can now only recommend those firms who concur in the resolution to carry it out by taking the necessary steps when loading a vessel on the berth, and by informing the captain of the new custom introduced, in order that no difficulty may subsequently arise. It is fully expected that this will be adhered to in loading the clippers at Canton and Foochow with the new season's teas.

The following resolution was also passed unanimously:—

"That the subscription for membership of the Chamber be for firms $50, and for persons subscribing as individuals $25."

Notes and Queries, we are glad to see, has fairly made good its footing, and is already recognised as a valuable means of extending our knowledge of China and Japan. The fifth number, which has reached us by this mail, contains notes on—Ethnographical Sketches of the Hakka Chinese, Devonian Fossils in China, Classifiers of Chinese Grammar, Yellow as an Imperial Colour, Notes on the Topography of some of the Localities in Manji, or Southern China, mentioned by Marco Polo, and Chinese Poetical Romance; Queries, on—A Negro race in the Himalayas, the word "Coolie," the Censorate in China, Presentation of Boots to Outgoing Officials, Law of Perspective, Chinese in Australia, "Corea" versus "The Corea," Infanticide in China, Timour and Tamerlane, Imperial Obsequies in Japan, Lunar Eclipses, Spanish Translation of the Works of Confucius, and the Author of the Hao-chiu-chuan.

The *China Punch* has been issued, but we have not received a copy.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 15th May. Present: His Excellency the Governor, the Chief Justice, the Attorney General, the Colonial Treasurer, Hon. H. J. Ball, the Auditor-General, Hon. James Whittall, and Hon. John Dent. The minutes of the previous meeting having been read and confirmed, the clerk read the title of the new ordinances, an abstract of which, and of the others submitted to the Council, we have given elsewhere. All the ordinances were received as read a first time.

His Excellency next introduced an ordinance for supplementary estimates for 1866, and proceeded to read from a paper which he had prepared, as follows:—

In considering the Supplementary Estimates—which the Council is now called on to vote for last year—it will be advisable to recur to the Original Estimates for that year, and to bear in mind that those estimates were framed so far back as July, 1865. The Original Estimates at that time provided for an expenditure of $913,819, and out of the money so appropriated only $811,981 were expended in 1866. Thus, if no other expenditure had taken place, there would have been a saving of $101,838. As usual, however, there has been much expenditure which the Council in July, 1865, could not have foreseen. That expenditure has amounted to $124,973—so that in lieu of a saving, there has in reality been an excess of expenditure to the extent of $23,135, and the vote of the Council is now required to make good that deficiency and provide for the difference of appropriations in the various items. To arrive more particularly at the mode in which that deficiency has arisen, I shall classify the total actual expenditure of 1866 under general heads, thus:—

Ordinary expenditure	$462,597.43
Mint	128,308.62
Public works (exclusive of Mint)	144,243.03
Payments to Imperial Post-office	107,149.93
Military contribution	93,658.54
	$936,984.55

To meet that expenditure the colony received—

Ordinary revenue	$651,436.62
Receipts on account of Imperial Post-office ...	107,149.93
Mint (Seignorage), &c., &c.	10,490.03
	$769,076.58

Hence there was a clear excess of expenditure in 1866 over the receipts of the year, to the extent of $167,878, a startling deficiency, and which would have reduced the colony at once to bankruptcy, were it not that there had been former savings and outstanding capital on which to fall back, a contingency, however, which I must impress on the Council can no longer be relied on, as the capital of the colony, excepting its unsold lands, may be regarded now as expended. That result is of course mainly attributable to the larger outlay which has taken place on the mint, whereby capital to the extent of $380,000 has now been sunk, whilst the only profit produced by the speculation, including seignorage, subsidiary coinage, &c., in 1866, was $10,490. There is, however, one point in connection with the revenue which is satisfactory—viz., that the actual ordinary revenue, apart from produce of land sales, &c., has on the whole continued steady, but the expenditure on public works, instead of being limited to $90,000, as anticipated in the financial statement of last August, reached $132,000. And my attention having recently been drawn to the very irresponsible manner in which large sums for public works are expended in this colony, I have adopted stringent measures for bringing the intended monthly expenditure of the Surveyor-General's department early under the notice of the head of the Executive. There are one or two other items on which the Council is entitled to explanation. Thus the item of $2,806 for interest on loans contracted on bills discounted in England was occasioned principally by the suspension of the Agra Bank, and the necessity which the Crown agents were under of borrowing money at the high rate then ruling in England to meet the colony's engagements, as for a time the bills of the Agra Bank held by the colony, and amounting to £17,162 8s. 10d., were not available, though I

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am happy to say that the whole amount with interest has since been recovered. In like manner the smaller items of $1,658 to be voted for the military contribution was occasioned by the lower rate of exchange ruling during the past year, which of course necessitated the payment of a greater number of dollars to purchase £20,000 in bills than had been estimated. On the whole, without wishing to anticipate the more comprehensive financial statement which the Council may expect when I introduce the estimates for 1867, I think I am justified in saying that if the colony be allowed time to right itself, and if it be relieved of the heavy drain on its resources occasioned by the annual expenditure on the Mint, we may hope that with the additional sources of revenue which the Council last year provided, the statement of assets and liabilities at the close of 1867 will be much more satisfactory than it was at the termination of the last year.

His Excellency, in introducing the ordinance for regulating the importation and storage of gunpowder, observed, it had no doubt been anticipated that the disaster which occurred in the harbour some time since would lead to such a Bill, for the better safety of the town and the inhabitants. It was founded chiefly on the suggestions of the harbour master and of members of the Council, and its object was to take the storage of gunpowder out of the hands of private individuals, and constitute Government the sole storers, compensation therefore to be fixed by the Council.

In laying before the Council "an ordinance for the better securing the health of emigrants in Chinese passenger ships clearing from Hong Kong," his Excellency said that although he had been from the first convinced of the necessity for legislation the better to fix responsibility on parties undertaking to supervise emigration of Chinese passengers, the ordinance now before them was the result more immediately of instructions from the home Government.

The list of ordinances also contained the following :—A Bill to assimilate the local law of partnership with that of England, for incorporating the civil police force with that belonging to the naval yard ; for enabling the Government to resume possession of the Mahomedan cemetery ; and for the prevention of contagious diseases. The Government had no intention of introducing a Bill dealing with gambling; and in reply to a question from Mr. Whittall, the Governor said, Stone-Cutter's Island was very much where it used to be, and he should be happy to sell it to Messrs. Jardine for a godown. It was in truth very difficult to know what to do with it. Turning to the general subject of gaol management, he congratulated the Council on the sensible diminution in crime of a serious character which had been observed of late. The general health of the gaol was good, and there was seldom more than the half of one per cent. in the hospital. The Council then adjourned until Wednesday, 22nd inst., at half-past two o'clock.

The Council met again on the 22nd May, when in reply to questions put by the Hon. James Whittall, his Excellency stated that there was no truth whatever in an assertion repeatedly made some time back by the *Daily Press* that Her Majesty's Government had remitted the military contribution of the colony. That assertion had been contradicted "on authority," but the contradiction only led to a reiteration of the untruth, with insinuations that he (the Governor) was denying what he knew to be the fact. Such conduct on the part of the *Press* was wholly indefensible, but, as it had taken place under different management, and was extremely unlikely to be repeated—and, moreover, had since been contradicted—he should say nothing more on the subject.

On the second reading of the ordinance authorising the appropriation of a sum not exceeding $125,000 for the estimates of last year, the Auditor-General, in reply to Mr. Whittall, gave some explanations as to the apparent inconsistencies of the estimates. This was owing chiefly to the fact that they were bound down by certain formula in the making up of the accounts. The principal item in the deficit now made up was that of the Mint, which cost $480,000, instead of $350,000, as estimated in the budget of last year.

The Governor also explained that, in the item of "roads, streets, and bridges," a considerable outlay in reclaiming marine lots and building sea-wall had to be accounted for. He instanced the Post-office accounts, and mentioned another item, which was likewise noteworthy, viz., the large sum of $295,000 estimated to be received for police and lighting rates ; he was himself somewhat astonished at a first sight of it, but he afterwards found that it included $110,000 for stamps. The ordinance was passed without alteration.

An ordinance to regulate the importation and storage of gunpowder was the next brought forward. On clause 18, which constituted every offence against the ordinance a misdemeanor, the Chief Justice objected to the use of the word misdemeanor as language too strong. It was carrying matters a little too far to convert into crimes offences which were not criminal. A captain might contravene clause 9, by failing to exhibit a red flag ; but that surely was not a misdemeanor. He thought also that the minimum fine of $50 was too much, it might be left to the magistrate's discretion.—The Governor thought that such strictness would prevent the matter being treated lightly. —After some further conversation, the words "shall be a misdemeanor" were deleted.—The Acting Colonial Secretary : If it be tried in a summary way it is a misdemeanor all the same. I am sure of it.—Chief Justice : I don't know that. I have always been under the impression that the penalties do not constitute a misdemeanor.—Thus amended, the ordinance then passed, and the Council was adjourned until the 6th June.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 10th June (eight days later). The outward mails of May 10 had not arrived, but London telegrams had been received *via* Calcutta to the 24th May. The following summary of news is from the *Straits Times* :—

No new measures have been brought forward during the fortnight. His Excellency the Governor and suite proceeded to Penang on the 26th May and will return by the next mail steamer. The increase of expenditure involved by the sudden proposal for the construction of a new Government-house, as well as by the list of civil salaries under the new administration, has caused some slight feeling of uneasiness to prevail ; and a rumour, probably groundless, which has lately circulated here that so large a sum as £20,000 to £25,000 was about to be appropriated to the purchase, for Government purposes, of the *Filippino*, a steamer that has arrived here for sale, has not tended to remove the feeling. A Government-house may or may not have been so necessary as to justify the immediate outlay of from £25,000 to £30,000 ; but it is impossible to conceive what benefit would be secured to the settlement by the purchare of a large sea-going steamer—handsome though she be. If any species of steamer be wanted for the special service of the Straits, it is a shallow-bottomed craft, suited to the navigation of rivers and comparatively still waters, and before even this be done it would be desirable to dispose of the two steamers already in the possession of Government. For the suppression of piracy beyond the smooth waters of the Straits, Her Majesty's steamers on the station are amply sufficient, and for the conveyance of Government officials from one station to another better accommodation will be found in the ordinary passenger boats constantly available than the the colony could afford to supply in any steamer of its own.

The following memorandum, contained in a bottle, was picked up close to Rhio a few days ago, and transmitted to the Dutch Consul for the information of those interested. It seems extraordinary that this document, which appears to have been cast overboard off the Australian coast somewhere near Freemantle should in so short a time as has elapsed between the end of February and the end of May have travelled so far, and in so strange a direction as Rhio :—

INDIAN OCEAN.

On board the British schooner *Wild Wave*, February 26, 1867, lat. 34. S., long. 100 E., 165 days out—awful passage and miserable weather —passengers all well—one lady passenger gave birth to three children yesterday afternoon. Captain John H. Smith wants to be reported—first officer dangerously ill for about a fortnight. HENRY W. BRIAR.

LATEST TELEGRAMS.

(RECEIVED JULY 15, VIA GALLE.)

HONG KONG, June 13.

The Foochow tea season has opened. Quotations are 13 taels lower than last year. Fears of a short crop are entertained in consequence of the rains.

Grey shirtings, 6½ catty, $3.50c. Water-twist, $1.85c.
Tea season opened. Total export, 8,875,000 lbs.
Exchange on London, bankers' bills, 4s. 5¼d.

SHANGHAI, June 7.

Grey shirtings, 6½ catty, 2.50 taels.
Silk, active and advancing. Export to date, 1,800 bales.
Exchange on London, 6s. 0½d.
Freight—tea, £4.

(RECEIVED JULY 19TH, VIA GALLE.)

HONG KONG, June 25.

Grey shirtings, 6½ catty, $3 50c.
Water twist, 16-24, 1.85.
Tea tending downwards.
Exchange on London, 4s. 5½d.

SHANGHAI, June 20.

Silk active and advancing. Export to date, 6,000 bales.
Exchange on London, 6s. 3d.
Freights—tea, £3 10s.

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Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

MCLACHLAN—On the 8th July, at No. 2, Royal-crescent, Cheltenham, the wife of James McLachlan, Esq., H.B.M.'s Consul, Batavia, of a son.

PIERCY—On the 17th May, at Canton, the wife of the Rev. George Piercy, of a daughter.

RIDDELL—On the 23rd May, at No. 5. Upper Mosque-terrace, Hong Kong, the wife of Mr. Walter Scott Riddell, of a daughter.

THOMSON—On the 29th May, at Singapore, Mrs. W. Thomson, of a daughter.

MARRIAGES.

EARL—ANTHONY.—On the 6th June, at Penang, by the Rev. J. Mackay, B.D., Percy William Earl, Esq., Assistant Commissioner of Police, to Flora, youngest daughter of A. A. Anthony, Esq., of Clove Hall, Penang.

MAGNIAC—DANIELL.—On the 11th July, at Speen Church, by the Rev. H. W. Majendie, vicar of Speen, assisted by the Rev. T. Richards, Arthur, son of the late Hollingworth Magniac, Esq., of Colworth, Bedfordshire, to Julia, daughter of M. B. Daniell, Esq., of Foley Lodge, Berkshire.

DEATHS.

ELLIS—On the 30th April, on board the Dodo, of dysentery, Joachim Ellis, a native of Copenhagen, Denmark.

HOLME—On the 26th June, at 2, Primrose-hill-road, Adelaide-road, Jane, third daughter of the late John Holme, Esq., formerly of Grendon Lodge, Atherstone, Warwickshire. Friends will please accept this intimation.

INNOCENT—On the 7th May, at Laou-Ling, Shantung, John Alfred, the infant son of the Rev. J. Innocent, aged 1 year and 3 months.

M'DERMOTT—On the 30th May, at Singapore, George Thomas Walter, youngest son of Conductor James M'Dermott, aged 2 years and 11 months.

MEDHURST—On the 17th May, Alice Evelyn, youngest daughter of Walter Medhurst, Esq., H.B.M.'s Consul, Hankow, aged 2 years and 7 months.

SELL—On the 18th May, at Ningpo, from small pox, Mr. John Robert Sell, of the China Inland Mission.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to April 30, 1867	919887	55605874	47546475		13528945	117601181	49118
Corresponding period last season.....	1112250	50768271	47231380	747284	14573935	114433120	61924

SHIPMENTS SINCE.

Ship.	From.		
May 16 ... Crawshay Bailey	... Shanghai,	... 735,713	
— 25 ... Donnai (ml. str.)	... Shanghai, &c.	... —	204
— 30 ... Carnatic (ml. str.)	... Do.	... —	270

Telegrams report the sailing of the Maitland, Serica, and Taeping from Foochow, and the Belted Will from Canton. The mail steamer of June 13 brings 1,800 bales Silk, and French mail of 25th about 3,000 bales.

TO UNITED STATES.

							Pcls.
From June 1 to April 30, 1867	...	...	...	...	...	33463166	519
Corresponding period last season.....	...	...	...	...	...	30972426	—

SHIPMENTS SINCE.

Ship.	From		
May 1 ... Glenclune	... Yokohama	...	574,153

TO THE CONTINENT

							Bales
From June 1 to April 30, 1867	...	...	...	...	...	1676397	—
Corresponding period last season.....	...	...	...	...	...	3146410	—

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to April 30, 1867	...	...	...	...	...	51832	106
Corresponding period last season.....	...	...	...	...	...	44473	508

SHIPMENTS SINCE.

Ship.	From	
May 15 ... Colorado (str.)	... Hong Kong	... 580
— 24 ... Chelsea	... Do.	... 400

TO AUSTRALIA.

From June 1, 1866, to April 30, 1867 ... ... 11,030,715 lbs.
Corresponding period last year 10,464,097

SHIPMENTS SINCE.—None.

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...
„ 1845 to 1846.....	...	...	...	57,334,200	18,604
„ 1850 to 1851.....	...	...	...	63,972,000	22,143
„ 1853 to 1854.....	...	...	...	77,327,800	61,280
„ 1855 to 1856.....	...	...	...	92,240,300	50,481
„ 1857 to 1858.....	...	...	...	76,990,255	68,315
„ 1858 to 1859.....	...	...	...	85,789,792	83,134
„ 1859 to 1860.....	...	...	...	85,560,452	64,169
„ 1860 to 1861.....	...	...	...	90,066,160	70,644
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,887
„ 1863 to 1864.....	..	...	...	117,463,586	46,603
„ 1864 to 1865.....	...	...	...	121,236,870	32,313
„ 1865 to 1866.....	...	...	...	115,333,042	62,890

EXCHANGES ON LONDON.

[For dates, see first page]

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6½d.	4s. 7½d. to 4s. 8d.
„	4 ditto	4s. 6d.	4s. 6½d. to 4s. 7d.
At Shanghai	4 ditto	6s. 0d.	6s. 1d. to 6s. 1½d.
At Canton	6 ditto	4s. 4½d.	4s. 5d. to 4s. 5½d.
At Hong Kong	4 ditto	4s. 4d.	4s. 4½d. to 4s. 5d.
At Macao			
At Singapore	4 ditto	4s. 5½d. to 4s. 6d.	4s. 6d. to 4s. 6½d.
At Manila	6 ditto	4s. 5d.	4s. 6d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111·8·0; at Hong Kong, 10½ per cent. premium. Mexican dollars at Shanghai, tls. 75 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, par; Gas Company, par; Hong Kong and Whampoa Dock, 19 to 30 per cent., prem.; Union Dock Company, 20 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

COMMERCIAL REPORT.

—o—

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—The season has been closed by the settlement of a small parcel of common Shanghai-packed leaf at Tls. 14½ (=11d.), and nothing now remains in stock. Several musters of new teas are to hand from Hankow, and we expect to receive news of the arrival of the first crops by an early steamer. The quality thus far proves, as we were led to anticipate, to be below the average, the leaf being unusually thin and poor, and we fear that really fine teas will be again scarce. Opening rates are expected to be 25 per cent. below those of last season. Total settlements, with reshipments from the River Ports, from the 1st of June, 1866, to date, 327,500 chests, against 274,500 chests last year. Green Teas: Out of a stock increased to 10,000 packages by arrivals from the river, about 1,200 half-chests have been taken for shipment to England, chiefly as flooring chop for the new clippers which are shortly expected on the berth. Prices have been very low, the inquiry being very limited. The first New Teas from Foochow are expected in July, and the Pingsuey's shortly after. We hear that country rates for New Leaf have not fallen in proportion to the decline here, and it is expected that the teamen will not be ready sellers when the market reopens. The Crawshay Bailey has sailed for London with a cargo consisting chiefly of Green Teas, bringing our total export of this description to all countries for season up to twenty-four millions. The Settlements comprise 900 half-chests common Fychow and Tekhing, 20 to 27.5 tls., and 300 half-chests medium Tekhing, 32 tls., making 1200 half-chests. Total Settlements, with reshipments from the River Ports, from 1st June to date 364,100 half-chests, against 286,300 half-chests last year.

HANKOW.—Chest musters of nearly twenty chops Hip-ca-se and Oan-fa Teas had arrived, said to cost, laid down in Hankow, from 24 to 29 tls. per picul. The quality of the musters so far is not very promising, they showing generally a want of strength. A large number of buyers had arrived from Shanghai, but there seemed to be less general excitement than usual, and it was hoped opening prices would not exceed 28 or 30 tls. for crack chops for direct shipment to Russia.

KIUKIANG.—A shipment of 400 packages Green tea was the whole business to be reported. The small parcel of Black tea had been withdrawn, and the market was now clear of Old tea. One chest muster of New tea, a Ningchow, costing last year 39 tls., had arrived. Such teas would lay down this year at 22 to 25 tls., while Kiutuck, Loongkong, and Hohow teas would probably not cost more than 18 tls. Of Green teas the crop would be a large one, and the leaf was 30 per cent. cheaper than last year.

CHINKIANG.—This has ceased for the present to be a tea port, the stock of 3,000 half-chests having been shipped to Shanghai on owners' account.

CANTON.—An active business has been transacted during the past fortnight. Settlements of Country Congous show a further reduction in rates of about 3 tls. Canton-made Teas: The market has at length opened, and considerable settlements of Scented Teas have been effected at 25 to 26 tls. for Scented Capers, and 27½ to 34 tls. for Scented Orange Pekoes. The latter is almost a nominal quotation, Pekoes having attracted little or no attention. The quality of both kinds of Scenteds is about equal to last year's crop, and the Scenting is decidedly superior. New-made Congous have continued in moderate demand at about former rates.

FOOCHOW.—Congou: The first parcel came to hand on the 13th May, since when the arrivals amount to 30,000 chests. The quality, and particularly the condition, of the first arrivals were inferior. The Teas that have come down during the last three or four days show an improvement in both these respects—confirmatory of the reports from the country, that the lower classes are inferior, while the finer sorts are superior to the average of seasons. The quality has been seriously deteriorated by the growers having mixed old leaf with the Tea, before taking it to market; and this has been done most in the inferior districts. The bad condition of these same Teas has been caused by the wet weather, which has been a serious difficulty in the manufacture of all grades. Oolong: Arrivals amount to 1,200 half-chests, and of these only a few musters have been shown.

SILK.

CANTON.—Very little has been done since last report, owing to the warlike news received from Europe by telegraph. The market has been nearly cleared of old silk. The first crop is a failure, being fully 70 per cent. less than last year's; the second crop, however, is expected to be a very large one. Quotations, &c., are as follows:—Loongkong, No. 1, $500 to 505; do. No. 2, $485 to 490; Kowkong, $430 to 430; Cumchuck Lucklow, $450 to 460; Rereeled Cumchuck, $530 to 540; Punjum, $100 to 105; Tsatlee, No. 1, $515 to 520.

SHANGHAI.—The season 1866-67 closes with total settlements and exports of 28,384 bales China and 14,022 bales Japan, against 41,883 bales and 12,695 bales respectively in 1865-66, showing a decrease of 12,112 bales, and as compared with 1864-65 an increase of 3,000 bales. It is generally estimated we shall have a supply of 45,000 to 50,000 bales, if the second crop be good; if a failure, not more than 40,000 bales. It is impossible to say at what price the market will open, as there is no appearance of eagerness at present, but we incline to the belief of at least 480 taels for 3rd Tsatlees, and 430 to 440 taels for No. 1 Kahins, unless we receive discouraging tidings from Europe.

CHINA AND JAPAN IMPORTS.

SHANGHAI.—Grey Shirtings: Market very dull, tendency to lower prices. T-Cloths: Without change. White Shirtings: In fair request and command quotations. Camlets: Sales for the past fortnight about 5,000 pcs. at rates for assorted, tending in favour of buyers. Spanish Stripes: Asked for to arrive at 67c. per yard for HH. Sales about 1,000 pcs. Long Ells: Prices very steady. Sales of C P H, assorted to arrive at 7.20 per pcs. H H goods on the spot are held for extreme rates. Sales 4,000 pcs. Figured Orleans: Are a shade firmer, inferior kinds having realised 4.65 taels per pcs. Sales 7c. 8,000 pcs.

METALS.—Late arrivals have increased stocks of lead, but not added much to those of Iron, for which a good inquiry exists. For good assortments of Nail Rod 2.60 to 2.65 tls. can be obtained. Bar has somewhat

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improved; suitable parcels brought 2.70 tls. Lead: L. B. offered at 5.10 tls.

COALS.—The cargo of the Elmstone, Whinfell, and John R. Worcester, have somewhat relieved the market, but caused no change in prices. Cardiff, from ship's side, 16 tls. English, ship's side, 14 tls. Anthracite, 13 to 14 tls.

CANTON.—In Cotton and Manufactures there is nothing new. Lead and Quicksilver continue in good demand at former rates.

HONG KONG.—A very uneasy feeling has prevailed since last mail left, in consequence of the alarming nature of recent advices from Europe, and purchases of Cotton Goods have only been made to a very limited extent, except in the case of T-Cloths, as noted below; Woollens, on the contrary have attracted more attention than for some weeks past. Cotton Yarn: The dulness in this article has continued, and settlements are only to be made at a reduction. Grey Shirtings: Large auction sales of mildewed goods, which took place early in the fortnight have fully supplied the immediate wants of our dealers, so that it has been almost impossible to make any clearances by private contract. A few choice parcels, however, have thus changed hands at $3.05 to $3.10 for 7 lbs., and $3.47½ to $3.59 for 8¼ lbs., and some inferior goods of the last named weight at $3.40 per piece. White Shirtings have been totally neglected. Grey T-Cloths: The demand for these continues, and upwards of 21,000 pieces have changed hands. $2.40 is now readily paid for 6 lbs. 32 in., and 7 lbs. 32 in. have advanced to $2.80 per piece. Dyed and Fancy Cottons: A small amount of settlements are reported in Dyed Brocades at $4.95 per piece; Gentian Twills, at $3.75 per piece; Chintzes, at $2.20 per piece, and Turkey Red Shirtings at $3.25 per piece. Spanish Stripes have come into some request, and have been taken to the extent of upwards of 1,000 pieces at about previous rates. Long Ells are beginning to be inquired for, but prices still rule very low. Camlets—In these only trifling settlements are reported. Inquiry is very slack. Metals: Nail Rod Iron has been active, but at rather lower rates for the ordinary makes of 1 to 6. Hoop and Bar find buyers to a fair extent, also at rather cheaper rates. Lead: 200 pigs have changed hands at $6.60 per picul. Coal: Stocks decreasing, and small supplies on the way, market consequently improving.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, May 17, Challenger; 21, City of Aberdeen; from Deal, 21, Elmstone; from Cardiff, 21, Whinfell; from Shields, 21, John R. Worcester; from London, —, Star of China, Vigil, Wild Deer; from Cardiff, Anna Dorothea (reported by telegram).

At HONG KONG.—From London, May 28; Burdwan, from Liverpool, 20, Everest; from Bordeaux, 18, Imperatrice Eugenie.

At MACAO, from Lisbon, May 18, H.F. M.S. Sada Bandeira.

At MANILA, from Liverpool, May 18, Sales; from Newcastle, 6, Vooruit; from London, Ogono; from Liverpool, Trinidad (reported by telegram.)

At SINGAPORE.—From London, June 2, Taiwan (s.); from Glasgow, 1, Filipino (s.); 7, Dragon (s.); from Cardiff, 8, Haya Maro.

At PENANG, from London, May 21, Ceylon; from Glasgow, Zambezi.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None

From FOOCHOW.—For London, Maitland, Serica, Taeping. (Reported by telegram.)

From HONG KONG and CANTON.—For London, Belted Will. (Reported by telegram.)

From MANILA.—For Cork, May 17, Lord Raglan; for Boston, 19, Gentoo.

From SINGAPORE.—For London, June 1, Mirella; for Boston, 5, Borneo.

From PENANG.—For London, May 16, Tamerlane.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Havelock, Benefactress.

At HANKOW.—For London, Ada, Eliza Shaw.

At SHANGHAI.—For London, Isles of the South.

At FOOCHOW.—For London, Fiery Cross, Flying Spur, Whiteadder, Ziba, Yangtzee, Chinaman, Expected, Taitsing, Ariel, Black Prince.

At HONG KONG.—For London, Min, Wemyss Castle, Passe, Patriot, Deerfoot; for New York, Ethel.

At MANILA.—For London, Monarch; for Liverpool, Hamilla Mitchell Capriolani; for New York, Daniel Marcy, Wild Rover.

At PENANG.—For London, Ceylon, Zambezi; for Falmouth, Dr, Peterman.

FREIGHTS AND CHARTERS.

At HANKOW.—To London, rates not fixed.

At SHANGHAI.—To London, £5 per ton; one vessel only on the berth.

At FOOCHOW.—Rates not fixed.

At HONG KONG AND CANTON.—Freights are dull, with an increased supply of tonnage in harbour. The following is from the circular is from the Circular of Geo. Holmes:—Wemyss Castle, 700 tons, on the berth at Whampoa, for London, at £3 10s. per ton; Passe Partout, 304 tons, Whampoa to London, at £2 15s. per ton; Esmeralda, 360 tons, to Callao, at £3 per ton. Tonnage in harbour, exclusive of Siamese, 41, representing 18 824 tons.

At MANILA.—The settlements are confined to two vessels. The British barque Capriolani loads 600 tons dry sugar at £3, and about 200 tons hemp at £3 10s. For Liverpool: The British ship Hamilla Mitchell has been laid on at £3 for sugar, and £3 5s. for hemp. There is now no disengaged foreign vessel in port, and only one Spanish vessel of suitable size.

AT SINGAPORE.—Rates for home remain steady and firm at £3 per ton all round.

AT PENANG.—The Zambesi, 338 tons, and Ceylon, 265 tons, are loading for London. The former has a full cargo engaged at £3.5s. for Tin, Sugar, Pepper, and Tapioca, £3. 10s. for Hides, and £3. 15s. for Measurement. The Ceylon gets £3. 15s. for Tin, £3. 5s. for light freight and Sugar, and £3, 15s. fer Measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
May 8 ...	Geppard ...	Manila ...	London
— — ...	Eastern Star ...	Singapare ...	London
— 9 ...	Maria Catharina...	Batavia ...	Amsterdam
— 10 ...	Priam ...	Glasgow ...	Batavia
— 12 ...	Migrator ...	Singapore ...	Mauritius
— — ...	Onward ...	Manila ...	Melbourne
— — ...	Niphon ...	Batavia ...	Rotterdam
— 15 ...	Nellie Hastings ...	Cardiff ...	Japan
— — ...	Star of China ...	London ...	Shanghai
— 16 ...	Wild Deer ...	London ...	Shanghai
— 19 ...	Hugh Fortescue ...	Whampoa ...	London
— 20 ...	Vanguard ...	Shanghai ...	London

COMMERCIAL POSTSCRIPT.

Another meeting of the committee appointed to effect the resuscitation of the Commercial Bank has been held without arriving at a result, and it is feared that the liquidators will not be able to wait longer, as creditors are pressing for payment. A call of £10 per share appears to be inevitable.

ARRIVALS NOT IN THE TABLES.—July 12, at Deal, from Samarang, Macassar; from Sourabaya, Alida; 10, off Dungeness, from Java, Ida Elizabeth; 12, at Brouwershaven, from Banjoewangie, Earl of Chester; 13, at Flushing, from Rangoon, Sparkler; 14, at Texel, from Samarang, Kanagawa; 17, at London, from Manila, Coromandel: July 16, at Dartmouth from Singapore, Elias; June 27, at Havana from Macao, Krimpenaan de Leck; July 16, at Liverpool from Singapore, Roslin Castle; from Penang, Monteagle; 14, at Texel from Padang, Aletta Augusta; 15, at Brouwershaven from Banjoewangie, Sumatra; 5, at Zierikzee from Batavia, Catharina Maria; 18, at Deal from Singapore, Der Sud; from Colombo, British Constitution; 15, at Bremerhaven from Rangoon, Peter Gedeffroy; 19, at London from Colombo, Avon; 15, at Brouwershaven from Banjoewangie, Gebr. v. d. Beek; 19, at London from Ceylon, Palestine; at Falmouth from Akyab, Miranda; 17, at Texel from Tjilatjap, Jacob; 19, at Falmouth from Akyab, Buston Vale; from Amoy, Benger; off the Eddystone from Singapore, Hercules.

DEPARTURES.—From Rotterdam, for Batavia, Kosmopoliet; July 13, from Liverpool, for Shanghai, Devonshire; 15, from Sunderland, for Singapore, Blanche; 14, from Gravesend for Singapore, Flandre (s.); 17, from London for Japan, Osaca (s.s.); from Holland for Batavia, Cornelia Hendrika; 13, from Glasgow for Singapore, Jane Blyth; 11, from Lisbon for Galle, Argo, after repairing; 15, from Shields for Galle, Shalland; 19, from London for Cardiff and Singapore, Madagascar; 7, from Shields for Singapore, Neptunus; 13, from Lisbon for Batavia, Navigator, after repairing; from Cardiff for Hong Kong, Abbot Lawrence.

LAID ON.—At London for Shanghai, Shakspeare; for Colombo, Avon. At Liverpool for Shanghai, Leon Crespo; for Singapore, Heather Bell.

SPOKEN.—Kortenaar, Rotterdam to Batavia, June 6, 9 S., 33 W.; Eastern Province, Amsterdam to Colombo, June 6, 9 S., 33 W.; County of Argyle (not Countess of Argyle, as before reported), Glasgow to Java, 45 N., 13 W.; Marie and Elizabeth, Cardiff to Singapore, May 31, 7 N.; 26 W.; Doesborgh, Amsterdam to Maccassar, June 12, 2 N., 25 W., Grosvater, Java to the Channel, June 14, 9 N., 26 W.; Ternate, Sourabaya to Rotterdam, July 12, 48 N., 11 W.; Krimpenaan der Lek, Macao to Havana, May 18, 12 S., 11 W.; J. C. Schotel, Shields to Galle, May 31, 7 N., 25 W.; Corina, Yokohama to London, 40 N., 31 W.; Roslin Castle, Singapore to Liverpool, May 1, 36 S., 22 E.; Stadde Maaslines, Sourabaya to Amsterdam, June 8, 2 N., 24 W.; Malvern, Sunderland to Hong Kong, June 8, 2 N., 24 W.; Fontenaye, London to Japan, June 9, 4 N., 25 W.; Adolf Martinus, London to Batavia, June 1, 6 N., 25 W.

CASUALTIES.—The Tavistock, Tate, from Shields to Shanghai, arrived at Deal July 15, with crew refractory.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 7 tons naval masts and 28 tons naval stores from the Thames to Trincomalee, also of 14 tons (meast.) rifled carbines to Colombo. At Mauritius, June 8, Diana Teengs, from Batavia for Rotterdam; 6, Thales (s.s.) Bramwell, and left 10th for Singapore; May 25, Douglas, Hammel from Singapore; June 3, Migrator, Romer, from Singapore.

THE VOTE FOR LABUAN.—In the House of Commons last night, on the question of a sum to complete the vote of £2,183 for Labuan, Mr. Alderman Salomons said that Labuan was a coaling station for steamers to the Pacific. Was there any prospect that the settlement would pay its own expenses?—Mr. C. Fortescue wished to know whether the Under Secretary for the Colonies could give any information respecting the progress and prospects of the coal mining districts. The island had been retained for its coal, and it was important for our trade in those seas if coal could be obtained. Hitherto, however, the progress in obtaining coal had been slow and disappointing.—Mr. Adderley was informed that the present prospects of the coal supply were much more satisfactory than they had been. It was in 1848 that the station had been accepted as a coaling station, and contracts had now been made for the supply of coal. A new Governor was going out in the autumn.—Colonel Sykes: Who is the new Governor?—An Hon. Member: "Mr. Pope Hennessy." [Mr. Salomons seems to suppose that the China Sea and the Pacific Ocean are identical. But we must not expect too much of Aldermanic geography.—ED. L. & C. T.]

LAUNCH OF A CHINA CLIPPER.—On the 18th inst. there was launched from the building yard of Messrs. Connell, and Co., Glasgow, a handsome composite clipper ship of 1,350 tons, classed A 1 at Lloyd's for 14 years. She was named the *Spindrift*, by Mrs. Findlay, wife of the owner, Mr. James Findlay, of Langlands, Kilbernie, who is also owner of the clipper *Taitsing* and others. The *Spindrift* is intended exclusively for the China trade.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JULY 20, 1867.

THE MAIL SERVICES.

A BLUE-BOOK of some forty pages has just been issued, containing copies of correspondence regarding the proposed mail contracts for India, China, and Australia. The greater portion of this correspondence took place last year, and is now of little interest, as it relates chiefly to the experimental weekly service to Bombay which was carried on for a short by the P. and O. Company, without any subsidy; the remaining portion, however, furnishes a few items of information that have hitherto been wanting. There appears at first to have been a strong inclination on the part of the Government to give the Brindisi route the preference, for a Treasury minute on the Report of the Select Committee says:—

It appears from the able report of Captain Tyler, of the Royal Engineers, to the Postmaster-General, which my Lords have perused with much interest, that if the Brindisi route were made use of instead of that *via* Marseilles, there would be a saving in the time occupied in the conveyance of the mails between this country and Alexandria of 35¼ hours previous to the construction of the Mont Cenis Summit Railway, of 39½ hours after the construction of that railway, and 42½ hours after the completion of the permanent French line from St. Michel to Susa. The great saving of time thus effected affords, in the opinion of my Lords, a conclusive reason for the adoption of the port of Brindisi, as the port of communication with Alexandria instead of Marseilles, the more so as it appears that the Italian Government are willing and anxious to make every necessary arrangement for facilitating the conveyance of the British mails through Italy.

This opinion is fully endorsed by the India-office, for in reply Lord CRANBORNE says:—

With regard to the substitution of Brindisi for Marseilles as the port of communication with Alexandria for the fast Indian mails, Lord Cranborne considers it to be of the utmost importance to reduce to the lowest practicable point the time occupied in the transmission of the mails between this country and India; and he learns with much satisfaction that the Lords of the Treasury and Her Majesty's Postmaster-General are of opinion that it will be practicable to adopt a change of route, which will conduce in a material degree to this highly desirable end.

But a subsequent letter from the Postmaster-General to the Lords of the Treasury exhibits the relative merits of the two routes in a different light. The Duke of MONTROSE says:—

As respects the contracts to be entered into by this department, I have thought it well, in order to enable your Lordships more readily to determine the question whether the Mediterranean service, in connection with the transit through France, shall in future be from Marseilles or Brindisi, to call for tenders for a service by each of those routes, though I now think it probable, owing partly to the saving in time which would be made in the Marseilles route by going direct to Alexandria instead of calling at Malta, partly to the uncertainty still attaching to the practicability of the transit through Italy of our large and heavy mails, and the danger of interruption from the circumstance that much of the Italian railway has only a single line, partly to the strong aversion which has been manifested by the French Post-office to the adoption of the Italian route (an aversion to which practical effect might be given by a notice to terminate the French postal convention), partly to the increased expense which a transit through Italy would probably entail, and in part, lastly, to the establishment of telegraphic communication with India, having rendered great speed in the packet service less important, that you will decide to continue the use of the Marseilles route.

As the subject is not further discussed, we may presume that the old route *via* Marseilles will in all likelihood be retained, at all events, for the present. The distribution of the extra expense to be incurred by the new system also forms a subject of consideration, and it seems probable that the Ceylon Government will in future be called upon to bear a portion of it, for in the minute above referred to we find the following paragraph:—

The large and important island of Ceylon has hitherto not contributed towards the loss incurred by the packet service, by which its correspondence with this country has been conveyed; my Lords are of opinion that the time has now arrived when it may fairly be called upon to contribute towards the loss in question in proportion to its correspondence; at any rate, so long as the postage on letters to and from Ceylon continues at the moderate rate of 6d. the half-ounce letter; and my Lords would be glad if the Secretary of State for the Colonies will make an intimation to this effect to the Government of that island.

The last document in the series announces that persons willing to contract may tender, not only for the whole or any single service, but for a single packet per month on any of the proposed routes; and that the last day for receiving tenders will be the 16th of September next.

The question of Brindisi *versus* Marseilles is exciting no little attention in Italy, where there exists a very natural hope that the impending decision will be favourable to the former port. A pamphlet on the subject has just been issued by Signor CARLO ARRIVABENE, in which he adverts to the attempts which have been made, and which may be expected to be made, by the French to prevent the adoption of the Italian route by Brindisi to the abandonment of that by Marseilles. He points out that in a memorandum by the French postal authorities transmitted by the French MINISTER of FOREIGN AFFAIRS to Lord COWLEY, in which it was sought to prove that the saving of time to be gained by adopting the Brindisi route would be only ten hours, the memorandum based all its calculations upon the assumption that the Italian railways were only in operation as far as Ancona. He then endeavours to prove at length that it will be eventually highly advantageous to England to send not only that light part of the Eastern mail which is now sent by Marseilles, but also that heavier portion which is now sent by Southampton, by the Italian route, showing that thus the heavy mail, forwarded by ordinary trains, need leave London only from one to two days earlier than the fast mail, instead of from seven to eight days, as is now the case, using the Southampton route. He admits, however, that for this to be feasible it would be necessary that the Governments and companies through whose States the mail would have to pass should consent to a tariff reduced from the present rates; and that for such a reduction it may be necessary to wait till a competing line across the Alps, through Belgium, the Rhine country, and Switzerland shall be opened. Signor ARRIVABENE seems to have misgivings that French influence and the natural official liking for keeping the beaten paths may avail to prevent our Government and postal authorities from availing themselves of the Italian route; an opinion which is certainly to some extent confirmed by the letter of the POSTMASTER-GENERAL above quoted.

THE VICEROY OF EGYPT AND THE P. AND O COMPANY.

A DEPUTATION from the Peninsular and Oriental Steam Navigation Company, headed by Mr. P. D. HADOW, deputy-chairman (in the unavoidable absence of Mr. ANDERSON, the chairman), and consisting of Rear-Admiral Sir W. H. HALL, K.C.B., Messrs. WEGUELIN, M.P., ALLAN, DE SALIS, THORNTON, C.B., and BAYLEY, directors; the Earl of LEVEN and MELVILLE, Mr. BETHUNE, Captain BAIN, and Mr. HOWELL, secretary, waited on the VICEROY of EGYPT, by appointment, at Dudley House, on Wednesday morning, the 10th inst., for the purpose of presenting a complimentary address on the occasion of his Highness's visit to this country. The VICEROY received the deputation in the most cordial manner, and appeared much pleased with the address, which was worded as follows:—

ALTESSE,—Nous, le president et les directeurs de la Compagnie Peninsulaire et Orientale, avons reçus avec la plus vive satisfaction la permission que votre Altesse nous a si gracieusement accordé, de vous présenter nos hommages respectueuses à l'occasion de la visite de votre Altesse á Londres.

Nous ne nous trouvions pas dans la necessité de constater á votre Altesse les relations qui lient si étroitement les interêts de la Compagnie Peninsulaire et Orientale avec le pays et le Gouvernement de l'Egypt, ces relations ayant étés si souvent reconnues de la part de votre Altesse par des actes qui temoignent le désir de les cultiver et de les rendre continuelles.

Quand a l'époque de votre avénement au pouvoir votre Altesse en répondant à l'addresse de félicitation du Corps Consulaire à declaré votre intention de dévouer à la prospérité du pays toute l'énergie et toute la persévérance dont votre Altesse es si signalement donée, nous avons sentis que ces paroles etaient pleines de bon augure pour l'entreprise dont nous sommes les Directeurs et les associés.

L'Egypte est devenu depuis de jour en jour la voie la plus favorisée du commerce entre l'Europe et les pays lointains de l'Orient, et si tous les efforts de votre Altesse n'ont pu devancer les demandes toujours croissantes que ce commerce impose à l'administration du transit les œuvres complétés et mis en progrés par votre Altesse affirment votre solicitude pour cette branche importante du Gouvernement de votre pays.

Nous osons donc espérer que votre Altesse daignera accepter nos voeux très sincères qu 'une longue vie et une parfaite santé vous soient accordées pour recueillir les bénéfices des mesures si éclairés, que sous le Gouverne-

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ment de votre Altesse et de vos prédécesseurs ont transformé dans ces dernieres années l'aspect du magnifique pays de l'Egypte.

(Signed) AR. ANDERSON, Chairman.

His HIGHNESS listened very attentively to the address, and then made a reply in Turkish, which was translated by his Excellency NUBAR PACHA as follows :—

"That his Highness desired to thank the directors for the step they had taken in waiting upon him, and to acknowledge the friendly sentiments expressed in the address. That the transit was a subject which he had always looked upon as a most important branch of his administration; that he was now constructing additional railway works, which when completed would shorten the distance between Alexandria and Suez; and he also hoped would enable him to diminish the charges, which the directors might perhaps regard as rather high at present."

MR. ADDERLEY AND THE CEYLON LEAGUE.

COLONIAL affairs have never been favourite topics with the House of Commons, and those members who affect to be versed in this department of politics are not in all cases competent to discuss them. The consequence of this indifference and inertness is that the Crown, or rather the SECRETARY for the COLONIES, exercises a degree of control in colonial matters, in some of which Imperial interests are not necessarily involved, such as the Constitution never contemplated. A Parliamentary challenge on the action of the Colonial-office being so rare, a minister is left to take his own way. We have thus seen more than once a policy enforced wholly contrary to the spirit of British legislation, and such as public opinion in England, had it been fairly elicited, would never have sanctioned. As regards Ceylon, it is scarcely possible to conceive of injustice more glaring than that to which she has submitted at the hands of the colonial authorities, in being compelled to witness the idle accumulation of surplus revenue—a surplus mainly due to the arbitrary restrictions placed on the expenditure of revenue, and which has been urgently required for purposes of internal improvement. Still less would the voice of England sanction mere nominal representation of the tax-paying community in the local council when actual representation has been conceded, the spirit of the concession being neutralised by swamping the Council with official nominees, and a persistent refusal to enlarge the number of the elected members. Narrow and captious views, with a jealous antipathy to the enlargement of political privileges, would appear to be hereditary with the occupants of the Colonial Office. And the views of the SECRETARY of the COLONIES are of the first importance to those so largely affected by his decisions, for from these decisions there is found to be practically no appeal. If the SECRETARY be of retrospective tendencies—a man bound by the red-tapism of precedents—a colony, unless powerful enough to act for itself, is sure to be hampered in its progress. What, then, shall be said of a Secretary who, bringing to his office no spirit or liberality, and no enlarged or enlightened views, such as would give Ceylon at once rights of which no English community is deprived, displays such incapacity as to misapprehend, or such prejudices as to ignore their expressed wants and wishes? Twice has Ceylon petitioned the Throne in language clear and unmistakable for the removal of disabilities that press on all classes, in dealing with revenue and matters of local legislation, the removal of which was guaranteed by her original constitution; and yet, on the 4th inst., Mr. ADDERLEY, in his place in the House of Commons, referring to the League which represents the whole body of European colonists and settlers, referred to that body as formed in order "to obtain a control over the "appropriation of the revenue by which they might spend the "*public money* in improvements, and leave the English tax-"payer to pay the whole of the expense of the military defence "of Ceylon." No representation of the objects of the League, the petitions from which on the subject of colonial rights are not to be confounded with the memorial signed by certain Singalese requesting that Ceylon might be changed into a Crown colony, could possibly be more unjust. The colonists of Ceylon have been conspicuous in their readiness to assume their due share of outlay for the purposes of military defence, and Mr. ADDERLEY is well aware that the amount of their annual contribution to this end has been finally and determinately fixed by a military commission. What they demand is, in addition to efficient representation, that they shall be left unfettered in otherwise dealing with their island revenue, not being compelled to seek the sanction of the authorities at home as regards matters that simply concern their local interests. Never was application more reasonable, and Mr. ADDERLEY must have calculated on a singular state of ignorance and indifference in the House of Commons in venturing to put such a gloss on the purposes of the organisation. That organisation did not come into existence until it was made apparent that no other means existed for making the voice of Ceylon felt in this country. We challenge Mr. ADDERLEY to justify his libellous imputation on the loyalty and public spirit of Ceylon, a colony noticeable for the enlarged view she has taken of her own and the imperial interests, and we trust there will be found members of the House of Commons ready to vindicate its honour. The success of the Ceylon League is only a question of time, and the realisation of its objects, objects legitimate in every respect, will only be hastened by the studious efforts made to misrepresent them.

WE understand that the Archbishop of CANTERBURY has announced to the directors of the Church Missionary Society that he is prepared to proceed with the consecration of a bishop for North China and Japan, the consent of the Foreign-office having been obtained. The gentleman who is designated for the post is the Rev. W. A. RUSSELL, M.A., of Trinity College, Dublin, who has been for some time a missionary at Ningpo.

THE Austrian expedition to Eastern Asia, which was to have consisted of the frigate *Donau* and the corvette *Friedrich*, under the command of the late Minister of Commerce, Admiral Wullersdorff, has again been postponed. This is the more to be regretted as Austria has as yet no treaties of commerce with China and Japan, and her merchant vessels are unprotected, and only tolerated, in the Chinese seas.

WE understand that Messrs. Trubner and Co., of Paternoster-row, the London agents for the publishers of *The Treaty Ports of China and Japan*, have now received a full supply of that valuable handbook, and are prepared to supply copies at the price of £2 2s.

WE understand that Sir JOHN MILLBANKE HUSKISSON has resigned the post of Her Majesty's Minister at the Hague.

THE JAPANESE FLEET.

At the meeting of the North China branch of the Royal Asiatic Society, held at Shanghai on the 18th April, Dr. Macgowan read an interesting paper on Japan, of which the following is an abstract :—

Statistical Note on the Steam Navy of Japan, with Remarks on the Condition of that Empire.

It is well known that when the Shiogoon of Japan abandoned the policy of non-intercourse with foreign Powers, there sprung up a demand in the country for steam vessels, which foreign merchants promptly supplied. Few, however, are aware of the extent to which the general Government of the Daimios went in organising a navy of steamers and vessels of foreign rig. As accurate information on this subject serves to throw light on Japan in her present transitional condition, and as I am happily able to furnish a few statistical facts in relation to those purchases, I presume that the society will consider them record worthy. I present them also as data for forming an opinion on the political and mercantile prospects of a progressive people. This communication makes known the cost and tonnage of the vessels which the rulers of Japan have purchased since the opening of their country to foreign commerce, and the names of the States for which they are designed. For the list which is subjoined I am indebted to F. A. Groom, Esq., of the firm of Glover and Co., Nagasaki. Its accuracy, therefore, will not be questioned.

The list suggests a few prefatory remarks. It indicates a revival of a maritime and martial spirit in the nation that has been dormant for centuries. The large outlay for a steam navy which the list makes known does not, however, afford as strong evidence of progress as might at first sight be supposed. That versatility of genius which the Japanese have frequently exhibited, and notably when they took charge of and worked without foreign assistance the steamer which was presented to them by the English Government, and as was shown also by their taking unaided a steamer to and from San Francisco, has been attended by the usual accompaniment of versatility, a want of persistency, and a dilapidated navy is the result; and this, too, notwithstanding their having established at Nagasaki an expensive machine shop expressly for the repairs of steamers. The fact that three-fourths of the purchases of foreign built vessels were made by Daimios shows that the Government at Yedo is either disinclined or unable to deprive those semi-independent princes of the advantages which accrue from the possession of fleets. The vessels of the Daimios are in better condition, are turned to more useful purposes, than are those of the general Government. The most powerful, and perhaps the most progressive, of the Daimios is the Prince of Satsuma. He is the chief purchaser of foreign built vessels, and that he has other than military aims is demonstrated by the pains he is taking to develop the industrial resources of his principality and his Lewchewan dependency. He is promoting both agriculture and commerce by the introduction of cotton mills, sugar mills, and other useful machinery. His navy is employed almost wholly for commercial purposes. He gives employment to a number of foreign engineers, and anterior to the opening of Japan, he republished for the use of his sea-going subjects a work on the laws of storms, in the Chinese language, by the writer of this note. He is evidently aware of what constitutes true greatness in a State.

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On comparing what I observed in Japan during a late visit with what I observed when the country was first opened, I saw numerous evidences of rapid advancement, but the saddening conviction was forced upon me that the amiable natives of that country are decreasing in numbers. As the opening of Japan proved to be her political salvation, averting Russian annexation which was impending, so perhaps her Christianisation—a probable consequence of that opening—may save her from the doom of extinction which unquestionably awaits all other Pacific islanders.

A *resume* of the subjoined list will show in a few words what has been attempted by the Japanese towards the creation of a steam navy. It will be observed that of the 83 vessels that have been sold to the Japanese by foreigners 16 were purchased by the general Government and the same number by the Prince of Satsuma; the purchasers of 12 are not known, and the balance were taken by twenty of the other Princes, one, two, or more each. The tonnage of four is not given. The aggregate of the balance is over 25,400 tons; the total price paid by the Japanese for 79 vessels is $5,770,000. With a few unimportant exceptions, these vessels were steamers; 60 of which have the English flag, 17 the American, three Prussian, and two Dutch—one is unknown. The list omits the steamer which was presented to the Shiogoon by the British Government, and the gunboat which the Government of Yedo procured at a fabulous cost through the late Minister of the United States, which proved a bad speculation as far as the Japanese are concerned, and a disastrous one as regards American prestige in that country. To the above must soon be added ironclads, monitors, and other steamers that have been ordered in Europe and America. Every addition to the armed fleet of Japan is a presage of evil, as such vessels are less likely to be employed to resist foreign aggression than in internecine strife.

Merchant Vessels sold from the Opening of the Three Ports of Yokohama, Nagasaki, and Hakodadi, July 1, 1859.

	Name.	Tons.	Price.	Purchasers.
1	England (British) *a*	746	$128,000	Prince Satzuma
2	Fenna (Dutch)	250	16.000	Prince Sendai
3	Daniel Webster (American) ...	263	16.000	The Shiogoon
4	C. E. Tilton (American) ...	448	35.000	Prince Tchikusen
5	Althea (American)	378	22,000	Government
6	Armistice (British)	358	34.000	Government
7	Fiery Cross (British)	447	130,000	Prince Satzuma
8	Columbia (American)	777	95,000	Prince Tchikusen
9	Governor Wallace (American) ...	180	14,300	Prince Etakosuoi
10	Lancefield (British) *b*	447	116,000	Prince Chosieu
11	Jinkee (British)	405	150,000	Government
12	St. Louis (American)	1,500	88,000	Prince Awa
13	Wanderer (American)	175	10.000	Prince Owari
14	Taoutai (brig) (American) ...	167	70,000	Prince Idsumo
15	Gazelle (schooner) (British) ...	337	100,000	,,
16	City of Hankow (British) ...	241	100,000	Prince Kanga
17	Nankin (British)	81	42 500	Government
18	Lanrick (British) *c*	283	20.000	Prince Chosieu
19	Victoria (British)	94	66.000	Government
20	Sir Charles Forbes (British) ...	138	48.000	Do.
21	Shantung (American) *d*	361	135,000	Government
22	Ly-ee-moon (British) *e*	370	195.000	,,
23	Leemin (British)	181	89.000	Prince Aki
24	Contest (American)	532	95,000	Prince Satzuma
25	Shanghai (British) *f*	412	115,000	Prince Tosa
26	Sir George Grey (British) ...	492	85.000	Prince Satzuma
27	Water Witch (British)	236	25 000	Prince Namboo
28	Kumsing (American)	—	125,000	Prince Hitchigen
29	Sarah (British)	160	75,000	Prince Satzuma
30	Shunglee (British)	341	100.000	Government
31	Yangt-ze (British)	350	145 000	
32	Foh-Kien (British)	274	75 000	Satzuma
33	Swatow (British)	145	80 000	Kurmle
34	Lotus (British)	461	120,000	Satzuma
35	Stork (H.B.M.S. Beagle), (Brit.)	164	75,000	,,
36	Cosmopolite (British)	—	120.030	Higo
37	Carthage (British)	500	120 000	Hizen
38	Bahama (British)	887	138,500	Kishow
39	No. 1 (Dutch)	—	—	particulars not transpired
40	Viola (British)	684	95,000	Satzuma
41	Sir H. Parkes (British)	541	112,000	Kauga
42	Elgin (British)	396	125,000	Skuzen
43	Ayrshire Lass (British)	67	25.000	,,
44	Union (British)	205	60.000	Satzuma
45	Kinlin (British)	270	75 000	,,
46	Gerard (British)	410	80.000	,,
47	Huntress (American)	383	19.000	,,
48	Star (American)	—	12.500	Kauga
49	Berlin (Prussian)	207	11,000	Echezen
50	Brandenburg (Prussian)	800	35 000	Government
51	Mathew Luce (Prussian) ...	305	35 000	,,
52	Promise (British)	—	80,000	Kokura
53	Pembroke (British)	248	25,000	Satzuma
54	Sarah (British) *g*	160	10,000	,,
55	Dolphin (British)	330	23,000	Hizen
56	Wild Wave (British)	396	12,000	Komatz
57	Otentosama (British)	—	50,000	Satzuma
58	Pembroke (British)	—	20.000	
59	Yedo (British)	370	70,000	Hizen
60	Granada (British)	—	109.366	Higo
61	Eagle (American)	—	180,000	Government
62	Mercury (British)	120	30.000	,,
63	Fairy (British)	70	23,000	Prince of Higo
64	Japan (British) *h*	473	110.000	Prince Gayshu
65	Dumbarton (British)	—	180,000	Government
66	Kestrel (British)	230	60,000	,,
67	China (British) *i*	—	20.000	Tosa
68	Satzuma (British)	281	24,000	
69	Owari (British)	323	30,000	
70	Varuna (American)	1,318	175.000	Chosieu
71	Hercules (British)	150	60,000	,,
72	Tapangnoo (British)	517	105,000	
73	Nankai (British)	130	75.000	Tosa
74	Martin White (American) ...	100	75,000	
75	Valetta (British) *k*	298		
76	Chusan (British) *l*	817	70.000	
77	City of Nantes (British)	301	55,000	
78	Shooeyleen (British) *m*	659	157,000	Tosa
79	Kaffir Chief (British)	178	11,000	
80	Spunkie (British)			
81	Scotland (British) *n*	1,864		
82	Kagosima (British) *o*	430	40,000	Higo
83	Corea (British)	—	22,000	Higo

[REMARKS.—*a*. Burnt at Kagosima during the action. *b*. Sunk at Simonosaki, but afterwards raised and sold to Messrs. Russell and Co. *c*. Destroyed by the French at Simonosaki. *d*. Lost at sea shortly after purchase. *e*. Laid up at Yedo. *f*. Resold to foreigners. *g*. Resold. *h*. Payable in three years. *i*. Steamer *Shanghai* in exchange. *j*. Lost before delivery was taken. *k*. To be paid for in coals. *l*. Payable by instalments extending over seven years. *m*. Credit extending over three years. *n*. Particulars not transpired (about $125,000), to be delivered on return from Yokohama. *o*. To be delivered immediately.]

The President (Dr. Winchester) was not prepared to accept the somewhat gloomy statement which Dr. Macgowan made with respect to the numbers of the population of Japan, and was disposed to believe that his estimate was somewhat lower than the fact. Judging from the number of inhabitants known to be resident in Yedo, and also from the estimated revenue of the country in kokus, he (the President) thought the population could not number less than twenty-eight millions. With respect to the impulsiveness of the Japanese character, he concurred with Dr. Macgowan's remarks. Dr. Winchester concluded with an eloquent description of the kingdom and people, and expressed his belief that no one who remembered the beauty of the country, and the kindness, suavity, and refinement of its inhabitants, could fail to look with interest upon the future prospects of Japan, and trust that it might become the land of progress, of liberty, and of religion.

Information having been requested respecting the prospects of telegraphs in China and Japan, Dr. Macgowan remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, who, but for the death of the Mikado, would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believed that the time is not far distant when Japan will be connected by telegraph with the Russo-American line at the Amoor; and he thinks it not unlikely that Shanghai may by means of a cable to Japan find its readiest channel of communication with America and Europe. With regard to China, he holds that submarine telegraphy along the coast, advocated by the newspapers of Shanghai and Hong Kong, is preferable to a land line. The East India Telegraph Company, which he represents, has advised him of its having decided to order the manufacture in England of the requisite amount of cable. He proposes to connect the Woosung shore end with this settlement by an air line extending along the road constructed by foreigners from Shanghai to that point which he is confident can be done without much popular opposition. He was about to proceed to Peking to prosecute his undertaking in that capital. He is also in correspondence with the Spanish Government for extending a cable from Hong Kong to Manila.

Monetary and Commercial.

A meeting of the shareholders of the London Joint-Stock Bank was held on the 18th inst.; G. G. Nicol, Esq., in the chair. A bonus of 6s. 3d. per share was declared, which, in addition to the usual 12½ per cent. dividend, will be equivalent to £1 5s. upon each share. The total net profits amount to £92,175, so that £2,175 will remain to be carried forward. A general meeting will be held on the 25th inst., when a proposal to increase the paid-up capital from £1,080,000 to £1,200,000 by the issue of 8,000 new shares will come under consideration. The balance-sheet and directors' report are very satisfactory, and will be found in full in another column.

It is understood that the Agra Bank will be prepared on and after the 1st of next month to pay its promissory notes falling due on the 15th of October under rebate of interest at the same rate the notes carry—namely, 5 per cent.

The biddings for £270,000 in bills on India took place on the 17th at the Bank of England. The amounts allotted were —to Calcutta, £41,300; to Madras, £10,000; and to Bombay, £100,000. The *minimum* price was fixed, as before, at 1s. 11d. per rupee on all the presidencies. Tenders at the *minimum* on Calcutta and Madras will receive in full, and on Bombay about 63 per cent. All tenders above the *minimum* will receive in full. These results show no revival in the demand for means of remittance to the East.

The bar silver brought by the West India packet has been disposed of at 60½d. per oz., showing no alteration. A limited amount of Mexican dollars has been sold for China at 59¼d. per oz., an advance of ¼d.

A half-yearly meeting of proprietors of the Chartered Mercantile Bank of India, London, and China is convened for the 19th November.

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At the meeting of the Union Bank of London, Mr. Northall Laurie in the chair, the report showed an available total of £221,479, including the large previous balance of £99,436, which was reserved last year to meet any contingencies that might prove to have resulted from the crisis of 1866. A sum of £60,000 being now believed sufficient for that purpose, the amount of divisible profit was £161,479, out of which a dividend at the usual rate of 15 per cent. per annum and a bonus of 5 per cent. (making, with the dividend paid in January, 22½ per cent. for the past twelve months) were declared, leaving £11,479 to be carried forward.

The report presented at the meeting of the Alliance Bank yesterday shows an available total of £19,812, including a previous balance of £2,756, and recommends a dividend of 7s. 6d. per share, or 3 per cent. per annum, and the appropriation of £1,000 to building and furniture accounts, leaving £3,966 to be carried forward. The depreciation arising from the commercial crisis has made it necessary to revise the estimated value of the securities held against previous bad debts. Finding from this that the reserve of £70,000 would be materially reduced by a realisation of them at present prices, the directors recommend "that the preliminary expenses and the balance of the building account (Lothbury premises) be first entirely written off, and that the amount then remaining be carried to the credit of the old bad debt account, which they confidently believe will then be fully covered."

The report of the General Credit and Discount Company recommends an interim dividend for the half-year at the rate of 5 per cent. per annum, and expresses confidence in the present position of the undertaking, as well as in its general prospects of carrying on a sound and profitable business.

The report of the National Bank states the profit for the half-year to have been £101,338. The usual dividend at the rate of 8 per cent. per annum and an extra dividend of 16s. per share have been declared, leaving £1,338 to be applied to reserve, which will then stand at £461,592. The directors also state that, notwithstanding the moderate rates of interest which prevail, they have been enabled to employ the resources of the bank with advantage.

At the half-yearly meeting of the general board of directors of the Thames and Mersey Marine Insurance Company (Limited) an interim dividend at the rate of 10 per cent. per annum and a bonus of 5 per cent. (in all 4s. per share) were declared, being together at the rate of 20 per cent. per annum for the half-year ended the 30th of June.

The directors of the Union Bank of Australia have resolved upon a dividend of £2 2s. 6d. per share, being 8½ per cent. for the half-year.

At the meeting of the Submarine Telegraph Company on the 17th the proposal to increase the capital from £265,000 to £300,000, by the issue of £35,000 stock bearing a preferential dividend of 7 per cent., for the purpose of laying an additional cable from Ostend, was agreed to.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices July 16.	Prices July 19.
£10	Agra Bank	6	—	—]
20	Asiatic Bank Corporation, new shares	10	—	—
25	Bank of Egypt	All	—	—
40	Chartered Bank Ind., Aust., & China	All	—	—
25	Chartered Merc. of India and China	All	—	25 to 27
20	City Bank	10	14 to 15	13 to 15
20	Eastern Exchange	5	—	—
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	—	—
50	London and County	20	54 to 56	55 to 57
50	London Joint Stock	15	43 to 45	42 to 44
100	London and Westminster	20	104 to 106	103 to 105
25	Oriental Bank Corporation	All	42 to 44	42 to 44
60	Union of London	15	39 to 41	38 to 39
	MISCELLANEOUS.			
5	Bombay Gas	All	4¾ to 4¾ x.d.	4¾ to 4¾
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	108 to 110	108 to 110
20	Ceylon Company	10	1¼ to ⅜ dis.	1¼ to ⅜ dis.
20	Do. A shares	5	2 to 1 dis.	2 to 1 dis.
20	China Steamship & Lanuan Coal Co	13¾	13⅛ to 12⅛ dis.	13⅛ to 12⅛ dis.
10	Credit Foncier & Mobilier of England	9	5⅛ to 5¼ dis	5⅛ to 5⅛ dis.
20	Egyptian Com. & Trading Company	6	4¼ to 4 dis.	4¼ to 4 dis.
10	General Credit & Discount Company	7½	2¼ to 2 dis.	2¼ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2¼ to 1⅝ dis.	2¼ to 1⅝ dis.
5	Oriental Gas	All	5¼ to 5¾	5¼ to 5¾
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	41 to 43	43 to 45
50	Do. New 1855	All	40 to 42	43 to 45
50	Do. Do. 1867	5	6 to 4 dis.	5 to 3 dis.
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	89 to 92	89 to 93

MANCHESTER MARKETS.

Mr. Sam Mendell's report states:—The depression in this market has become more decided since the 9th instant; prices are all lower, with sales on a very limited scale, and the general tendency is still in favour of buyers, but more especially is this the case with qualities of Yarns and Goods adapted for the markets of India. Quotations are:—Grey Shirtings: 7 lbs., 8s. 6d. to 9s. 3d.; 8¼ lbs., 11s. 3d.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s 3d.; Nos. 28-32, 1s. 3d. to 1s. 4d.; Maddapollams, 3s. 10½d.; Long Cloths, 10s. 3d.; T-Cloths, 6s. 9d.; White Spot Shirtings, 12s. 3d.; Damasks, 21s. 6d.

ARTICLES OF IMPORT.

TEA.—Since the 10th instant the tea market has continued extremely flat, and the amount of business transacted has been very small. At the public sales that commenced on the 16th, medium descriptions of Congou went rather lower. Foochow Congous: Dust and siftings are without alteration. Fair leafy, of old import, sold at the auctions at 1s. per lb.; and privately these have ranged at 1s. to 1s. 0½d. for new import, occasionally the price being in favour of the buyer. Superior grades have sold at 1s. 2d. to 1s. 3d. per lb., but in very small quantities, the demand over 1s. 1d. being as restricted as before. Fine and finest are not inquired for. Black Leaf Congous: Dust, "with all faults," sold at the auctions at 5d. per lb. In common, sales have been made at 11½d. per lb., but there is little offering under 1s. per lb., still it is difficult to sell at this price, except they possess fair quality; over 1s. 1d. the demand is trifling; some breaks of medium to fine were sold at 1s. 4d. to 1s. 9d., which were easier prices. Privately there is hardly any demand whatever for these grades. Tayshan Congous do not show any alteration. Scented Orange Pekoes: Some breaks of fine sold in the sale at 1s. 5½d. to 1s. 6½d. per lb. Scented Capers, ex Sea Bird, sold readily, although the late extreme rates were not obtainable. Green Teas: In country kinds there is not any alteration worthy of note. Canton kinds have sold at full rates.

SILK.—There is no change to report in this article. The market continues dull, with an almost total absence of business.

COTTON.—The market has been extremely dull and inactive, and the sales have been trifling at a reduction of ¼d. per lb. for all descriptions. The total sales have been 1,400 bales on the spot and 1,200 to arrive. No China has been offered since our report of the 10th inst.

COFFEE.—The Colonial market has remained very steady during the week, and of the limited supply of Plantation Ceylon, the good qualities have found ready buyers at stiff rates. Native continues out of demand, and beyond a few bags real good ordinary at 62s. little has been sold. The following are the particulars of the public auctions:—Of Ceylon, 740 casks, 440 barrels and bags Plantation, mostly sold, fine ordinary to low middling, 68s. to 77s. 6d., middling to good middling 78s. 6d. to 83s., and 534 bags Native were withdrawn. Of Manila, 1,045 bags pale were bought in at 64s. The stock of Ceylon on the 6th inst. was 8,210 tons against 4,100 in 1866, and of all descriptions 13,960 tons against 14,880 in 1866.

COIR YARN.—The only offer at auction has been 40 tons Ceylon, part of which sold at £28 to £34 10s. per ton.

CINNAMON.—Higher prices have been obtainable for Ceylon, 44 bales having been sold as follows:—First sorts, 2s. 3d. to 2s. 4d.; seconds, 2s. 1d. to 2s. 3d.; thirds, 1s. 9d. to 1s. 11d. per lb.

CLOVES.—Two cases Penang realised 11¾d. per lb.

CUTCH.—Small lots of fine Pegu have been reported sold at 40s. per cwt., but the demand is limited, and 185 bags Singapore were all bought in at 25s. per cwt.

DRUGS.—Beans: 11 cases ordinary to good medium Tonquin realised 8d. to 1s. 2½d. Camphor: Steady, and the offers at auction consisting of 50 tubs Japan and 130 cases China realised £6 17s. 6d., landing weights. Cantharides: For 2 cases China at the sales 2s. 3d. only was offered, and they were eventually bought in at 4s. Cardamoms: 43 cases Ceylon were bought in; fair at 3s., ordinary at 2s. 6d. per lb. Rhubarb: For China descriptions a decline of 6d. to 9d. for the better, and 3d. to 6d. for the lower qualities has taken place, and of 190 cases offered 68 sold as follows:—Fair mixed, 4s. to 4s. 3d.; good medium, 3s. 6d. to 3s. 7d.; medium, 2s. 5d. to 2s. 10d.; ordinary, 1s. 7d. to 1s. 9d.; wormy, 1s. 5d. to 1s. 7d. per lb.

EBONY.—Of Ceylon, 259 logs (48 tons) were bought in at £5 15s. to £9 per ton.

GUMS.—Benjamin: At auction, 37 cases Siam realised for middling bold, mixed, blocky, and slightly barky, £24 15s. to £25 5s., and for rather dark small almond in block drossy £11 to £13, and 5 cases rather dull Sumatra seconds, £8 12s. 6d. to £8 15s. per cwt. Damar: 16 cases good partly bold Batavian realised 76s. to 78s. 6d. per cwt.

HORNS.—Of Ceylon Deer 1,924 Horns (23 cwt.) sold at 72s. per cwt.

MANILA HEMP.—No private business is reported, and at auction 384 bales were offered and withdrawn.

PEPPER.—At public sale 1,704 bags Black Singapore were withdrawn; of 1,506 bags Penang only 200 bags of the sound portion sold at 2 15-16d., and the sea-damaged (700 bags) at 2¾d. to 2⅞d. Privately, very little has been done; 85 bags Singapore White at auction were bought in at 5¼d., but the greater part since sold thereat.

RICE.—There is still a good inquiry for floating cargoes, of which five have been sold; one of 350 tons Rangoon at 11s. 9d., and one of 740 tons Larong Arracan at 10s. 9d. ex ship, both arrived off Coast; one of 1,600 tons Nakrenzie, May sailing, at 10s. 7½d. for the United Kingdom; 1,560 tons for the Continent at 10s. 6d.; one of 1,600 tons Rangoon at 11s. 1¼d. and another of 700 tons, March sailing, at 11s. 6d. for the Continent. Landed parcels are offered at easier rates, and only about 6,000 bags soft grain have been taken, Nakrenzie at 11s., Rangoon 11s. 9d. to 12s. 3d.

SUGAR.—A quiet tone has continued to pervade the market for this article, and as most holders have shown unabated firmness, transactions have been of light amount. Cargoes afloat have been in less general request, and except for Muscovade descriptions the late currency has been barely obtainable. No sales of East India description have taken place. The imports of raw sugar into the four chief ports of the United Kingdom to the 6th of July were 287,400 tons, against 279,600 tons in 1866. The clearances for home consumption were 277,800 tons, against 239,900 tons. **The stock was 178,100 tons, against 220,700 tons last year.**

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SAPANWOOD.—The sales have included 20 tons Manila at £9 17s. 6d. to £10, and 20 tons Ceylon at £10 5s. to £10 15s. per ton.

TORTOISESHELL.—Of Singapore 2 cases (543 lbs.) were bought in at 9s. No Manila has been offered.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 3	Esperanza	Onate	Macao	Havana.
— 14	Robin Hood	Morgan	Foochow	New York.
— 23	Laura and Adele	Pohlmeyer	Batavia	Off the Land'sEnd
— 26	Malvina Vidal	Kessal	Siam	Portsmouth.
— 28	Pudel	Sternberg	Akyab	Off Falmouth.
— —	Libra	Dirksen	Batavia	Off Beachy Head.
— 17	Alblasserwaard	V. Linden	Padang	New York.
— —	Ferdinand and Louis.	Duinker	Batavia	Off Falmouth.
— 28	Emilie	Hansen	Macao	Deal.
July 2	Khandeish	Storey	Batavia	London.
— —	Patriarch Samhiri	Lion	Do.	Off Weymouth.
June 8	Josefita y Almira	Pereira	Macao	Havana.
— 12	Mina	Achutegui	Do.	Do.
— 12	Victoria	Metternich	Do.	Do.
— 19	General Havelock	Cawse	Foochow	New York.
— 25	Elena	Knutsen	Singapore	Gibraltar.
— —	Aerolite		Bassein	Off Queenstown.
July 2	Zaanstroom	Driest	Batavia	Texel.
— —	Sophie		China	Deal.
— 5	Cyane	Petersen	Akyab	Falmouth.
— 5	Peter Godeffroy	Meyer	Rangoon	Off ditto.
— 6	Indiana	Cooper	Java	Cowes.
June 30	Timaro	Sandrinelli	Singapore	Trieste.
July 7	Sea Bird		Canton	Downs.
— 5	Golden Fleece (s.)		Cape and Hong Kong	Queenstown.
— 7	Harkaway	Collier	Colombo	London.
— 6	Seafield	Tough	Do.	Downs.
— 6	Broadwater		Japan	Do.
— 7	William Stewart	Atkins	Akyab	Falmouth.
— 7	New Brunswick	Mesley	Rangoon	Do.
— 6	Rathfern	Mitchell	Do.	Liverpool.
— —	Glencoe	Sands	Akyab	Off Queenstown.
— 7	Knighton		Rangoon	Liverpool.
— 8	Fairy	Johnson	Colombo	London.
— 9	San Fernando		Manila	Plymouth.
— 9	Thurso	Simpson	Rangoon	London.
—	Earl of Chester	Nancollis	Sourabaya	Off Dover
—	Gerardus P. Servatius	Beckering	Batavia	Channel.
— 5	Emilie	Hansen	Macao	Hamburg.
— 5	Karel August	Miermans	Tjilatjap	Helvoet.
June 30	Magellan	Crosby	Shanghai	New York.
July 5	Nueva Lantaro	Estibal	Manila	Barcelona.
— 9	Sparkler	Wilson	Rangoon	Deal.
— 7	Macassar	Coulon	Samarang	Off the Start.
— 7	John Rennie	Gaggs	Singapore	Do.
June 29	John Norman	Edwards	Do.	New York.
July 10	Glendoveer	Knowles	Manila	Off Falmouth.
June 27	Aurora Australis	Todd	Shanghai	New York.
— 28	Lady Louisa	Mackellar	Do.	Do.
July 11	Channel Queen	Marquand	Colombo	London.
—	Batavia	—	Batavia	Off Dover.
— 6	Kanagawa	—	Do.	Portland Bay.
— 6	America	Roper	Rangoon	Do.
— 7	Thames	Arnold	Ceylon	Off the Start.
— 9	Cardross	Gilchrist	Maulmain	Off Queenstown.
— 9	Zanzibar	Maack	Penang	Off Dunnose.
— 8	Colgrain	Hoad	Colombo	Off the Start.
— 9	Sumatra	—	Batavia	Do.
— 11	Mermaid	—	Rangoon	Liverpool.
— 9	Louise	Mellema	Passroeang	Off Swanage.
— 9	Gebroeders	v. d. Beck	Batavia	Off Plymouth.
— 6	Jeune Clementin	Le Barbier	Saigon	Ile Dieu.
— 13	Eena	Lyall	Singapore	Deal.
— 15	Cyane	Petersen	Akyab	London.
— 13	Abo	Lindbolm	Bassein	Falmouth
— 14	Aline	Kier	Rangoon	Do.
— 14	Martin	Dall	Bassein	Do.
— 15	Goldfinder	—	Rangoon	Liverpool.
— 16	Shakespere	Dalgleish	China	Downs.
— 16	Carioca	Hughes	Japan	Do.
— 15	Bacchante	—	Akyab	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 25	Dilpussund	Jones	Shanghai	London.
— 2	Art Union	Madron	Hong Kong	Do.
— 20	Cornelis Gips	Wortelboer	Batavia	Off Dungeness.
— 21	Joachim	Hettmeyer	Singapore	Cardiff.
— 22	Ladye Love	Gladstone	Shanghai	Newport.
— —	Ridderkerk	Brinck	Java	Amsterdam
— 25	Petchelee	Owen	HongKong	Liverpool.
— 27	Dunmore	Roberts	Singapore	Do.
— 25	Tres de Mayo	Cavieces	Manila	Glasgow.
— 28	Hans	Grozerigg	Chefoo	Cardiff.
— 28	Luctor and Emergo	Ouwehand	Singapore	Do.
— 22	Coquimbo	Stevenson	Galle	Liverpool.
— —	Julia	Loon	Hong Kong	Rotterdam.
July 2	Talbot	James	Shanghai	London.
— —	Johan Christoph		Hong Kong	Altona.
— —	Twee Gezusters	Bemolt	Batavia	Newcastle.
— 2	Abbott Lawrence	Bramhall	Hong Kong	Cardiff.
— 2	Richard	Breckenstein	Galle	Do.
May 31	Alicia Annie	Kirby	Shanghai	Rio de Janeiro.
July 3	Teviot	Wheelan	Colombo	London.
— 2	Princess of Wales	Shepherd	Shanghai	Newport.
— 3	Gloriosa	Catto	Do.	Cardiff.
— —	Schelde	Hoffmann	Singapore	Rotterdam.
— 5	Florence Nightingale	Beard	Do. and Penang	London.
— 6	James Shepherd	Jean	Shanghai	Do.
— 5	Glenaros	Robert	Do.	Cardiff.
— 3	Neptune's Bride		Colombo	Shields.
— 6	Sir Ralph Abercrombie	Anderson	Shanghai	Cardiff.
— 5	Gertrude Maria	Lepsey	Singapore	Penarth.
— 6	Falcon	Luxton	Hong Kong	Liverpool.
— 5	Varuna		Singapore	Sunderland.
June 18	Hong Kong	Iriberry	Hong Kong	Havana.
July 9	Palmerston	Seagrove	Colombo	London.
—	Johanna Maria	Schutt	Hong Kong	Hamburg.

DEPARTURES—*continued.*

ate.	Ship.	Captain.	For	From
July 4	Princess of Wales	Shepherd	Shanghai	Newport.
— 7	Akerhus	Malling	Singapore	Do.
— 8	Tavistock	—	Shanghai	Shields.
— 9	Eleanor	Silk	Amoy	London.
— 10	Red Riding Hood	Henderson	Hong Kong & Canton	Do.
— 9	Nereus	Planten	Singapore	Newport.
— 9	Sultan	—	Hong Kong	Shields.
—	Elshout	Akkerman	Batavia	Amsterdam.
— 10	Peter Rohland	Ruake	Shanghai	Cardiff.
— 8	Alexandrina	Sangster	Yokohama	Penarth.
— 8	H. V. de Paulo	—	Singapore	Do.
— 8	Concurrent	Singer	Do.	Do.
— 9	Brilliant	Walker	Yokohama	Liverpool.
— 10	Robert	Carter	Galle	Do.
— 6	Tahti	Dahlberg	Batavia	Do.
— 12	Meppel	Vandam	Singapore	Cardiff.
— 11	Sarah March	Norton	Shanghai	Liverpool.
— 15	Gresham	Brayley	Hong Kong & Canton	London.
— 13	Lina	—	China	Shields.
— 13	Gazelle	Green	Hong Kong	Cardiff.

(See Commercial Postscript.)

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At LONDON.—For Yokohama, St. Dunstan. For Yokohama and Nagasaki: Eastern Queen, Osaca (s.s.), Pampero. For Shanghai: Beemah, Peterborough, Durham. For Hong Kong: Sophie. For Hong Kong and Canton: Charlotte, The Tweed. For Manila: Aureliana. For Singapore: Arab Steed. For Penang: Helen's Bank. For Colombo: Seafield, Thames, Hesperia, Sea King. For Galle and Cochin: Ann Lucey.

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At GLASGOW.—For Manila: Rosa del Turia. For Hong Kong: Swomi. For Batavia and Sourabaya: Bristow. For Singapore: Jane Blyth. For Colombo: Christian Rankin.

At GREENOCK.—For Hong Kong: Glenlec.

SPOKEN.

SOLENT, for Hong Kong, 20 S., 29 E.
GOUVERNEUR V. D. EB, Cardiff to Singapore, May 31, 7 N., 25 W.
JANNETJE, Rotterdam to Batavia, June 25, 48 N., 11 W.
REGINA MARIS, Samarang to Rotterdam, June 4, 10 S., 14 W.
OUR QUEEN, Liverpool to Shanghai, June 10, 7 N., 25 W.
MAITLAND (ship), Glasgow to Bat., 20 days out, June 25, 23 N., 22 W.
SOURABAYA PACKET, Amsterdam to Batavia, May 29, 5 N., 23 W.
INSULINDE, Amsterdam to Batavia, May 28, 5 N., 24 W.
COQUETDALE, of Shields, Java to Falmouth, May 12, 35 S., 22 E.
CONSUL VOEKEL, Batavia to Amsterdam, June 16, 33 N., 37 W.
SHANTING, Batavia to Altona, May 5, 5 S., 20 W.
MALGORN, Sunderland to Hong Kong, May 31, 6 N., 28 W.
JAN V. GALEN, Rotterdam to Batavia, June 3, 6 N., 27 W.
IDA GERTRUIDA, Batavia to Amstdm., June 26, 44 N., 28 W.
PRINCESS MILLIA, Batavia to Rotterdam, May 18, 32 S., 15 E.
ESKDALE (bq.) Colombo to London, May 10, 27 S., 11 E.
JOHN JOSEPH (brig), Havre to Japan, July 7, 49 N., 20 W.

FREIGHTS AND CHARTERS.

Since our last issue a few vessels have been taken up to load on the berth for the Eastern ports, and rates of freight remain firm. Coal freights from the northern outports remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance of 10 tons (meast.), medical stores from the Thames to Colombo, and of 50 tons navy provisions, &c., to Hong Kong.

CASUALTIES.

The Argo (Russian Ship), Rosenberg, from Cardiff to Galle, which put in at Lisbon June 20, leaky in her topsides, has been ordered to discharge sufficient cargo to bring the leak, which is reported to be forward, above water.

A telegram received from Galle dated June 21 states that the Prussian brig Tamerlane, from Penang to London, has been totally lost at Sumaca, crew saved, tin probably recovered.

The France, from Toulon to Saigon, with a general cargo, was totally destroyed by fire June 25 in the Gulf of Denia, part of the crew landed by the Swedish barque Theodore Dill.

The M. Lopez, Morales, from Cadiz to Manilla, which put in at Rio Janeiro May 13, required repairs, and will probably have to sell part of her cargo to defray expenses.

The Island Queen, Dickson, from Cardiff for Shanghai, arrived at Simon's Bay, May 26, with loss of foremast, bulwarks, &c., having experienced a hurricane from N. to S., May 6, in lat. 34 S., lon. 17 W.

The Johanna Emelie, Teubert, sailed from Batavia for the United Kingdom 18th Nov., and has not since been heard of.

MISCELLANEOUS.

AT CALLAO.—May 27, America, Ferreiros, sailed for Macao.

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PORT OF AMOY.
CHINA.

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Capital paid up	... ...	50,000,000 ...	£2,000,000
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Do.	Mar. 15, 1868	10,000,000 ...	£400,000
Do.	Sept. 15, 1868	10,000,000 ...	£400,000
Reserved Fund	... ...	20,000,000 ...	£800,000

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any ervice in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON, W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignment of Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

CAPE COLONIES, INDIA, CHINA, AND JAPAN.

TERMS:—One-half the estimated cost to be remitted with the order, and the balance on receipt of Bill of Lading and Invoice.

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Office, 2, Cowper's-court, Cornhill (over the Jerusalem), London E.C.

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SIXTIETH REPORT OF THE
LONDON JOINT-STOCK BANK.

At a GENERAL MEETING of the SHAREHOLDERS, held at the Banking House of the Company, in Princes-street, Mansion House, on THURSDAY, July 18, 1867, GEO. GARDEN NICOL, Esq., Chairman, JOHN KNOWLES, Esq., Deputy-Chairman, the following REPORT was presented:—

The annexed accounts which the Directors have the satisfaction of presenting to the meeting will inform the shareholders that during the six months ending the 30th ultimo the bank has made a net profit of £92,175 18s. 4d., of which the sum of £90,000 is appropriated to the payment of the usual dividend, at the rate of 12½ per centum per annum, with a bonus of 6s. 3d. per share, together with £1 5s. per share, leaving an unappropriated balance of £2,175 18s. 4d. to be carried forward to profit and loss new account.

The guarantee fund, with its accrued interest, now amounts to £337,839 4s. 8d.

The Meeting will be made an Extraordinary General Meeting for the election of a director to fill the vacancy at the board created by the lamented death of George Tayler, Esq.

The board has resolved—subject to confirmation at a special general meeting of shareholders—to complete the addition made to the capital of the bank in 1864 by the issue of 8,000 shares, the remaining portion of the 20,000 shares authorised to be issued, and of which 12,000 were allotted in August, 1864. These shares it is intended shall be offered in the first instance to the shareholders, in the proportion of one new share to every nine shares of which on the 25th day of July they may be the registered holders, at £25 per share, being £15 per share the amount paid up on the existing shares of the company, and £10 per share premium; the sum to be received as premium to be added to the guarantee fund. On the completion of this issue the capital of the bank will be increased to 80,000 shares of £50 each, paid up to the extent of £15 per share, thus raising the paid-up capital to £1,200,000.

A special General Meeting has been convened for Thursday the 25th of July, when a resolution will be proposed to authorise the issue of 8,000 new shares, and the directors will avail themselves of the occasion of this meeting to propose to the shareholders certain alterations in Clauses 7, 9, and 52, of the deed of settlement of the Company, which the board deem for the interest of the bank should be sanctioned.

The Directors, recognising the propriety of granting pensions for long and faithful services rendered by the officers of the bank, have established rules and regulations for granting a retiring allowance to the staff of the bank and from the uniform interest taken by the shareholders in the welfare of those devoting themselves faithfully to promote the prosperity of the bank, the directors feel confident that the course they have adopted will meet with the hearty concurrence of all shareholders.

The dividend and bonus, free from income tax, will be payable on and after Friday, the 26th inst.

The preceding report having been read to the meeting by the Secretary, a dividend for the half-year ending the 30th June last, after the rate of £12½ per centum per annum, and a further division of 6s. 3d. per share, out of the net profits of the half-year ending as above, were declared by the Chairman.

Resolved unanimously:

"That the report now read be received, adopted, and printed for the use of the shareholders."

The Chairman then declared the meeting to be an extraordinary general meeting for the purpose of electing a Director in the room of the late George Tayler, Esq., and stated that the only candidate was W. R. Ormsby Gore, Esq., M.P. The question having been put to the meeting, W. R. Ormsby Gore, Esq., M.P., was declared duly elected a Director of the Bank.

Resolved unanimously:

"That the thanks of the meeting be presented to the directors for the able manner in which the affairs of the Bank have been conducted during the past half-year."

Resolved unanimously:

"That the thanks of the meeting be given to Mr. J. W. Nutter, the general manager, country manager, the managers of the branches, and other officers, for their attention to the business of the Bank."

(Signed) GEO. GARDEN NICOL, Chairman.

Extracted from the minutes,

ALFRED SCRIVENER, Secretary.

LIABILITIES AND ASSETS, Saturday, June 29, 1867.

Dr.			
To capital paid up, viz., 72,000 shares at £15 each		£1,080,000	0 0
To amount of the Guarantee Fund, Dec. 31, 1866	£332,846 10 9		
To six months' interest on ditto, at 3 per cent. per annum	4,992 13 11		
		337,839	4 8
To amount due by the Bank on current accounts, deposit receipts, circular notes, and acceptances		14,733,764	17 8
To special reserve		40,000	0 0
To rebate of interest on bills discounted not yet due, carried to new account		15,110	18 6
To amount of net profit for the half-year ending June 30		92,175	18 4
		£16,298,890	19 2
Cr.			
By Government Stock, valued in accordance with the resolution passed by the General Meeting of Shareholders, on the 19th Jan., 1865, viz:—			
By £1,200,000 Consols, New Three per Cents., and Reduced at 90 ...		£1,080,000	0 0
By cash in hand and at the Bank of England		1,602,601	3 11
By bills discounted, loans, and other securities		13,568,703	18 3
By building, furniture, &c., at head office and branches		47,585	17 0
		£16,298,890	19 2

PROFIT AND LOSS ACCOUNT for the Half-year ending June 30, 1867.

Dr.			
To current expenses, proportion of building expenses, Directors' remuneration, bad debts, income-tax, &c....	£35,584 17 0		
To rebate of interest on bills discounted not yet due, carried to new account	15,110 18 6		
To six months' interest on the Guarantee Fund at £3 per cent. per annum	4,993 13 11		
		£55,688	9 5
To dividend account, for the payment of half a year's dividend at the rate of 12½ per centum per annum upon £1,080,000, amount of paid-up capital upon 72,000 shares		67,500	0 0
To ditto for the payment of a bonus of 6s. 3d. per share		22,500	0 0
To amount carried forward to profit and loss new account		2,175	18 4
		£147,864	7 9
Cr.			
By amount of gross profit for the half-year ending 30th June ...		£147,864	7 9
		£147,864	7 9

GUARANTEE FUND ACCOUNT.

Dr.			
Present amount		£337,839	4 8
		£337,839	4 8
Cr.			
Amount on the 31st December, 1866		£332,846	10 9
By interest on ditto to 30th June, 1867, at £3 per cent. per annum		4,992	13 11
		£337,839	4 8

THE LONDON JOINT-STOCK BANK.

ESTABLISHED IN 1836.

HEAD OFFICE—5, PRINCES-STREET, MANSION HOUSE. PALL-MALL BRANCH—69, PALL-MALL. CHANCERY-LANE BRANCH—124, CHANCERY-LANE.

Directors.

WILLIAM BIRD, Esq.	PHILIP WM. FLOWER, Esq.	FREDK. JNO. JOURDAIN, Esq.	GEORGE GARDEN NICOL, Esq.
WILLIAM BLOUNT, Esq.	FRANCIS BENNETT GOLDNEY, Esq.	JOHN KNOWLES, Esq.	JOHN STEWART OXLEY, Esq.
FRANCIS BOYKETT, Esq.	W. R. ORMSBY GORE, Esq., M.P.	DONALD LARNACH, Esq.	GEORGE POLLARD, Esq.
GEO. THOS. BROOKING, Esq.	CHARLES JAMES HEATH, Esq.	HENRY LEE, Esq.	FREDERICK RODEWALD, Esq.
Alderman Sir JAMES DUKE, Bart.		JOHN GEORGE MACLEAN, Esq.	ROBERT RYRIE, Esq.

Head Office—5, PRINCES-STREET, MANSION HOUSE—J. W. NUTTER, General Manager.
Country Department—5, PRINCES-STREET, MANSION HOUSE—W. F. NARRAWAY, Manager.
Pall-mall Branch—69, PALL-MALL—R. G. BARCLAY, Manager.
Chancery-lane Branch—124, CHANCERY-LANE—F. K. HEWITT, Manager.
Secretary—ALFRED SCRIVENER.

The capital of the bank is £3,600,000, in 72,000 shares of £50 each. The sum of £15 has been paid on each share, and the present paid-up capital of the bank is £1,080,000.

The guarantee fund amounts to £337,839.

Current accounts are kept agreeably to the custom of London bankers.

Parties keeping current accounts with the bank can transfer to a deposit account any portion of their balance upon which interest at the current rate of the day will be allowed.

Sums of £10 and upwards are received on deposit at interest from parties not customers, either at seven days' notice or for fixed periods, as may be agreed upon.

The Agency of Joint-Stock Banks, Private Bankers, and Foreign Banks undertaken.

Investments in, and sales of, all descriptions of British and Foreign Securities, bullion, specie, &c., effected.

Circular Notes are issued free of charge for the use of travellers, payable in the principal towns on the continent of Europe and in the chief commercial cities of the world. Letters of credit are also granted on the same places. They may be obtained at the Head Office, in Princes-street, Mansion-house, or at the branches.

Dividends on English and Foreign Funds, or Railway and other Shares and Debentures, received without charge to customers.

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THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.

NOTICE to SHIPPERS and PASSENGERS by the OVERLAND ROUTE:—

The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN, POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month. Passengers by this route are less than ten days in the tropics.

The next departures from San Francisco are:—

GREAT REPUBLIC, 5,000 tons, September 3rd.
CHINA*, 5,000 tons, October 14th.
COLORADO, 4,000 tons, November —.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

* Name changed from "Celestial Empire."

NEW OCEAN MAIL ROUTE to CHINA and JAPAN, via the Isthmus of Panama and San Francisco.

THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departure will be from Liverpool on the 20th August, intending to connect, at San Francisco, with the steamer leaving on the 14th October for Japan and China. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

For rates of Freight and Passage apply to the agents, J. M. CURRIE, Havre and Paris; or at the Company's Offices, The Temple, Dale-street, Liverpool, and 117, Leadenhall-street, London, E.C.

ARTHUR B. FORWOOD, Managing Director.

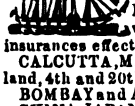
STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

JAPAN AND CHINA, by Mail Steamers throughout.—GOODS for YOKOMAMA, Nagasaki, Hong Kong, and Shanghai can be shipped under through bills of lading, via Panama, by the ROYAL MAIL STEAM PACKET COMPANY'S STEAMERS, leaving Southampton on the 2nd of September, 1867.

Apply to J. M. LLOYD, Secretary.
Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

ORIENTAL, AUSTRALIAN, AND GENERAL STEAM AGENCY, AND GLOBE PARCEL EXPRESS.



PARCELS, PACKAGES, and MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clipper Ships, weekly.

Prospectuses, with through rate to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

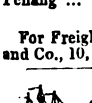
Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Beemah	A1 11 yr.	E.I.D.	With des.
Shanghai	Shakspere ...	A1 12 yr.	W.I.D.	With des.
Hong Kong ...	Sophie	A1 14 yr.	W.I.D.	With des.
Singapore	Arab Steed...	A1 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and PENANG. The following first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Peterboro'...	A1 13 yr.	E.I.D.	July 25th
Hong Kong & Whampoa ...	Charlotte ...	A1 12 yr.	E.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Pampero ...	A1 9 yr.	E.I.D.	With des.
Penang	Helen's Bank	A1 10 yr.	St.K.D	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Sea King ...	404	A 1 12 yrs.	L.D.	July 25
Colombo...	Seafield ...	616	A 1 10 yrs.	W.I.D.	Imm.
Pt. de Galle & Cochin	Ann Lucey .	270	A1 11 yrs.	L.D.	Imm.
Bombay ...	Bebington...	889	AA1		July 23

No. 22, Great St. Helen's, E.C.

To sail on July 31.

FOR SHANGHAI, the splendid new clipper-ship DURHAM, AA1, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

To Sail on August 5.

FOR HONG KONG and WHAMPOA, the well-known clipper THE TWEED, A1 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander; lying in the East India Docks. This magnificent ship offers a favourable opportunity to shippers of fine goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

First voyage—London to Ceylon, 77 days; Singapore to London, 84 days. Second voyage—London to Bombay, 89 days; Malabar Coast to London, 81 days. Third voyage—London to Bombay, 75 days; Kurrachee to London, 86 days.

Will meet with Quick Despatch.

DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander a lying in the London Docks. This fine vessel offers; first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second clas passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To Sail 25th July.

DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, A 1 12 years. 404 tons register, S. C. CLARKE, Commander; London Docks. This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

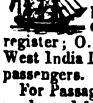
For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Sea King."

Will meet with the usual despatch.

DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

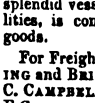
For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



COLOMBO DIRECT, will have immediate despatch, having the greater portion of her cargo engaged, the splendid clipper THAMES, A 1 13 years, 444 tons register; O. J. H. ARNOLD, Commander; to load in the West India Docks. Has magnificent accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard; and for Freight or Passage to F. TALLACK, No. 23, Birchin-lane, E.C.

To follow the "Jessie Gilbert," and will sail July 23.



FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will shortly be published, in 1 vol., crown 8vo,

THE LIFE AND TEACHINGS OF CONFUCIUS;

With Explanatory Notes. By JAMES LEGGE, D.D. Reproduced from the Author's work on the "Chinese Classics," with the Original Text.

London: Trubner and Co., 60, Paternoster-row, E.C.

Printed for the Proprietors by RICHARD KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, July 20, 1867.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 252.] LONDON, SATURDAY, JULY 27, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	Mar. 26	May 17	May 29
Nagasaki			June 1
Hakodadi			
CHINA—Peking			May 18
Tien-tsin			May 21
Chefoo			May 24
New-chwang			May 17
Hankow			June 2
Kiu-kiang			June 3
Chin-kiang			
Shanghai	Apr. 17	June 4	June 7
Ningpo			June 4
Foo-Chow			June 9
Taiwan			
Amoy			June 10
Swatow			
Hong Kong	Apr. 26	June 4	June 13
Canton			
Macao			
PHILIPPINES—			
Manila	Apr. 17	May 31	June 5
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			June 15
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			June 15
MALACCA STRAITS—			
Singapore	May 17	June 20	June 21
Penang	May 10	June 8	June 24

The next French mail, with Hong Kong dates to June 25, is due on the 6th August. Telegrams have been received, via Galle, to June 23 from Shanghai and 29th Hong Kong, reporting export of tea for season 24,000,000 lbs., and silk 6,000 bales. Exchange 6s. 3d., and 4s. 6½d. for bank bills.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Nyanza, arrived July 25.—From Shanghai: Mrs. Earl. From Hong Kong: Mr. Stokes, Mrs. Mackarf, child, and servant, Mr. Morel. From Singapore: Mr. Schwabe, Mrs. Edgar and servant, and two second-class passengers. From Penang: Mr. Shaw, Miss Shaw, Mr. Wilson. From Galle: Captain and Mrs. Stewart, two children, and servant, Major Skinner.

To Southampton, per P. and O. steamer Columbian, expected to arrive August 2.—From Shanghai: Captain Webb, Mrs. Robinson, child, and servant. From Hong Kong: Mr. Ingram, Lieut. Richards, Lieut. Bond, Dr. Thorpe and servant. From Singapore: Mr. and Mrs. Rankin and five children, Captain Stewart, Captain Bryant. From Penang: Mr. and Mrs. Bryant and child. From Galle: Mrs. Lindsay, three children, and servant, Mrs. Dalrymple, Mr. Dunlop, and one second-class passenger.

PASSENGERS OUTWARD.

Per P. and O. steamer Bangalore, from Southampton, July 20.—To Singapore: Mr. Ray, R.N., Mr. Petley, R.N., Mr. Armstrong, R.E. To Ceylon: Mrs. Hudson, Mr. J. Tindal. To Calcutta: Mr. E. H. Becher, Mrs. Panton, Mrs. E. Lazarus, two Misses Lazarus, Miss E. Symonds, Masters E. and A. Lazarus and servant, Mrs. Partridge, child, and servant, Mr. and Mrs. C. B. Coussens, Mrs. A. K. Bennert and three children, Mrs. Mackenzie and three daughters, Mr. Sampin, Mr. F. Sampin, and six second class passengers. To Madras: Ensign Behan.

From Marseilles, July 28.—To Shanghai: Mr. H. Gribble and one second class passenger. To Calcutta: Major Paterson, Major Wilkinson, Mr. A. Ritz, Mr. W. Ainslie, Rev. W. H. and Mrs. Tibe, Lieut. L. M. Carmichael, Major and Mrs. Hume, Major J. J. Hume, Mr. Posner. To Madras: Mr. W. H. Franck. To Ceylon: Mr. G. Christian.

From Galle.—To Shanghai: Mr. Bird.

Per P. and O. steamer Mooltan, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formochy. To Hong Kong: Mr. Jones, R.N., Mr. Stratford, R.N., Mr. Grant, R.N., Mr. Platt, R.N., Mr. Oldknow, R.N., Mr. Blackburn, Mr. C. Jackman.

Per P. and O. steamer Columbian, from Southampton, August 20.—To Shanghai: Mrs. Lewes. To Ceylon: Rev. J. Pickford, Rev. Griffith.

Per P. and O. steamer, from Southampton, September 4.—To Shanghai: Mr. and Mrs. G. W. Paine and child.

From Suez to Hong Kong: the Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rudd and two children, Miss Pinchand. To Singapore: Mr. and Mrs. J. McLachlan, Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kann.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port now extend to the 29th May. The outward mail of March 26 was delivered on the 17th May, conveying also London telegrams to April 13. The following items are from the *Japan Herald*:—

H.M.S. *Basalisk* has arrived with H.E. Sir H. Parkes and suite. When our last summary left, the foreign Ministers had just been paying their official visit to the Shiogoon at Osaka, and were dispersing—the French Minister having gone from Osaka to Nagasaki in H.I.M.S. *Guerriere*; the Dutch Minister arriving in Yokohama the day before the English mail steamer's departure; the American Minister making his arrangements to leave Osaka in a few days, which he has since done, the U.S.S. *Shenandoah* bringing H.E. and his suite back on the 22nd May; and the British Minister, as yet undecided whether he should return by sea or overland—the probability being then in favour of the latter. The projected overland trip, however, finally resolved itself into a jaunt across country from Osaka, on the shores of the Inland Sea, to Tsurunga, a port on the west coast, said to be that which is to be opened to foreigners on the 1st January, 1868. The result of the visits of the Ministers have yet to be worked out. More immediately they are, that Hiogo, Osaka, Yedo, and a port on the west coast of the island of Niphon, are all to be opened to foreign trade on next New-year's day.

Some little apprehension had been caused in consequence of a private telegram *via* Galle which stated that war was imminent between France and Prussia, and the P.M.S.S. *Colorado* is stated to have brought a later telegram to the effect that "war is declared." There were few, however, who believed in the genuineness of this news.

By the enterprise of Californian citizens we are in expectation of seeing gasworks established in Yokohama early in next year. The agent sent over here was desirous, in the first instance, that a portion of the stock might be taken in the settlement; but as few seemed to care to lock up money just now, he was content to receive their names as subscribers for the gas itself; and having secured promises for considerably over 2,000 burners, he is pretty certain that his principals will carry out the scheme.

A Japanese gentleman from the province of Etchizen, Sasaki Gouruk, left in the *Colorado*, accompanied by an interpreter, for the purpose of studying science in San Francisco, particularly as connected with mining and machinery.

Up to this season it has been the wont of foreigners to have their residences within the boundaries of the foreign settlement; those who desired a jaunt into the country making use of the tea-houses (native hotels) while absent. But this season, encouraged by the healthier state of feeling apparent in the Government, some foreigners have rented Japanese tenements at a distance from town, that they might enjoy change and quiet. Amongst these was Mr. Gibson, who secured a Japanese house at Nigishi, quite close on the sea shore, and situate at the corner of the road laid out by Government for the use of foreigners. On Saturday evening, the 26th May, Mr. Gibson was seated at dinner with Mrs. Gibson, their little boy, and a friend, when a report of a gun or pistol was heard,

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and a bullet came in at the paper window, striking a cruet-stand directly in front of Mrs. Gibson. Mr. Gibson and his friend immediately rushed out, and believed they saw the culprit, a Japanese, making off, but he eluded them and got away. Information was immediately given to the authorities in town; but although a corporal's guard was sent down to make search in the neighbourhood, and give protection against further assault, not the slightest clue has been gained as to the culprit.

On the 16th May rumours were current that Stotsbashi was about to visit Yokohama on the following day, and many supposed it was to be the Shiogoon himself. It turned out however that it was the Prince who was reported as having succeeded to the Shiogoonate on the rumoured assassination of Stotsbashi. It appears that he now occupies the position of heir apparent as the present Shiogoon did to the former; and probably the name Stotsbashi (one bridge) may thus be one accorded to his rank. The constant change of names among the upper Japanese is very puzzling, and doubtless the Shiogoon who has hitherto been known to us as Stotsbashi has now another suited to his advanced rank. The Prince hitherto known to us as Owari-sama has, at all events, assumed the name of Stotsbashi, and it was he who visited the settlement. He is of course of the Gosankai families—the three from whom the Shiogoons are selected—or he could not hold the position he does. The Japanese in speaking of him called him the Shiogoon's brother, but the relationship is not so close by blood. He visited the stores of Messrs. Kirby and Co., McKechnie and Co., and some others; he also visited the Club, and expressed a wish to see some of the private residences, but we are not aware whether he actually did so. He seemed to take a great interest in all he saw, and in various ways showed his pleasure. He is short in stature, and has a very agreeable face, although the smallpox has left decided proofs of the severity with which it had attacked him. The only thing remarkable about his costume was the handle of his sword, which was one of the handsomest we have ever seen.

The newspaper in Japanese, edited by the Rev. Mr. Bailey, although appearing very irregularly, having only now arrived at its third number, appears to be taking well with Japanese readers. Of No. 1 no less than 1,500 copies have been already circulated, and a fifth edition is asked for and being printed. In like manner of No. 2, although 1,600 have been taken, a third edition is being struck off—the demand still continuing. Of the present number, the first edition will be 2,000 copies. A Yokohama and Yedo bookseller has sent copies to Osaka and Kioto, and is making arrangements to supply the provinces of some of the Daimios. No. 3 consists of 32 pages; and is full of interesting matter. One of the earliest paragraphs is a very important piece of information to Japanese merchants. It is a caution to all, that breaches of contract can now be exposed to all their countrymen. There is then the general news from various countries in Europe and the United States (the latter referring principally to the reception of the Japanese commissioners in San Francisco), the Sandwich Islands, and China. Then comes local news, in which allusion is made to the gas project—reference to grievances of which foreigners complain; the proceedings at Osaka, and the official notification as to new ports; the arrival of the steamer *Kai-yuo-mar* from Holland for the Japanese Government, changes in Consulates, Dr. Hepburn's Dictionary, ships in port, &c. There is also an account of the Pyramids of Egypt, prepared by the editor at the request of a Japanese who saw mention made of the pyramids in the account of the Overland route in the last number of the *Bankoku Shinbunshi*. These take up about one-half of the paper. The other half is taken up with various short articles—market intelligence, amusing scraps, and finally with advertisements. With such a variety, it is not wonderful that the demand for the paper is so fast increasing. It has the advantage possessed by the home papers, in being published in the language of the people, and therefore standing a fair chance of being eagerly sought by myriads as it gradually becomes known, and we do look upon it as one of the most certain means of giving correct information amongst the people, and thus affording strong hope of the more speedy dispersion of prejudice, and the foundation of a better feeling than has yet been displayed towards foreigners.

A work of infinite labour has just been completed by Dr. Hepburn, American medical missionary, who has been engaged for years unceasingly upon it, with assistance of a learned Japanese. His dictionary with the Japanese words in Roman, in Japanese, and in Chinese characters will be most valuable to every student; and we have no hesitation in saying it is far in advance of anything of the kind that has yet been attempted. America may well be proud of the position she takes through the energy of her sons. The best Japanese grammar, by the Rev. Mr. Brown, the most—indeed the only—comprehensive dictionary by Dr. Hepburn, and all the other enterprises we have either to-day or on previous occasions alluded to, fairly entitle her to rank amongst the foremost of the substantial developers of civilisation in Japan.

The following we quote from the *Japan Times Overland Mail*:—

We hear of a combination against him of some of the more important princes, who maintain their right to open their own ports, and, it is stated, intend to make separate overtures to foreigners on the subject unless admitted by the Shiogoon to a fair share of the trade. But of this and other important questions connected with the opening of the new ports we shall probably be better able to speak authoritatively next mail.

The *Colorado* has come and gone since we wrote last. She arrived from Hong Kong on the 23rd and left for San Francisco on the 25th, carrying a considerable cargo and fair number of passengers. Another of the younger scions of the Orleans family, Monsieur le Duc de Penthievre, eldest son of the Prince de Joinville, was among them. He is in the Portuguese navy, and is on his way to Lisbon to join his ship, after a year's leave spent in visiting Australia, Java, China and Japan.

Mr. R. Eusden, formerly attached to the British Legation as Japanese Secretary, arrived from Shanghai by the *Singapore* on his way to Hakodate, where, we hear, he will assume the duties of Acting Consul.

In commercial circles the time has been a quiet one, disturbed only by the occurrence of a bankrupcy, that of Messrs. A. M'cKechnie and Co., fancy goods merchants, which, so far as appears at present, seems likely to be a disastrous one to all concerned. The silk and tea markets are both exceedingly slack, as might be expected at this time of the year. Of our chief staple there is very little on the market, most of the stock is of an inferior description, but for the very few bales of really good silk, of which there is a small quantity, holders are remarkably firm. Little is doing in the tea market, buyers waiting the arrival of samples of the new crop. It is reported that a lot of new teas, bought at top prices, went by the *Colorado*. Accounts from the country of grain, rice, silk and tea are all favourable, and the weather is all that could be wished.

The following is a copy of a notification recently issued by H.E., the British Minister conveying to the public the terms on which the three Japanese Ministers proposed to arrange for the reception of foreigners at these ports; and Sir Harry Parkes' letter acquiescing in the arrangments, and acknowledging the liberal and courteous manner in which they had carried through the negotiations.

"The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan hereby publishes, for the general information of Her Majesty's subjects, the subjoined correspondence between himself and the Japanese Government relative to the formation of foreign settlements at Hiogo and Osaka.

"HARRY S. PARKES.

"Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan."

Osaka, May 17, 1867.

Sir,—The enclosed are rules which we propose to make for the establishment of foreign settlements at the port of Hiogo and at Osaka, and we shall be obliged by your informing us whether they meet with your approval.—We have, &c.

(Signed) ITAKURA IGA-NO-KAMI.
INABA MINO-NO-KAMI.
OGASAWARA IKI-NO-KAMI.

May 16, 1867.

ARRANGEMENTS FOR THE ESTABLISHMENT OF FOREIGN SETTLEMENTS AT THE PORT OF HIOGO AND AT OSAKA.

1.—The Japanese Government will form at Hiogo a settlement for foreigners of all nations having treaties with Japan on the ground situated between the town of Kobé and the Ikuta River. The Japanese Government will raise that portion of the ground coloured red on the annexed plan, and will give it such an incline towards the sea as is necessary for the thorough drainage of the site. They will also construct an embankment faced with stone on the sea front of the said site of not less than four hundred ken in length, and will provide such roads and drains as may hereafter be determined on.

2.—As soon as all the ground thus prepared in accordance with the preceding article for the use of the foreigners above named is occupied and more space is required, the settlement may be extended towards the hills at the back as far as may be found necessary, and Japanese owning ground

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or buildings in the town of Kobé will then be at liberty to lease the same to foreigners if they wish to do so.

3.—The Japanese Government will set aside the site shown in the annexed plan and coloured red, within which foreigners may, in the terms of the treaties, hire houses and reside at Osaka. But no Japanese shall be compelled to rent any buildings to foreigners within the said site against his will, and as the Japanese Government are willing that foreigners of those nations having treaties with Japan should enjoy at Osaka the same facilities for leasing ground and building houses as are secured to them by treaty at the ports, the Japanese Government are prepared to lease to foreigners for building purposes that portion of land on the same plan which is coloured blue. The Japanese Government will raise the ground now under cultivation on the west face of the latter to the level of the other portion of the ground within it, and will embank it with stone. The necessary roads and drains will be provided, and the trees will be carefully preserved.

4.—The above-mentioned site for building purposes shall be extended in a southerly direction as far as may be found necessary, whenever it shall have been occupied by the foreigners above-named, and more space is required for their use.

5.—The Japanese Government will prepare the said sites at Hiogo and Osaka in the manner above-stated, in time for the occupation of foreigners on the 1st of January next.

6.—The Japanese Government will be reimbursed, the cost of preparing the said sites for the use of the foreigners above-named by the sale of the leases of the ground. The land will be divided into lots, and prices placed upon the different lots, which will vary with the eligibility of the situation, but will amount in the aggregate to the total outlay incurred by the Japanese Government. This outlay will form the basis for calculating the upset prices at which the lots will be offered to foreigners at auction. The foreigners of all nations having treaties with Japan may bid at these auctions, and each bidder may obtain as much land as he requires. The money realised above the upset prices will be retained by the Japanese Government as compensation for deprivation of interest on capital, and for the risk that may be incurred of not recovering their outlay.

7.—All the ground leased to foreigners at Osaka and Hiogo will be subject to the payment of an annual rent calculated at a rate that will be considered sufficient to meet the expenses of keeping in repair the roads and drains, the cleansing and lighting of and maintaining order in the settlements, and the ordinary land-tax payable at the present date to the Japanese Government.

8.—The Japanese Government will not grant or dispose of any of the ground set aside by the preceding articles, for the establishment of foreign settlements at Hiogo and Osaka, to any foreign Government, company, or individual for building or other purposes, except at public auction, in the manner laid down in the preceding articles. The foreign Consuls will not be provided with separate grants of land by the Japanese Government, either within or without the foreign settlement.

9.—In determining the upset price of all the land to be thus leased to foreigners at Hiogo and Osaka, the amount of annual rent, the number and size of the streets, lots and drains, the quantity of ground to be put up to auction at one time, the conditions and date of sale, and the formation of the cemeteries hereinafter mentioned, the Japanese Government will consult the foreign representatives.

10.—Insurable warehouses, in which the goods of foreigners may be stored in bond, will be provided by the Japanese Government both at Hiogo and Osaka, in the same manner as is stipulated in the the Convention of Yedo. At the former place the space coloured blue on the annexed plan will be reserved by the Japanese Government for this and other official purposes, and the dock now commenced will be removed.

11.—The Japanese Government will form a cemetery for the use of all nations at Hiogo, on the hill in the rear of the foreign settlement, and another at Osaka at Zuikenzan. The Japanese Government will lay out the cemeteries, and surround them with fences; the expenses of maintaining and repairing the cemeteries will be borne by the foreign communities.

12.—The Japanese Government will select, at Yedo, in concert with the foreign representatives, a port on the west coast at which a foreign settlement may be formed, as well as the place within which houses may be rented by foreigners at Yedo. These will be made in accordance with the Treaty and Convention above mentioned, and on the basis of the present arrangements.

Translated by

(Signed) E. SATOW.

OSAKA, May 17th, 1867.

The undersigned, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, has received from the Japanese Ministers for Foreign Affairs their note dated the 16th instant, enclosing a copy of the arrangements which they have made for the establishment of foreigners at Hiogo and Osaka on the 1st of January next; and he hereby begs to inform their Excellencies that he considers these arrangements equitable and approves of them on the part of his Government.

The undersigned takes the opportunity of expressing to their Excellencies the high sense which he entertains of the desire manifested on this occasion by the Shiogoon's Government to carry out the treaties with Foreign Powers in a liberal manner, as well as of the friendly spirit which their Excellencies have evinced in conducting the negotiations which have resulted in the above arrangements.

The undersigned, &c.

(Signed) HARRY S. PARKES.

NAGASAKI.

There has been some stir about the seizure and bringing in of the American barque *Anna Kimball*. It appears that she was chartered by a British firm to load rice at Kouroumi for Osaka, or some other port in the Inland Sea to be named on her reaching Nagasaki. Instead, however, of getting the necessary license through the Consul and Customs to do the lading, she went to Kouroumi and filled up first, a feat for which she would have been seized so soon as the authorities heard of it had she not run over to Shanghai, whence, after a little time, she again sailed for this, and anchored outside, in the hope, it is supposed, of finding everything arranged. But nothing had been done, and so, when the Japanese authorities applied to the American, there could be no reasonable objection to letting the *Wyoming* go out to seize her; and seized she was accordingly. The result will be, probably, confiscation of the rice (the Prince of Kouroumi's) and fines of a thousand dollars each on ship and captain—the latter for not coming into port when first requested.

The steamer *Viola* has been bought from the Japanese by Messrs. Glover and Co., and it is expected she will go across to China for repairs. Messrs. Nicholson and Boyd have the contract for repairing the steamer *Argus*.

The anniversary of the Queen's birthday was celebrated in a worthy manner by H.B.M.'s Consul. A ball was given at the Consulate in the evening, which, notwithstanding the unpropitious state of the weather, was attended by all the élite of Nagasaki. The fine band of the *Guerriere* animated the dancing, which was kept up till a late hour in the morning. The illumination—the night being dark—looked very brilliant, and had a wonderful effect when viewed from the shipping in harbour. H.I.M.S. *Guerriere*, with his Excellency the French Minister on board, arrived a few days ago from Osaka. Admiral Roze did us the honour of firing a royal salute, which compliment Commander Domville, of H.M. gunboat *Algerine*, could only reply to by "manning yards." H.M.S. *Pelorus* had not yet returned from the Inland Sea. Admiral Bell, who had only just arrived in the U.S.S. *Hartford*, paid the same compliment to the British Queen, as did Captain Eschar, of the Dutch man-of-war *Watergeus*.

From Nagasaki we also have the following item of news: On Sunday afternoon, the 4th May, a young Japanese officer, who had been three years in European employ, and intended proceeding to Yokohama in the *Kagosima*, had been on shore to see some friends before leaving. While walking along the street he accidentally jostled against a foreigner employed by Messrs. Alt and Co., who struck him over the head with a stick. He immediately retaliated by drawing his short sword, and stabbing him in the breast and back. He was immediately arrested and delivered over to the Japanese authorities. The prisoner admits having been under the influence of saki. When the *Kagosima* left on the 5th the wounded man was not expected to live.

CHINA.

TIENTSIN.

A correspondent at Tientsin, writing under date of the 24th May, says:—Two nights ago the sky was much overcast, and every one expected rain was at hand; but after a very slight shower the clouds cleared up and the wind got round to the north, bringing dust. It would appear this year that we are never to get rain. The whole of the north of China in the interior is suffering much from drought, and the mandarins in every district are every few days visiting the temples to pray for rain. At Tientsin the food of the people has risen considerably in price; and grain is being imported as fast as possible from the Leaoutung promontory. Besides what has come in junks, one foreign vessel has just arrived bringing a cargo of millet. Owing to the want of water in the canals from here to the interior, laden junks cannot transport their cargoes. The stoppage in the transport of imports on the water routes has caused the Shan-se traders to cease buying, and at present there has literally nothing been done by them in imports. Some Tientsin and Peking dealers have been buying to a very small extent a few imports, but the business done almost amounts to nothing in comparison with what would be done if the Shan-se men were operating. Rates quoted in the circulars may be considered under these circumstances almost nominal for British and American manufactures. In the opium market, however, there is some life, and sales of Malwa were made yesterday evening at an improvement upon the last quotations from this side, but at a fall on the rates of the previous days, some holders having given way in order to realise. There is a very fair demand for Malwa but no inquiry for Patna. The Tsze chuh-lin anchorage is crowded with sailing vessels, which have lately arrived from the south of China and Japan with southern Chinese and Japanese produce. As there are scarcely any exports offering, nearly all these vessels must leave for Newchwang and Chefoo in ballast.

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SHANGHAI.

The outward French mail of 17th April arrived on 4th June, with telegrams to the 3rd May. Dates are now down to the 7th June.

Sir Rutherford Alcock had invited, previous to his departure for the Yang-tze ports, a committee of merchants for the purpose of suggesting alterations in the tariff, &c. A circular of the Chamber of Commerce announces that the following merchants had formed into a committee, and they invited the co-operation of other merchants:—Messrs. F. B. Johnson, G. Tyson, W. J. Bryans, A. Turing, E. F. Duncanson, W. Probst, E. Iveson, J. Hogg, W. Lemann, J. MacDouall, R. J. Fearon, M. S. Gubbay, W. H. Carter, A. A. Hayes, E. Borntraeger.

We hear that Sir Rutherford Alcock has had communication with the Taotai, relative to the ill-usage of the municipal policeman, and that the latter promised a strict investigation into the circumstances. The treaty Consuls, have, we learn, asked compensation for him equivalent to one year's pay. Several changes are, we learn, likely to occur shortly in the Consular staff at this port. Mr. Markham is spoken of as likely to assume charge of the Chinkiang Consulate, and Mr. Alabaster that of Chefoo; while Mr. Forrest assumes the post of Vice-Consul at Shanghai. We learn that a memorial to Sir Rutherford Alcock is in course of preparation, begging him to exert his influence with the Chinese authorities to secure the establishment of a river police. An application has, we are informed, been made to the Taotai, to allow the importation of articles destined for the new church, and for the Masonic Hall, duty free.

A meeting of shareholders in the Race-course has been d at which a dividend of 38 taels per share was declared. A sum of 3,497 taels, it appears, is due from the Recreation Fund for land sold them for the cricket and base ball grounds, and measures are to be taken for obtaining the immediate payment of the amount. A lease has been concluded with the Race Club, under which the latter agrees to pay 700 taels per annum.

A meeting of Treaty Consuls has been held, to discuss the proposed new rules on which the Mixed Court is to be conducted on the arrival of the Tung-chi, who is to be appointed to its separate jurisdiction.

Some shares in the Shanghai Dock Company have, we learn, been sold for 130 and 140 taels. The barquantine *Ta-lee* has been sold for 7,800 taels.

News has been received from Nanking of an important victory gained by Li-hung-chang over the Nienfei in Hoopeh, which is expected to lead to the surrender of one of their principal Wangs.

We hear, says the *Friend of China*, that Mr. Consular Assistant Beattie has resigned the British service at Newchwang, and so has Mr. C. Treasure Jones at Amoy.

The Customs' returns of imports into Shanghai, during April, show an increase in Grey Shirting from 186,449 pieces to 204,092; but a falling off in White Shirtings from 39,384 to 25,650. T-Cloths have risen from 3,990 to 43,013. American Drills stand at 46,010 pieces against *nil*. Camlets have fallen from 15,139 pieces to 5,180; Long Ells from 11,260 to 7,400. But Lustres have sprung from 14,968 to 43,793. Only 4,349 piculs of iron, and 1,042 peculs of lead have been imported, against 10,360 and 15,203 piculs respectively.

In the Bankruptcy Court Mr. James Dow appeared personally and prayed that his appearance might be accepted as an adequate surrender, he having been in England and unable to appear before this court when his partners surrendered. The application was granted.

In the American Court Henry Roundy surrendered, and the first meeting of creditors was held. There were present Mr. McDoual (Oriental Bank), Mr. McLean (Hong Kong and Shanghai Bank), Mr. Mouatt (for Mr. H. Wignall), and Mr. Endicott, who appeared for Mr. C. D. Nye, Messrs. A. Heard and Co., Captain Patridge, Captain Hutchinson, and Captain West. The insolvent did not appear, being unable to do so on account of illness. Mr. Endicott was appointed receiver. Several of the creditors objected to the amounts in the schedule, and we therefore defer publishing the assets and liabilities till the amounts are agreed to.

The case McLarty *v.* Macfarlane, recently tried before H.M.'s Supreme Court, though it involved only a very petty amount, brought to light an apparent laxity on the part of H.M.'s Nagasaki Consulate which will no doubt become the subject of further inquiry. The plaintiff took service, on the 19th December last, as second engineer of the *Island Queen*, signing articles for three months; the articles, however, containing a subsidiary clause that, in the event of the vessel being sold, he was to be given a passage to Shanghai from the port of sale, and to receive wages only up to the time of his arrival. The *Island Queen* went to Nagasaki, and lay there for some time, during which negotiations were entered into that appeared so likely to end in her sale, that on the 10th February the captain desired the officers and crew to attend at the Consulate, for the purpose of receiving their discharge. McLarty attended with the rest, but, unlike them, demurred to the legality of the discharge—inasmuch as the vessel had not been sold—and refused to accept it. Mr. Russell Robertson, H.M.'s Vice-Consul, endeavoured to overcome his objection, but according to plaintiff's distinct oath, and the captain's own admission, ineffectually. He steadily refused to accept the $55 tendered him, as other than part payment of his claim, and eventually left Nagasaki without receiving it, as the captain would not hand it over to him on these terms. After arriving in Shanghai he waited, apparently, till the 19th March, and then asked Captain Macfarlane, as owner of the steamer, for the balance of wages due under his three months' agreement, which expired on that day. Captain Macfarlane declined payment, and hence the present action. The action itself, however, as we remarked before, is comparatively unimportant. Its interest lies in the following extraordinary endorsement on the ship's articles, by H.M.'s Vice-Consul at Nagasaki:—

"I hereby certify that the within named John McPhie, chief officer, H. McLarty, second engineer, &c., &c., have been duly discharged by mutual consent, wages paid up to 15th instant, and a passage provided to Shanghai."

The whole evidence went to prove that the plaintiff had refused his discharge, and declined to accept the wages tendered him. An explanation, therefore, will probably be sought from the Vice-Consul of the reasons which induced him to say the discharge had taken place "by mutual consent," and that his wages had been paid. So long as the steamer was not sold, the clause rendering the agreement terminable in such an event had clearly not become operative. H.M.'s Vice-Consul seems, therefore, in the unpleasant position of having lent his influence to accomplish an illegal measure, instead of pointing out to Captain Shaw how illegal the action was, how immediate, at the time, the prospect of sale appeared. The sale had not been effected, and has not been to the present day. The negotiations fell through, and the *Island Queen* has returned to Shanghai, where she is again advertised to tow vessels in search of tea freight to Hankow. One principal object of the clause in the Merchant Seamen's Act requiring Consuls to examine into the grounds of seamen's discharge is their protection. Judgment was given by the Court for the plaintiff.

An address has been presented by the merchants at Kiu-Kiang on the desirability of obtaining permission to open up the Poyang Lake to trade, and to the running of steamers to ply between Kiu-Kiang and the principal places of trade on the lake as far up as Jaou Chow, distant 450 li, or say 150 miles, from Kew-keang.

The Municipal debt to the Comptoir d'Escompte has been paid. We are glad to learn that steps are being taken to resuscitate the Shanghai Club, on a new and better basis. The Taotai has deputed an officer to examine into the Woosung road difficulty, and has promised to pay tls. 500 towards the repair of bridges.

HANKOW.

The *Hankow Times* of May 25th states:—The market for the new season's teas was opened on the 23rd by the purchase of three chops Oopack (not the finest), at Tls. 31.50 to 32, and on the following day another chop was settled by the same buyer at Tls. 32.25 per picul. This range of prices is much higher than was generally anticipated, and excited considerable surprise, not only among foreigners, but also among the Chinese, who in their most sanguine moments never seriously expected more than Tls. 30 for even the crack chops. It is generally reported that these purchases have been made in execution of an order for the Russian market. It is satisfactory to notice that intending buyers for England decline to follow such a reckless example, and we feel assured they will be well repaid for their patience. Musters representing nearly 70,000 chests have already been put on the market, so that there is no scarcity of tea, and holders will

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soon be glad to accept prices more in keeping with the present state of the London market, and such as will warrant the hope of a fair and legitimate profit being obtained by shippers.

The case of F. Carnie, on behalf the Commercial Bank Corporation (in liquidation) *versus* Ballance and Hallam, was heard on the 8th May, at the Hankow Consulate, before W. H. Medhurst, Esq. The petition of F. Carnie, the above-named plaintiff, shows as follows:—1. That on the 5th March, 1866, Messrs. Ballance and Hallam received on their promissory note, endorsed by Messrs. Preston, Breuell, and Co., of Shanghai, the sum of Shanghai Tls. 60,000, from the Shanghai Agency of the Commercial Bank Corporation, &c., for a period of four months fixed. 2. That after the due date of above promissory note, Tls. 51,000 have only been received as yet on account of the above-mentioned amount of Tls. 60,000—viz., on July 18th, Tls. 20,000; July 26th, Tls. 10,000; August 7th, Tls. 10,000; September 19th, Tls. 6,000; and November 8th, Tls. 5,000. The plaintiff therefore prays that the defendants be made to pay the balance—viz., Tls. 9,000 of their promissory note, with all interest and charges to date. The answer of Ballance and Hallam to the petition of the plaintiff was as follows:—That no notice of dishonour of the promissory note for Tls. 60,000 having been given by the plaintiff to the defendants at due date of the said promissory note, the defendants are relieved from all responsibility in respect of the same; and, secondly, that the fact of giving time to Messrs. Preston, Breuell, and Co., without any notice of dishonour having been given to the defendants, and the fact of Messrs. Preston, Breuell, and Co. paying interest on unpaid balances from time to time, proves that the bank virtually received a fresh promise to pay at some future date from Preston, Breuell, and Co., and therefore the defendants are absolved from further responsibility on said note.

Mr. Carnie gave evidence as follows:—In November last the Shanghai agency forwarded me the promissory note A., requesting me to collect the balance due from the defendants with interest at the rate of 12 per cent. from due date; and in the event of their not complying with the demand, to place the matter in the hands of the Consul. On receipt of that letter I wrote to the defendants requesting payment of the balance on the note. Their answer was that they could not pay it, or something to that effect. I have not got the copy. (Answer produced by defendants.) I thereupon sent the note to the Consulate to be protested, and requested the Consul to take proceedings against the defendants. I now produce the note of protest. I can produce a document showing the note to have been presented to Preston, Breuell, and Co. on the 28th November, 1866, and duly protested before H.B.M.'s Consul at Shanghai. (Document produced.) I am not in a position to say whether the note at maturity was duly honoured. I cannot say whether Preston, Breuell, and Co. were applied to for payment at due date. I do not consider that it is always necessary to give notice of dishonour to the makers of a note. I could not say whether the balance on the note was ever passed to the account of Preston, Breuell, and Co., with the bank. I have no copy of Preston and Breuell's account current with the bank to show that such was not the case. I could not say whether interest on unpaid balances was ever paid by Preston, Breuell, and Co., or passed to their account. I do not think it could have been or I should not have been called on to collect interest. I could not say whether the bank had any understanding with Preston, Breuell, and Co. that they should not be pressed for immediate payment of the note. It is very probable that the bank had some such understanding, otherwise the note would not have been allowed to remain over so long unpaid.

On the part of the defendants evidence was given that the note was not protested until the 28th November, whereas it ought to have been presented for payment and protested at due date. We received no official notice of the dishonour of the note at due date. I produce a letter which I wrote to the manager of the bank at Shanghai with reference to this note (letter, Ballance and Hallam, dated 19th July, 1866, produced). To that letter we have never received any official reply, in fact, no material reply at all. After hearing the above evidence, the Court gave the following decision:—That the plea raised by the defendants as to the note's not having been duly presented or protested at due date, can have no force as against the fact that the defendants not only were parties to certain payments on account since the due date of the note, but actually requested the acceptors to make arrangements to let the note remain over for a short period, and recorded no protest against their own eventual liability. Even granting what the defendants plead further—namely, that the bank virtually made fresh engagements with the acceptors for payments on account—this does not free the defendants from liability, inasmuch as they made no effort, although aware that the note had not been fully met, to protest against their responsibility on the note being allowed to run on, and inasmuch as they never attempted to recover their note, although debited by the acceptors with the full amount in their account current. The Court are therefore of opinion that the defendants are liable for the amount of the balance claimed on the note, tls. 9,000, but without interest. Costs to be divided.

Messrs. Francis and Co.'s Kiukiang Tea Circular of June 1st states:—The Ningchow teas have not yet commenced to arrive, and a muster of one parcel only has been shown on the market. The purchase of the leaf in the Ningchow district is proceeding very slowly; prices have fluctuated during the fortnight, and by last accounts were nominally at the equivalent of about Tls. 23 here, but buyers were holding off for lower rates.

FOOCHOW.

A very interesting letter on the subject of tea will be found in another column. We take the following from the *Foochow Advertiser*:—

The tea market has been opened in the districts of Yang-how and Sui-kau at rates varying from 12 to 13 taels cheaper than last year; the estimated lay down cost at Foochow will be 25 to 30 taels. The quality of the new tea is reported to be much superior to last year's. Some fears are entertained that the present crop of tea will be injured owing to the long-continued and incessant rains. As tea is so sensitive to damp, it is quite possible that boxes on arrival in England will be found below proper condition, but otherwise, as there has been time to pluck and dry the tea before the wet weather really set in, there ought to be no reason why the tea should not be as good as usual. The Chinese are quite anxious about the approaching opening of the market; they fear that prices will be too low, and, whether feignedly or not, they anticipate a bad year for them. Very likely they feel that foreigners are not about to give them the former high prices for tea; that the lessons which have been so hard to learn have not been thrown away. One particular source of disquietude to the Chinese is the absence of the clippers at this time of the year. They had got the idea that because a clipper was in, she must of necessity be despatched without delay; now they see the clippers still conspicuous by their absence from our port, and they reason therefore that the foreigner is in no hurry, that he has got plenty of time to spare, and does not want to purchase tea at present.

It was reported on Sunday morning, May 25, that the tea-market had been opened, which report in the course of the day became contradicted. On Monday morning, however, there was no longer room left to doubt that the market had opened. The report of Sunday morning stated that the tea-market had opened at 25 to 29 taels: the actual fact is that it has been opened at a slightly higher rate, 26 to 30 taels.

The same journal, under date June 1, says:—

The *Maitland*, the *Serica*, and the *Taeping* had left; so far then we shall have a race this year between these three clippers—but what has become of the *Ariel?* We fear her chance of starting fair for the ocean race this season is gone. We regret this, as she would have added so much more to its interest. Freight is low for first clippers, being only £4 per ton without the additional 10s. per ton to the first home arrival. Notwithstanding this, we hope the ships will manifest their sailing qualities after the old style, nor abate aught of their former competition. The news by last mail being of nothing but rumours of war, we should naturally have supposed that in the face of such a gloomy array of intelligence purchasers of tea would pause, still there was no such manifestation; and only yesterday, after 60,000 chests of tea had been settled and when 3,000 more were all that remained on the market, was any slackness visible. Buyers ceased to buy by force of necessity; because there was not enough for them to buy. Yesterday the market was stiff from the small quantity (3,000 chests) of tea available and prices were tending upwards. The Chinese allege the present sudden and apparently causeless floodings of the river (for the rains have ceased) to be the reason why teas are so scarce—the joss water as they call it preventing teas coming down. This may be part of the truth, though certainly it is not nor can be the whole. We suspect that the Chinese are under

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good leadership, and if we should hear that they have been endeavouring to force their own prices on the foreigner by keeping the stocks in market low, we should not be surprised.

A correspondent of the Shanghai *Recorder*, May 29, says :—"The following fact may be interesting to the tea trade. The market this season was opened by the purchase of a 'Chong Hing' at taels 32, similar in quality and make to the same chop bought last year at taels 36. The tea at taels 32 will lay down at 2/1½; and a portion of the chop bought last year at taels 36 was advised as sold at 1/11½, by the 18th April mail. Has the latter lost 2d. a pound in value by being kept for a year?"

It is expected ere long that thirty mechanics and engineers with a medical man will arrive at Foochow to commence operations in connection with the Government Dockyard there. In addition to the Europeans there will be a thousand soldiers established at the Dockyard, and the whole, Europeans and Chinese, high and low, will be under the orders of a former governor of one of the two Kiang.

CANTON.

The following letter of miscellaneous news is dated from Canton, by which it seems that something like the old fire and spirit of the place are returning :—

The preliminary step in the way of building on the old factory site has been taken by the erection of the wall being commenced, which is to encircle the space. In addition to two spacious premises there are to be godowns for each firm, which accounts for the large space that will be taken up, judging from the one side of the wall now going up, beginning from where used to be the gate of old China-street, and terminating at what used to be the entrance to Chow Chow hong. The ground is to be raised three feet from the present level, and the wall is to be about seven feet high.

The British flag is not the only piece of bunting which renders the buildings on Shamien conspicuous. The Portuguese flag is already flying, and the Danish flagstaff is in course of erection. Canton generally seems to be progressing, and before very long it is possible that she will again rise in rank amongst the Treaty Ports.

The U.S. steamer *Ashuelot* turned up here on the morning of Wednesday last, and is lying in the stream. She has not been reported in Hong Kong, consequently she must have shaped her course direct to this place from the scene of the *Rover's* wreck, whither she was last reported to have proceeded.

The little steamer *Feewan*, it is stated, has been purchased by the owner of the *Spark*, and is undergoing extensive alterations, by which it is expected she will be considerably improved and become a worthy successor to the *Spark* on the Macao route. The history of the doings of the last-named vessel on the Pearl river, in the days when *taipans* even of high standing did not scruple to dodge the lynx-eyed Customs' officer, would afford ample materials for a series of interesting lectures. As the alpha and omega of the *bonn fide* American river steamers, the *Spark* has proved herself to be the luckiest craft on the Pearl river, and indeed well deserves to be kept in a framework of glass as a memento of her past valuable services, of which her owner has every reason to be proud. The *Feewan* has assumed the name of *Spec* with the change of ownership.

It appears that the bonus to the pushing skipper for landing the first cargo of new teas in London, and the eagerness evinced by *taipans* to be first in the market, have not been quite done away with, judging from the fact of the clippers from Whampoa being despatched in such hot haste as to necessitate the tea stores being kept at work day and night. The *Min* was, moreover, towed down by the *Jeejeebhoy* as far as Lintin, in order that she might not be many days behind the *Belted Will* and *Deerfoot* from the starting point. And our market for new teas seems to have also undergone a marked change, if that commercial authority, *The China Trade Report*, can be depended upon ; according to which, "25 to 26 taels were, as a rule, this season opening rates for Scented Capers ;" but under the head of "Sales Reported" it is recorded that this description of tea has found purchasers at "30 to 34 taels." If it is not for the eagerness as to who will be first with new teas, how could the market have been so influenced as to establish an advance of 5 to 8 taels on the reported opening prices, and why should the aid of steam be likewise availed of?

The wall which is to encircle the American bund on the old factory site has been carried forward eastward, from its last reported terminus to as far as the creek dubbed as the "Never-failing Source of Abomination." From this extension of the wall the space to be taken up becomes clear, which the old residents will at once understand when it is stated from Jardine's to King's hong, comprising a square of 500 by 350 feet, to be divided into four lots to build upon with a garden frontage or promenade. The premises of the two firms who have already contracted for building, will occupy one of the lots, consequently the remaining three will perhaps be open to the highest bidder. The matsheds and shanties have all been taken down, and the masons are now going ahead with their work.

HONG KONG.

From this port we have advices to the 13th of June. The outward mail of April 26 was delivered on the 4th of June.

The case of Leibert and Mendel, of Manchester, against the owners of the *Min*, for delivery of goods to the order of the the Chartered Bank and the Comptoir d'Escompte, originally consigned to Lyall, Still, and Co., bankrupts, was tried in the Supreme Court, before Judge Smale and occupied three days. The Jurors were as follows :—Messrs. D. Welsh, A. Sassoon, A. Coxon, H. Burrows, A. M'G. Heaton, C. T. Smith, and A. Eimbeke. For the plaintiffs there appeared Mr. Pollard, Q.C., instructed by Mr. Caldwell. The Attorney-General and Mr. Whyte, instructed by Mr. Hazeland, appeared on behalf of the defendants, and of the firms who had stopped the goods in question in the Hong Kong harbour.

Mr. Pollard in conclusion, said there was an absolute delivery of the goods in London by the delivery of the bills of lading, and a cessation of transit. The Attorney-General had said that if Lyall, Still and Co. were insolvent there was *mala fides*, and that if the banks knew it, the defendents were entitled to a verdict. He quoted a case in which a man who knew of the insolvency asked security on that ground, and was upheld. There were the vendors' carriers and the vendees' carriers, which explained the transmission links mentioned by his learned friend ; and it was very certain that Liebert and Mendel never intended to have control over the goods after they went into the hands of Lyall and Still, of London. And, in conclusion, the learned counsel demanded a verdict for the plaintiffs, because the defendants had not paid for the freight, insurance, and the three half crowns upon the goods. There was not a case in the books where the stopper did not pay those expenses. His case was one throughout consistent, while the current of authorities went with him. He gave little heed to what had been said of flourishes of trumpets ; those who won were entitled to flourish, and he thought the defendants ought to be glad to be able to retire at all. The Chief Justice then summed up for the jury, leaning rather to the side of the defendants, the unpaid vendors of the goods. But the jury, after an absence of only ten minutes, brought in a verdict for the plaintiffs.

The energy now imported into the magistracy, under Messrs Goodlake and Smith, says the *China Mail*, is remarkable, and, as affecting the officers of the Court, sometimes rather amusing. Instead of the quiet, half-asleep half-awake sort of jogtrot formerly the rule of the day (and also of part of the evening), there are now frantic rushings here and flurried runnings there, with the perspiration coursing down the cheeks of those thus affected. True, this does not last long ; but it is hot work while it does last, especially in weather like the present. Both the present magistrates appear to work in concert, much more smoothly than the two gentlemen who occupied the bench a month or two since. An hour or two of duty in the early part of the day and the business of the Court is, as a rule, at an end. This is chiefly owing to the plan adopted of both magistrates sitting together every day, instead of one sitting every alternate day, as formerly.

There are some curious reports in circulation relative to the attitude of Russia with regard to the foreign Customs in China which it is just as well that the public should have cleared up. It has been stated by well informed persons that the Chinese Government, acting in concert with Mr. Hart, the Chief Superintendent of Customs, intended last year to establish a Custom-house, under foreign inspection, at Chang-Kia-Kow, or one of the northern frontier towns through which the bulk of the Russian export and import trade passes between that empire and China. The subject was seriously discussed at Peking, as being very desirable to apply the same means for collecting revenue from the Russian trade that are now employed for levying duties on other foreign nations, and also to collect by such means more correct statistics of the Russian trade than are now known to the public. It was confidently expected that the opening of the Russian frontier foreign

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Custom-house would have taken place this spring, but, for some reason which has not yet transpired, the establishment of the useful institution has been adjourned *sine die.*

The accounts by this mail from Hong Kong relative to the Mint are more encouraging. A considerable quantity of ichibous have been received for coining, and the bankers and merchants are again sending in silver for conversion into dollars, which are at a premium. A quarter of a million of 5-cent pieces are in process, and altogether there is enough on order to nearly pay the expenses of the establishment, which will no doubt be kept open for a further trial.

The Italian ship *Teresa*, Captain Sebastian Rollo, was the scene of an extensive robbery of jewellery, &c., on Saturday last. A cook and steward, who were employed on board, and seem to have enjoyed the confidence of both the captain and his wife, are supposed to have been the thieves. The cook is now in custody charged with the offence; but the steward (who is believed to have been the man who actually committed the robbery) has disappeared to parts unknown. About $500 worth of gold pieces, nearly $100 in silver and notes, two valuable bracelets, one necklace, a costly crucifix, a gold breast-pin, and a gold ring, are included in the extensive annexation carried into effect by the steward referred to. The property, all told, amounts in value to $2,000; and the fact of its disappearance is only another proof of the mistaken notions entertained of the Chinese character, and the costliness of the experience of its true nature. A shopkeeper of West Point is supposed to have been in league with the two servants on board the ship; and all three are suspected of having shared in the proceeds. Some $700 or more of the property has been recovered, and the manner of its recovery was most remarkable. On Sunday morning last the cook was arrested on suspicion of having been one of the men who chased and threatened the sweetmeat hawker who gave evidence in the Tank Lane murder case. His arrest on this ground was found to have been a mistake, and he was just on the point of being released, when a 'cute sergeant suggested that the prisoner should be searched. On his person were found the necklace, a bracelet, 20 ducats, and $16, which altogether amounted to over $700, and is supposed to have been the third allotted to him for his share in the outturn of the robbery. Both the articles and the possessor were identified; and the case stands over now pending the arrest of the other delinquent, but it is very doubtful if his capture be possible.

H.M.'s surveying vessel *Sylvia*, which arrived at Hong Kong on 27th May, left Plymouth 26th November, calling at Madeira and St. Vincent, arriving on 4th January at Rio de Janeiro, leaving on the 11th, and arriving at the Cape of Good Hope 4th February. H.M.S. *Valorous* was in Simon's Bay. The *Sylvia* left the Cape on the 17th, and on the 24th February, in lat. 39 deg. 47 min. S., lon. 35 deg. 10 min. E., she stopped to sound on one of the Vigias, shown on the chart of the Indian Ocean, called the Hudson Rock, supposed to be ten feet above water, and obtained 1,950 fathoms, fine sand. Arrived at Trincomalee, Ceylon, on the 1st April. Left for the Andaman Islands for the purpose of determining the positions of several prominent points and islands, and also to visit the lighthouse erected on Table Island of the Great Coco's Group. Crossing to Martaban, a line of soundings down the coast of Malay to the Straits of Malacca was obtained, as also a line from Saigon to Hong Kong for telegraphic purposes. She left Singapore on the 14th May, arrived at Saigon on the 18th, and this port on the 27th. The *Sylvia* has come out for the express purpose of surveying the coast of the Korea and Japan.

The local occurrence of most general interest during the last fortnight is the robbery of the powder magazine, under very peculiar circumstances, which subjected the whole city to the danger of destruction.

The Sikhs who are to replace a portion of our police force arrived in the *Clan Alpine*. We find the following particulars relating to their engagement in the *Friend of India*:—"On 29th April Mr. Creagh, Assistant District Superintendent of Police, left Lahore *en route* to Hong Kong, taking 120 Punjabis to serve as policemen there. The men are to receive Rs. 10 a month until they reach Calcutta. On landing at Hong Kong they will be divided into three classes, drawing Rs. 20, 25, and 30 a month; these will form the rank and file, and over them there will be the usual proportion of native officers. The men are engaged to serve for five years, after which they are entitled to a free passage to Calcutta, or may re-enlist for five years more, when they become eligible to a pension equivalent to one-fourth of their pay besides. The *Indian Opinion* remarks that the experiment is an exceedingly interesting one at the present time, when the subject of Sikhs for the protection of our colonies is so widely agitated." They are a fine body of men. They have commenced active duty, and appear able to perform it effectively. A large number of the Hindoo police have been discharged. In connection with this me may mention that Mr. Creagh has been appointed assistant superintendent of the Hong Kong police.

M. Pio Marques has been appointed temporarily as British Consular agent in Macao.

The following notification has been issued:—

Mr. W. R. Dalziel being about to proceed to England, Mr. William Macaulay will act as the company's superintendent at this Port from the present date till further notice.

THOS. SUTHERLAND,
for the Managing Directors,
Peninsular and Oriental Steam Navigation Company.
Hong Kong, June 8, 1867.

JAVA.

BATAVIA.

Dates hence are to the 15th of June.

On the morning of the 10th of June the centre of Java, from shore to shore, and over a length of some hundred and fifty miles, was shaken by a severe earthquake, the full force of which seems to have fallen upon the town of Djoekjoe, where many buildings have fallen in, and none escaped serious injury. At many other places, also, ranging from Samarang to Cheribon, the same disasters have occurred, while some hundred lives have been lost, of which twelve to fourteen are Europeans.

Some five years ago a Mr. W. Major, a merchant at Passaroeang, in Java, died in the Red Sea, on his way home to England, and amongst other gifts he left a splendid house, with spacious outhouses and grounds, valued at 40,000f., along with other property valued at 100,000f., at the disposal of the Java Government, provided they complied with the testator's conditions of turning his property into a Native Hospital at Passaroeang, as well as maintaining the same in an efficient condition, failing which, the whole property was then to revert to the Batavian Parapattan Orphan Asylum. The Government has taken five years to decide the question, and concluded the other day by declining the noble gift. Now the directors of the Asylum step forward, and finding the property seriously deteriorated in value during these five years, threaten to come upon the Government for the difference, as a penalty for inaction, and very possibly justice will support them.

The Mecklenburg brig *Diederich Pentzien*, Captain Johannsen, which left Singapore for Melbourne on the 24th of May, with a full cargo of Straits produce, struck on a rock in Carimatta Passage, and became a total wreck. The crew were saved in boats, and have arrived in Batavia.

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of the 10th May arrived out at daylight on the morning of the 10th June, by the P. and O. steamer *Ottawa*, the transit having been accomplished in the remarkably short time of 30 days and some hours. Telegrams by this opportunity extended to the 29th May. The French steamer *Labourdonnais* arrived with the Marseilles mail of the 17th May on the 20th June, with telegrams to the 7th June. Dates are to the 21st June.

The fortnight (says the *Straits Times*) has not been distinguished by any events of political significance. The absence of his Excellency the Governor and the recess of the Legislative Council having afforded a measure of breathing time to succeed the somewhat over-strained exertions of the new Government. So far as general activity is concerned, the colonial system is in strong contrast to that of India, under which the Settlements have been reared, and with a little modification, which time and experience will doubtless teach how to apply, there can be no doubt that many of those benefits in view of which the transfer of the Government to the colonies was urged forward, will be realised. At the same time, there prevails a general opinion that any sudden alterations should be avoided, and that, both in respect to the antecedents of the place and to the novelty of the position, at least for some time to come, matters should be allowed to proceed pretty much in the accustomed course.

On the 19th June his Excellency the Governor returned from Penang, and there was a meeting of the Legislative

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Council, when, in addition to the consideration of some measures of local improvement, the question of the purchase of a new steamer for colonial service in the Straits was brought forward, and we are glad to learn that no such extravagant notions are entertained by Government on the subject as were originally represented. It will be for the Legislative Council to say whether or no a steamer be required at all for special service in the Straits—a question which ought to be very deliberately weighed—and if so, what is the class of boat that would be best suited for the purpose. At all events it is satisfactory to find that no arrangement is to be entered into precipitately in the matter. A somewhat unfortunate *contretemps* has taken place between one of the new officials, acting as Commissioner of the Small Cause Court, and a much respected member of the bar of the Supreme Court, leading to the commitment to gaol of the latter, due greatly, it is to be feared, to a want of experience of the Acting Commissioner.

The British barque *Othello*, from Manila bound to Sydney, with a cargo of sugar and hemp, was picked up at sea on the 27th May, by the British barque *Zoe*, and brought to this port in charge of the chief officer and part of the crew of that vessel. The *Othello* was abandoned on a sunken reef in the China Sea on the 21st May.

PENANG.

From this port we have dates to the 24th June. The following items are from the *Penang Gazette*:—

His Excellency the Governor has returned to Singapore after a stay here of about twenty-two days. The usual salute was fired. Col. A. E. H. Anson, R.A., arrived here on the 8th June and assumed office as the Lieut.-Governor of this place on the Monday following. From some oversight the customary salute was not fired on that occasion, but the mistake was repaired the next day when thirteen guns were fired from the fort, and the oaths of allegiance and of office were administered by the Acting Chief Justice in the Court House.

In a late issue we gave an account of a proposed floating dock. Since then from one or two causes, it is thought preferable to have a graving dock instead, and accordingly Mr. Lyon has been lately occupied in looking out for a suitable place for its erection, and he has pitched upon the site of an old mud dock in the river Prye, a short distance from its mouth, in which years ago several vessels had been repaired. It is now thought that it will form an admirable situation for a graving dock, especially as about half the work is already done, and there being besides about five fathoms of water close by. It will be 300 feet in length, and 54 feet broad at the gates, and calculated to repair a vessel of 2,000 tons. The estimated cost without the ground is $25,000; the cost of the ground should be very small, as it is only mud with some mangrove trees, at present of no use. It ought to prove a profitable speculation, as during the year there are often a good number of vessels which undergo repair here, and, besides, the knowledge of there being a repairing dock in Penang would attract many more. We recommend this to the attention of all interested in shipping.

A still better project of Mr. Lyon's and one which would be exceedingly useful here is a small steam passage boat for the province. According to his estimate, the cost will be $3,000; the dimensions are, length 56 feet 6 inches, beam 10 feet, draught of water 3 feet 3 inches, and consumes only 1½ ton of coal. She will carry 65 passengers each trip, and would be available besides for occasionally towing vessels into and out of berth. It seems a very feasible undertaking, and we wish it success.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JULY 20.)

CHINA.

HONG KONG, June 25.

Grey shirtings, 6½ catty, $3 50c.
Water twist, 16-24, 1.85.
Tea tending upwards.
Exchange on London, 4s. 5½d.

SHANGHAI, June 20.

Silk active and advancing. Export to date, 6,000 bales.
Exchange on London, 6s. 3d.
Freights—tea, £3 10s.

(RECEIVED JULY 23RD, VIA GALLE.)

CANTON, June 29.

Total exports of tea to date, 22,750,000lbs.
Exchange on London, bankers' bills, 4s. 5¾d.

HONG KONG, June 29.

Advices received here from Japan announce that a political difference has arisen between the Shiogoon and Daimios respecting the opening of the port of Osaka to foreign trade.

A telegram published in the daily papers of this morning brings only the same dates as the mail delivered to day.

A supply of Holdsworth's Silk Tables has been received by the present mail, and can be had at the office of this paper, price £1. 1s.

Messrs. C. W. Everard, C. M. Ford, and J. J. Quin, have been appointed to be student interpreters in China or Japan.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

HOWARTH—On the 31st May, at Singapore, the wife of Mr. C. Howarth, of a son.
HAZELAND—On the 10th June, at the Albany, the wife of F. I. Hazeland, Esq., of a daughter.
LOUREIRO—On the 3rd June, at Macao, Mrs. Loureiro, of a daughter.

MARRIAGES.

CHILDS—LINNEY.—On the 16th July, at St. John's, Burgess-hill, by the Rev. William Peace, William, only son of William Childs, Esq., of Keymer, Sussex to Elizabeth Emma, relict of the late James Linney, Esq., of Hampstead. No cards.
EARL—ANTHONY.—On the 6th May, at St. George's Church, Penang, by the Rev. J. Mackay, Percy William Earl, Esq., Assistant Commissioner of Police, to Flora, youngest daughter of A. A. Anthony, Esq., of Clove Hall, Penang.
RIBEIRO—DE MIRANDA.—On the 11th May, at the Portuguese chapel of St. Joseph, Singapore, Mr. M. Ribeiro, of Saigon, to Libania, second daughter of Mr. Max de Miranda. No cards.
SARL—HARRIS.—On the 30th May, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain. Mr. Joseph Sarl to Miss Maria Harris.
UZIELLI—MOSES.—On the 17th July, by the Rev. Dr. Adler, A. Uzielli, Esq., of Leghorn, to Victorine, second daughter of Joseph Moses, Esq., of Montagu-place, Montagu-square. No cards.

DEATHS.

ARMSTRONG—On the 15th May, at Annan Bank, Singapore, Mrs. Eliza Armstrong.
BUYERS—On the 14th May, at Singapore, Mrs. Jane Buyers, wife of J. C. Buyers, Esq.
GRIMES—On the 29th May, at the General Civil Hospital, Hong Kong, Thos. Grimes, seaman unemployed, aged 25 years.
GOWER—On the 7th July, at his residence, Chateau de Repentance, near Marseilles Robert Gower, Esq.
HOLDSWORTH—On the 13th June, at Shanghai, T. R. Holdsworth, Esq., silk broker.
LYALL—On the 20th July, at Rutland-gate, Hyde-park, Margaret Ann, widow of George Lyall, Esq., formerly M.P. for London.
RICHTER—On the 29th May, at the Seamen's Hospital, Hong Kong, August Richter.

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	6	months' sight.	4s. 6½d.	4s. 7d. to 4s. 7¼d.
,,	4	ditto	4s. 5½d.	4s. 6¼d. to 4s. 6¾d.
At Shanghai	4	ditto	6s. 0d. to 6s. 0¼d.	6s. 1¾d. to 6s. 2d.
At Canton	6	ditto	4s. 6d.	4s. 6¼d. to 4s. 7d.
At Hong Kong	4	ditto	4s. 5¾d.	4s. 6d.
At Macao				
At Singapore	4	ditto	4s. 6d.	4s. 6¼d.
At Manila	6	ditto	4s. 4d.	4s. 5d.

At Shanghai, bills on India, Rs. 301 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111.8.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 75 1-5 per 100; and exchange on Hong Kong, 27¼ discount. Hong Kong and Shanghai Bank shares, 1 to 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 30 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

The following is from Sharp and Co.'s Circular:—

Gold.—The small supply of Gold, and large demand for remittance has caused a further rise of 1½ per cent. in the value. The imports, chiefly in transit, amount to $300,000 worth; the exports to $560,000, including the shipments per Carnatic on the 30th ult., and excluding those to leave to-morrow.

Silver.—Receipts have been $750,000, say one-half in Silver Boos. $1,240,000 have been sent away South. No Bar Silver now remains on the market.

Dollar Currency.—Total amount inwards $330,000, outwards $2,750,000, all of which latter sum, except about 5 lakhs, has been sent to Foochow and the North against tea purchases. Ferdinand Dollars are again current at par. Hong Kong coinage are worth a small premium.

Exchange has fluctuated more than usual during the fortnight. For India opening at a slight advance on the last mail's closing rates. Pending the result of the Commissariat drawings, the sterling rate also advanced, but has since again receded to quotations.

Discount and Mortgages.—Only first class bills are discountable at a moderate figure; the difficulty of obtaining money, even on good securities, except at extreme rates, is being seriously felt, and calls for some amelioration.

Shares.—All descriptions of shares have been very quiet, the market being rather in favour of buyers.

COMMERCIAL REPORT.

CHINA IMPORTS.

HONG KONG.—There has been rather more doing in Grey Shirtings, but at a slight decline for weights up to 8.8lb. Above that values show a marked decline. White Shirtings are quite neglected. Stocks are large and dealers unwilling to purchase. T-cloths continue in some request at about former prices. English Drills are lower, and holders of American goods have had to make further concessions to effect sales. Grey Shirtings, 7lb., $2.95 to 3; sales, 5,000 pieces; 8lb. $3.30 to 3.35; 8.4lb., $3.40 to 3.42½: sales, 15,500 pieces; 8.8lb. $3.47 to 3.50; 9lb. $3.80 to 3.85; 9½lb. $4 to 4.05; 9¾lb. $4.40 to 4.50: sales, 1,000 pieces; 9¾lb. $4.65 to 4.70; 10lb. $4.90 to 5: sales, 800 pieces. White Shirtings: 54 to 60 reed, $2 70 to 3; 64 to 66 do., $3.30 to 3.50; 68 to 72 do., $3.70 to 4.50: sales, 300 pieces. English Drills: 40-yards, $4.80 to 4.90; 30 yards, $3.20 to 3.30: sales, 300 pieces. American Drill, 40-yards, $5.50 to 5.60 per piece; sales, 1,500 pieces;

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30-yards, $4 to 4.10. American Sheetings: 12½ lb., $4.40 to 4.60; 14 lbs., $5 to 5.20 per piece. T-Cloths: 6 to 6.2 lb., $2 35 to 2.40; sales, 10,500 pieces; 6.5 to 6.8 lb., $2.50 to 2.60; sales, 1,000 pieces; 7 lb., $2.80; sales, 5,000 pieces; 7.2 lb., $3; 8 lb., $3.40 to 3.50; sales, 3,700 pieces; 8.4 lb., $3 50 to 3.75; 9 to 10 lb., $3.75 to 4.10. Brocades: White, $3.70 to 3.80; assorted, $4.70 to 4.80. Spotted Shirtings: White, $3.50 to 3.60; assorted, $4.40 to 4.50; sales, 500 pieces. Turkey Red Shirtings: $3.25 to 3.75. Chintzes: $2.20 to 2.45. Shipments to the North have reduced stocks of Long Ells and Spanish Stripes, both of which are dearer. Other descriptions are unchanged, but Lastings and Camlets are weak. Long Ells: H Scarlet, $9.50 to 9.60 per piece; sales, 340 pieces; H assorted, $8.70 to 8.90; sales, 480 pieces; H H Scarlet, $9.60 to $9.80; H H assorted, $8 90 to 9 10, Spanish Stripes: Scarlet, 88 to 95 cents. per yard; sales, 54 pieces; assorted, 85 cents to $1. Blankets: 10 lb., $5.50 to 6.25 per pair; 7 lb., $3 80 to 4. Lastings, $17 to 18 per piece; sales, 100 pieces. Camlets: $17 to 23.75; sales, 75 pieces; Dutch, $26 to 30 per piece. *Metals.*—Iron of all kinds is very firm. Lead dearer. Tin has been quitted to some extent on lower terms. Tin Plates unchanged. Quicksilver dull. Iron: Nail-rod, $3.40 to 3.50; sales, 2,520 piculs; square, round, and flat bar, $3.10 to 3.20; sales, 350 piculs; hoop, $3.60 to 3.80; wire, $7.50 to 8.25; sales, 130 piculs. Steel: $4.50 to 5.50 per tub. Lead: $6.50 to 6.80; sales, 410 piculs; W.B., $7.20 to 7.40. Tin: Malacca, $20.50 to 22; sales, 2,300 piculs; Straits, $18 to 19; sales, 180 piculs. Tin Plates: $6.50 to 7.50; sales, 950 boxes. Quicksilver: $65; sales, 50 flasks. Spelter: $8.60 to 7. *Coal.*—Stocks light, and very firmly held. English, $15.50; Welsh, $16.50; Sydney, $12, from ship's side; anthracite, $14.75 to 15—sales.

SHANGHAI.—The telegrams brought by the French mail have allayed the fears of war, and a hopeful tone pervades the market; both dollars and exchange have slightly advanced. Without having any great change to note, it may be said that dealers evince rather more disposition to buy Grey Shirtings, for which there is some demand for local consumption, Ningpo, and the river ports. At Tientsin business is suspended by the drought, the canals and creeks being too low to admit the navigation being carried on. The present dulness may partly be accounted for by its being the periodical or half-yearly settling amongst the Chinese. In a few days demand may increase. There has been some inquiry for goods for Japan. Grey Shirtings: 8 lb. 4 oz. may be quoted firm at Tls. 2.45 for common chops, and at Tls. 2.57 for best eagles. T-Cloths: Without change, best cloths in 7 lbs. Tls. 2.40 to 2.45. White Shirtings: Nothing done and quotations are quite nominal. Camlets: Are still lower; sales of fairly assorted S.S. having been made at Tls. 13.30 per pce. Spanish Stripes: Are without change; a small inquiry exists for scarlet at good rates. Long Ells are quiet, and there are now more sellers than buyers; prices show no change. Figured Orleans: Very few transactions reported, and prices tending in favour of buyers. Lastings: Assorted are dull of sale. Black have been placed at Tls. 14.50 per pce. Metals: The arrivals noted in issue of 1st June having increased Stocks, dealers have fairly supplied themselves, and the market is quiet, but with a good current demand at quotations. Coals: The cargo of the Dorothea is the only one on the market. A small cargo of Sydney has been sold at the extreme rate of Tls. 12.50, but this was an exceptional transaction. Stocks very light. Cardiff, from ships' side, Tls. 16, N. Wales 15, English 14 to 15, Anthracite 12.50 to 13 nominal.

YOKOHAMA.—Money is still very scarce with our customers, and whatever dollars they get for the small lots of Silk sold, are chiefly required for fulfilment of their contracts for Rice and Sugar. Deliveries of these necessaries of life have constituted the main business of the fortnight. We remark with much pleasure a growing improvement in the behaviour of the Japanese respecting their contracts. They have, in many instances, shown very good faith, taking delivery of China Rice by no means up to muster, at a fair reduction on contract price, instead of throwing up their bargains altogether, and making fresh and more advantageous arrangements, as they might easily do. In Grey Shirtings a good inquiry exists and stocks are considerably reduced. Sales are made to arrive at better prices than can be got for goods on the spot. The inquiry for Yarn continues and stocks are almost exhausted. Woollens are dull; an inquiry has sprung up for Alpacas. Metals are not much asked for, with the exception of Hoop Iron and Tin plates, and prices are unremunerative. The impression is gaining ground that the opening of the new ports will not materially affect the Yokohama market.

CHINA EXPORTS.

TEA

YOKOHAMA.—The season closes with an unsold stock of about 2,200 piculs, chiefly of inferior and unsaleable character. About 40 piculs of new crop from the Shimosa district is on the market and fresh arrivals are daily expected. Dealers are very firm in their demands, but no settlement has yet taken place to enable us to establish a quotatation. A very small parcel, for which a fancy price was given, went by the Colorado. Business is quite at a standstill, the only purchases made during the fortnight having been to close up shipments per Lord Collinwood to London and Colorado to San Francisco. They amounted only to about 800 piculs.

CANTON.—The business transacted in teas during the fortnight has been small compared to that reported on the 28th ultimo. The principal settlements have been in Scented Orange Pekoes at a decline of 3½ to 4 taels upon previous quotations. One chop of Country Congou has found a buyer at 2½ taels. Stock is now 9 chops or 4,020 packages. In Canton Congous a settlement of 500 packages is reported at taels 24½ to 25½. Canton Gunpowders and Young Hysons sales amount to 1,000 boxes each at taels 22 to 28½ for the former, and taels 23 to 26 for the latter. The offer of 38½ taels proportion for the three chops Country Greens has not been accepted, and the stock remains the same, say three chops, without any inquiry. Settlements have been—Country Congous, 1 chop at 21½ taels; Scented Orange Pekoe, 13,000 boxes at taels 24 to 32; Scented Caper, 7,000 boxes at taels 24 to 31; Canton-district Congous, 500 boxes at taels 24½ to 25½; Gunpowders, 1,000 boxes at taels 22 to 28½; Young Hysons, 1,000 boxes at taels 23 to 26.

FOOCHOW.—Messrs. Fussell and Co.'s circular says:—We have now to advise the opening of our market most prematurely (and at prices considerably above what the teamen were prepared to accept) on the 26th ultimo by the purchase by one firm of about 10,000 chests Congou from Yung-How and Soey-Kut districts at Tls. 28.8 to 32.8 ship off price. It is a matter of much regret that foreigners should have again proved themselves so eager to commence operations, as the stock of Congou on the 26th May only amounted to 40,000 chests, and a very large quantity came to hand within the next two days, and we confidently assert that the teamen were fully prepared to accept at least 2 taels per picul less than the prices which were paid them for opening the market. A large business has been transacted since the opening and prices have steadily hardened, and we now have to report an average rise onall grades of Congou of about 3 taels per picul. Our opinion of the quality of the crop is that medium, fine and finest congous are fully equal to those of last year (the latter grades being by no means in full supply), commoner grades are decidedly inferior, more particularly those from the Sar-Yune and Yung-How districts, containing a very large proportion of old leaf. This fault, however, is apparent throughout the whole crop. The teas generally are well fired, and we think will improve on the voyage home, instead of deteriorating as they did last season. Prices as compared with last year show an average reduc- of about 6 to 7 taels per picul. Oolongs have arrived in fair quantity, and prove to be well made and fresh, but deficient in strength; prices compared with last season show a reduction of about 4 to 5 taels per picul. Scented tea are very well made but deficient both in strength and scent. Prices 2 taels lower than last year. Souchongs and Flowery Pekoes: No musters yet to hand.

SHANGHAI.—There has as yet been no business in *Black Teas.* Two chops only of new tea are on offer, for which the holders (native) cannot obtain the equivalent of Hankow rates. Beyond these, the teas received have been in transit. The crop, as far as we have yet seen, appears to be below the average in quality, the bulk of the samples exhibiting a marked absence of strength. The Ningchows shortly expected from Kiukiang are better spoken of; the finest teas from that port have not yet been shown. It is generally expected that on the arrival of teas from Hankow in quantity, a decline on this market will have to be submitted to. Re-shipments, 700 chests. Stock, 1,500 chests. Total settlements, with re-shipments from the river ports, from 1st June, 1866, to 31st May, 1867, 332,000 chests, against 275,000 chests last year In *Green Teas* two small chops of old tea have been settled at about former rates. Prices are said to be lower in the country, finest Moyunes having been bought to lay down here at 35 taels, being about 6 taels cheaper than last year. The yield is expected to be more plentiful this season owing to all the districts being now entirely freed from local disturbances. The settlements comprise, 530 half-chests common Fychow, at 21.5 taels; 530 half-chests medium Pingsuey, at 29.5 taels; total, 1,600 half-chests. Reshipments, 1,100 half-chests. Stock, 7,000 half-chests, against 1,000 half-chests at same date last year. Total settlements, with reshipments from the river ports, from 1st June to 31st May, 1867, 365,200 half-chests, against 287,500 half-chests last year.

HANKOW.—Our advices reach to the 1st June. The market was opened on the 23rd May, by Messrs. Overweg and Co., who settled 4 chops for Russian account at tls. 31.5 to 32.2.5 per picul. Of these two chops only were generally considered fine, and much astonishment at the rates paid was manifested both by natives and foreigners. Business was suspended until the 25th, when 12 chops were settled at prices ranging from tls. 29 5 to 31.5, showing a fall of more than one tael from the prices paid two days previously. At this reduction a large business resulted, and with few exceptions the buying had become general at the date the steamer left, all the finest teas having been cleared off the market. Medium teas were in good supply, and teamen were anxious to quit these on somewhat easier rates. The quality of the crop was universally regarded as inferior to that of the past two seasons, the teas though flavoury being wanting in body and style. The necessary distinction in value between fine and fair Teas appeared to have been again neglected, but it was expected that on the subsidence of the opening excitement a considerable drop in the prices of these latter would take place. Arrivals to date were more than double those of last year, and settlements, in all 55,000 chests, had been proportionately large. 59,000 chests remained in stock, the bulk of the chops being only of medium quality. Supplies were coming down freely, and a large yield was expected. Quotations were:—Oopacks, finest, 30.0.0 to 31.5.0. equal 2s. 0½d. to 2s. 1½d. per lb. Ditto medium to fine, 26.0.0. to 29.5.0 equal 1s. 10d. to 2s. 0d. Oonams, fine to finest Oonfa, 25.0.0. to 28.0.0 equal 1s. 9d. to 1s. 11d.

KIUKIANG.—We have dates to June 2nd. The market for New Teas had been opened by the purchase of 513 half-chests Ningchow at Tls. 28½ (= 1s. 11½d.), leaving only about 400 chests tea on the market. Chest musters of Ningchow were daily expected, and the full chops would arrive in about ten days' time.

SILK.

SHANGHAI.—The warlike news to the 28th April, received by telegrams via Kiachta early in the fortnight, had some effect upon our market, but the arrival of the French mail with telegrams via Galle to the 9th May, announcing an adjustment of the political difficulties, caused a very active demand, and prices have since been forced up, hour by hour, until we close at the quotations given below. This excitement may be attributed to the many orders at high limits received from home, all of which it is to be hoped have been executed, and if so, we may shortly see lower prices ruling. Of true Classic Chop Silks, the arrivals have been very limited, say—150 bales of which 110 bales have found buyers, leaving 30 bales still on offer. The Silk market was opened on the 30th May, when about 100 bales of Chops Nos. 1, 2, and 3 Tsatlee were purchased at taels 525, 505 and 485 respectively. On the following day 50 bales of "Mai-foong" and "Hwa-foong" Tls. 500 to 480 per picul. Operations were not general until the 3rd inst., when about 60 bales of No. 1 Tsallee at 447½ per picul; and 20 bales of Karshing Taysaam at tls. 435 per picul for "Gnarling," and tls. 415 per picul for "Kinling" were sold; and since then the market has been very active and excited. The anxiety shown by foreigners to secure good parcels enabled the Chinamen to obtain extreme prices, and at the close of the mail, the advance upon opening rates is fully tls. 40 per picul. The transactions are estimated at 1,700 bales, 500 bales of which are going forward on native account. The arrivals from the interior amount to 2,200 bales and from Ningpo 20 bales have been received, and the unsold stock is said to be 500

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bales, which will be added to daily, several parcels of Silk being close at hand. The new Silk is much superior to last season in every respect, with the exception of the size, which is decidedly full and coarse. Quotations: Tsatlee, Chops, No. I, tls. 555 to 565; do. do. No. 2, tls. 535 to 545; do. do. No. 3, tls. 515 to 525.

SILK.

YOKOHAMA.—The market for this staple may be considered as almost closed; arrivals have fallen to a minimum, and quality deteriorates daily. We have no No. 1 whatever, of any description, and have to give our quotations for "best on offer." For the best parcels of what silk is on sale, dealers are apparently firm, but the display of a real desire to do business quickly induces a reduction in their demands. A marked difference will be noticed in our quotations as compared with those of last mail; but at every rate which we quote business has been done. The prospects of the new crop, as far as we can judge at present, are very satisfactory. The weather has been most favourable for both eggs and leaf, and we expect to have musters of new silk before next mail.

CANTON.—The intelligence received, to the effect that political difficulties in Europe had been satisfactorily settled for the present, has caused a more cheerful feeling to prevail in our markets, and silk dealers have become very firm in their demands. A rumour has gained ground among them that the European crop is likely to be a very small one, and it is feared that a combination will be entered into to sustain present high rates. Soon after the departure of the last mail it became generally known that but little silk was to be expected from the first crop, prices in consequence advanced $20 per picul, and holders became very firm in their demands; the few parcels arriving from the country were taken at current rates, and our market is now cleared of all desirable kinds of silk. In re-reels a fair amount of business has been transacted during the fortnight at gradually increasing rates; we hear of settlements having taken place at $555 to 560 for second crop silk, and very large contracts are reported. The produce of the second crop will be placed in bulk on this market about the middle of this month; the yield is said to be a large one, but from the unfavourable weather recently experienced, we fancy that much injury has been done to it. Present stocks consist of 25 bales Tsaltees, 15 do. Loongkongs, and 40 do. Kowkongs, which are held for the extreme prices noted below. Quotations: Tsaltee No. 1, $540 to 545; laid down in London at 4s. 6d. exchange, equal 21s. to 21s. 4d; Loongkong No. 1, $525 to 530, equal 20s. 5d. to 20s. 9d.; Lacklow, $500 to 505, equal 19s. 7d. to 19s. 9d.; Re-reeled Cumchook, $555 to 560, equal 21s. 7d. to 21s. 10d.; Kowkong, $450 to 460, equal 17s. 7d. to 18s. 1d.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Newcastle, May 25, Wilhelmina Elise.

At SHANGHAI.—From Shields, May 24, Caller Ou; from London, 27, Sir Lancelot, Gossamer, Hoang Ho, Coulnakyle, Laurel; from New York, 28, Mary Whitridge; from Liverpool, 28, Maiden Queen; from Cardiff, 30, Anna Dorathea; from Liverpool, June 4, Ajax (str.)

At HONG KONG.—From London, May 30, Dora; from New York, 30, N. B. Palmer; from Cardiff, 30, Boanerges and Fair Leader; from Bremen, June 4, Lesmona; from Plymouth, 8, Falcon.

At MANILA.—May 23, from Hamburg, Voldadora; 23, from Glasgow, Ordalia; 25, from Liverpool, Trinidad; 27, from London, Ogono.

At SINGAPORE.—June 13, from Glasgow, Huntley Castle; 16, from Rotterdam, Johanna Antonia; 19, from Swansea, William Chandler; 19, from Glasgow, Edinburgh Castle; 20, from Liverpool, Lanercost.

At PENANG.—June 15, from London, Zingra; 15, from Boston, Borneo.

At BATAVIA.—June 10, from Glasgow, Priam and Annie Story.

DEPARTURES.

From YOKOHAMA.—May 17, for London, Lord Collingwood.

From SHANGHAI.—None.

From FOOCHOW.—For London, May 31, Maitland; June 1, Serica; 2, Taeping; 4, Fiery Cross; 5, Whiteadder; 8, Ziba; 9, Taitsing.

From HONG KONG and CANTON.—For London, June 7 Min; 2, Belted Will (from Macao); 4, Deerfoot (from Whampoa).

From MANILA.—June 1, for Cork via Zebu, Esmerald.

From SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Havelock, Benefactress.

At SHANGHAI.—For London, Anglo-Saxon, City of Aberdeen, Elmstone Coulnakyle, Worcester, Gossamer, Isles of South, Peter Denny, Silver Eagle, Sir Lancelot, Minfell, Agamemnon, and Ajax (strs.).

At HANKOW.—Ada, Eliza Shaw, Challenger.

At FOOCHOW.—For London, Black Prince, Flying Spur, Ariel, Taewan (since reported as lost in the river), Yangtzee, all to sail in a few days.

At CANTON.—For London, Fakuan, Alma, Wemyss Castle, Niphon, Passe Partout.

At MANILA.—For London, Monarch; for Cadiz, Elena; for New York, Wild Rover, Daniel Marcy; for Boston, Pocahontas; for Liverpool, Hunilia, Mitchell.

At SINGAPORE.—For London, Thusnedda, Jean Meyer; for Liverpool and Glasgow, Edinburgh Castle.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Cotton and tea, £3 to £3 10s.; silk, £4 10s. To New York: £2 10s. to £3.

At SHANGHAI.—For London: For clippers the rate has declined from £5 to £4, owing to several arrivals. The vessels at Hankow get £6 10s. to £7.

At FOOCHOW.—For London: The rate for clippers £4, and the Oriel fills up at £4 10s. For Australia: £3 10s. to £3 15s.

At HONG KONG and CANTON.—For London: £3 10s., and following the Shumlee is reported chartered at £3. For New York: Nominal. Rice and coast charters are active.

At MANILA.—Tonnage is scarce, there being no vessel without employment, and the demand being good, £3 to £3 5s. per ton would be paid to load dry sugar for London or Liverpool. The Emerald has been taking up during the fortnight at £3 15s. per ton for 800 tons sugar, and 100 tons hemp to load at Cebu for Cork or Falmouth for orders, to discharge in United States.

At SINGAPORE.—Freights continue very firm for all voyages. The vessels on the London berth are fully engaged at £3 per ton all round, and it is probable next ship will demand a higher rate. The Edinburgh Castle has just taken the berth for Liverpool at £3 10s., and for the Clyde at £3 15s. per ton. Tonnage in the harbour is exceedingly scarce, and, with some demand for vessels, we are likely to see a continuance of high rates for some time to come.

At BATAVIA.—Tonnage continues most exceptionally scarce, in fact there are only one or two vessels, just arrived, and still discharging inward cargoes, that are open for charter. There are but few vessels expected from Holland, and we look for extreme rates all through this year. The Kosmopoliet II. has been fixed at f.82.50 per last, equal to fully £4 per ton E.I. Company's conditions, for Sugar and Coffee to Holland.

SHIPS' REPORTS.

HONG KONG.

The P. and O. Companys' steamer Sunda reports having left Shanghai on Friday, June 7th. Off the Light Ship exchanged colours with the British ships Lauderdale and John Banks, both vessels wished to be reported. Between Gutzluff and the Light Ship, passed the British steamer Cadiz bound up the river. Off the Namki Islands passed the British steamer Shaftesbury and H.M. S.S. Pearl steering to the Northward and Eastward. Experienced light N.E. winds and fine weather throughout the first part of the passage, latterly variable winds and hazy weather with passing showers.

The British ship Falcon reports having left Plymouth on February 18th, was 40 days to the equator, which was crossed in 22.30, after 15 days calms and light winds. Passed the meridian of the Cape 65 days out. Thence to Anjer 26 days, and 14 days up the China Sea, making in all 106 days. Off Anjer Point was boarded from the British ship Wild Deer, from London, bound to Shanghai, chief officer reported captain sick and had been sent on shore there, being unable to proceed in the ship, and she was to be sent on to her destination in charge of a pilot from Singapore.

The British ship Boanerges reports having left Cardiff, Nov. 30th. Experienced a succession of south and south-westerly gales for an entire month. No N.E. trades to speak of. Crossed the equator Jan. 19th in 25.48 W., thence moderate breezes and fine weather to the Cape, which was passed on Feb. 19th in 39.12 S. Strong south westerly gales and a continual succession of gales and calms. Tried the eastern passage, and managed to get as far as Timor Straits, where, although the wind was fair, the current was so strong that she could not stem it, and after trying for fourteen days had to bear up. Anchored on May 4 in the Straits of Allass, off Bally Island for water, and suceeeded in getting a supply with the ship's boats, and left again on the 8th. Crossed the line this side, on the 17th, and came through the Java Sea and Caramatta Passage.

SHANGHAI.

British steamer Ajax—March 9, left Liverpool; June 4, arrived at Shanghai. Experienced strong S.W. winds up to Madeira. Crossed the Equator March 25. Had moderate S.E. monsoons. Passed the meridian of the Cape of Good Hope April 7. Arrived at Mauritius April 19; left April 23. Put into Penang May 7; left May 10. Arrived at Singapore May 12; left May 17. Arrived at Hong Kong May 23, and left 29. The first part of the passage strong N.E. winds, with fine weather; the latter part of the passage light winds with thick weather and fog. Anchored at Woosung June 3, 5 p.m.; arrived at Shanghai June 4, 3 p.m.

SINGAPORE.

The Dutch steamer M. S. Van Rochussen, reports that the French ship Pampelmousse, had run on the Karang Hadjee Shoal on the night of the 15 June, W.S.W. from the lighthouse off the point.

By private advices from Penang, per steamer Pluto, we learn that the Prussian brig Tamerlan, Captain Alexanderson, which left that port for London on the 13 May, was totally wrecked off Acheen Head. The crew and part of the cargo saved.

Othello, Manila to Sydney with sugar and hemp, abandoned; was picked up at sea by the British barque Zoe, and brought into Singapore.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
May 3	Geppard	Manila	London
— —	Eastern Star	Singapore	London
— 10	Priam	Glasgow	Batavia
— —	Niphon	Batavia	Rotterdam
— 15	Nellie Hastings	Cardiff	Japan
— —	Star of China	London	Shanghai
— 16	Wild Deer	London	Shanghai
— 17	Eliz. & Jacoba	Batavia	Amsterdam
— 19	Hugh Fortescue	Whampoa	London
— 20	Vanguard	Shanghai	London
— 22	Falcon	Falmouth	Hong Kong
— 23	Kosmopoliet II.	Dordrecht	Batavia
— 24	Bhering	New York	Japan
— —	Hindostan	Bordeaux	Batavia
— —	Her Majesty	Manila	London
— 27	Suzanne	Singapore	Bordeaux
— —	Helen Nicolson	London	Shanghai
— —	Wyk aan Zee	Batavia	Amsterdam
June 4	Dilkhoosh	Manila	London
— —	Fortuna	Cardiff	Shanghai
— —	Coral Nymph	Sunderland	Shanghai
— —	Kandaughauer	Batavia	Holland
— —	Birchgrove	Whampoa	London
— 2	Agneta	Manila	London
— 5	Hayo-Mayo (st.)	Cardiff	Japan

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Date.		Ship.		From.		To.
— —	...	St. Jan	...	Batavia	...	Holland
— 6	...	Scawfell	...	Cardiff	...	Hong Kong
— —	...	Huntly Castle	...	Glasgow	...	Singapore
— —	...	Sir Wm. Wallace...		Cardiff	...	Shanghai
— 7	...	Philomela	...	London	...	Yokohama
— —	...	Tinzel	...	Cardiff	...	Chefoo
— —	...	Oud. a.d. Amstel...		Rotterdam	...	Batavia
— 8	...	President Pl te ...		Rotterdam	...	Batavia
— —	...	Helena & Anna ...		Falmouth	...	Batavia
— 9	...	M aura	...	Singapore	...	Liverpool
— 10	...	Meteor	...	New York	...	Shanghai
— —	...	Pegasus	...	New York	...	Shanghai
— —	...	Argonaut	...	Bordeaux	...	Singapore
— —	...	Betty Perlbach	...	Mani'a	...	Cork

COMMERCIAL POSTSCRIPT.

ARRIVAL NOT IN THE TABLES.—At Queenstown, from Rangoon, Belpore; July 25, at Cowes, from Singapore, William; at Glasgow, from Singapore, Roslin Castle; 24, at Brouwershaven, from Java, Helvoetsluis; 24, Off Dungeness, from Batavia, Ida Gertrude.

DEPARTURES.—July 25, from London, for Hong Kong and Canton Charlotte; 24, from Cardiff, for Singapore, Nouveau Nomade; 25, from Newport, for Singapore, Schelde.

LAID-ON.—At London, for Hong Kong and Canton, Albert Victor; at Liverpool, for Galle, Alaric.

SPOKEN.—Saladin, London to Colombo, June 12, 3 N., 27 W.; Antje, Newcastle to Singapore, June 12, 3 N., 24 W.; Ocean, Cardiff to Singapore, June 19, 10 N., 26 W.

MISCELLANEOUS.—At Ancona, July 14, Elizabeth Johanna, Schenk, from Amsterdam, and left 15 for Singapore.

ROTTERDAM, JULY 25.—The Trading Company's sugar auction, held to-day, 38,924 mats offered, gave the following results:—No. 11, 30½f.; No. 12. 31½f.; No. 18, 32¼f.; No. 14, 33½f.; No. 15, 32¾f.; No. 16, 33½f.; No. 17, 34f.; Nos. 18 and 19, 34¾f.; No. 20, 35¼f. Shipping Arrivals: Brouwershaven, July 24, Hellevoetsluis, from Java.

TURKEY AND INDIA.—The *Daily News* remarks that when the immense political and commercial interests we have in India are considered, a remembrance of what has been done, with the friendly aid of Turkey and Egypt, to bring India and England nearer together will be mingled with surprise that more has not been accomplished. While we are all anxious to give the Ottoman Government full credit for the facilities it has accorded or is ready to accord us, there can be no impropriety in pointing out that the Turkish Government can only benefit by every measure which makes its territory a better frequented road to India. At present, however, we are not making the best of the advantages which lie before us. Our passenger traffic, with the mails and the more precious articles of merchandise, follow the route through Egypt, whereas the valleys of Antioch and the Euphrates offer a road which seems to have been marked out by nature for our purpose. A railway of nine hundred miles from sea to sea would give us the best access to India, saving a thousand miles in distance, and shortening the period of transit by ten days. The introduction of so great an undertaking, and its maintenance and working, in the most valuable part of the Sultan's dominions, could not fail to be followed by immense advantage to the Turkish Government and the people.

ENGLISH ENGINEERS IN EGYPT.—The following letter has appeared in *The Times*:—"Sir,—While the Viceroy has been entertained in England we have had a somewhat serious complication with his Government here which may be of interest to your readers. Among the engine-drivers on the Alexandria, Cairo, and Suez line of railway a very large proportion are Englishmen. These men, who took service under the Egyptian Government, deceived by the promise of wages higher than those in England, not taking into calculation the more than proportionate expenditure, have found that not only are these wages small, but that they are seldom, if ever, paid, while the other conditions of their contract are deliberately neglected. Dissatisfied with this state of things, they were suddenly, without any pretext whatever, dismissed from their posts, their salaries in arrear and pay for extra work plainly refused. They applied to their consulate, but British interests in Egypt are a byeword, and the importunities of our consul met with either contemptuous silence or determined refusal. An examination was at last agreed to. The Commissioners, including our consul at Cairo, Mr. Reade, Bett Bey, and Mr. Phillips, of the railway, and others, were in favour of the engine-drivers; another appeal was made to the Government, and met with the same result. Now, as a last resource, Mr. Reade, as acting consul-general, has deducted from the annual subsidy the amount due; the cheque for the balance has been offered to Cheriff Pasha, who, however, refuses it, and has entered a formal protest.—I remain, Sir, yours truly, MOBERLY BELL.—Alexandria, July 12."

PAIGE V. SHEPHERD AND OTHERS.—Mr. Coleridge, Q.C., Mr. H. T. Cole, Q.C., and Mr. Pinder were counsel for the plaintiff; Mr. Kingdon, Q.C., and Mr. Lopes for the defendants. This was an action brought by Captain Paige, late master of the *Solent*, against the owners, Messrs. Shepherd, for wrongful dismissal from the command while at Hong Kong, on a charge of drunkenness, &c. Captain Heaton, Mr. Douglas Lapraik, and others, lately returned from Hong Kong, were called as witnesses. The evidence on both sides chiefly consisted of the depositions of persons who were abroad, and which occupied an immense time in reading. Of course, the evidence was completely contradictory—that on the part of the plaintiff being given with a view to rebut the allegation of intemperance, and on the part of the defendants to prove continual acts of drunkenness. The case lasted nearly two days. It was arranged that, as the action was not brought for damages, but for character, if the jury found for the plaintiff the judge should award the amount to be given to him. The jury retired for a short time, and then returned a verdict for the plaintiff, and the judge awarded him £50.

The German residents in China have sent Count Bismarck a testimonial in the shape of a silver goblet, five pounds in weight, and thickly gilt on the inside. On the cover is a bust of the Minister, and on the foot of the goblet are the arms of Generals von Roon, Moltke, Herwarth von Bittenfeld, Vogel von Falkenstein, and Steinmetz.

The case of the captain of H.M.S. *Perseus*, proceeding to the Pelleu Islands to demand satisfaction for the murder of Captain Cheyne, and the retaibution demanded, viz., the execution of the King, is undergoing official investigation, and will be noticed in our next.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 24.

The chief item of news is that our official paper, the *Staats Courant*, has published at last the name of the new Minister of the Colonial Department. The Cabinet, after having negotiated during some weeks with the principal members of the Conservative party without the least success, found a successor for Mr. Trakranen in Mr. J. J. Hasselman, formerly a resident of Djocdjocarta, and lately a burgomaster of Tiel. This appointment has caused a good deal of sensation here. None of the parties are satisfied. Up to the present he has been quite unknown as a statesman. Thus the Cabinet is patched up, and our political horizon has cleared up totally; Mr. Heemskerk having decided to hold his portfolio even without dissolving the First Chamber, which, as I told you in my last, outvoted the Bill to reorganise the National Guards.

The last Rio mail brought bad news about the clipper frigate *s'Gravenhage*. A great interest was felt here about the fate of this vessel. She was provided with auxiliary steam-engines, and was built for the transport of passengers. Not only a great many persons took passage, but also a transport of 300 soldiers were shipped. The vessel, we now learn, put into Rio Janeiro on the 13th June leaky, and is recommended to be partially discharged. On the 10th of July it was going into the dock. It is said that the ship will remain at least two months in that harbour. The troops passed over on a Portuguese man-of-war, and the passengers are obliged to live on their own account in the town. So runs the story, which I think is well founded.

The Prince of Orange returned some days ago from Paris, and the King still remains at his seat, "het Loo."

IT is now decided that the Commander-in-Chief of the military forces in Schleswig-Holstein shall have his seat at Altona, and Mr. W. Pustau's house on the Palmaille has been taken for three years certain for his Excellency's accommodation.

SHIPPING INTELLIGENCE.

ARRIVALS.—July 15, at Brouwershaven, from Banjoewangie, Gebroeders van der Beek; 17, from Banjoewangie, Ternate and Bezokie; at Texel, from Tjilatjap, Jacob; from Banjoewangie, Maassluis.

DEPARTURE.—July 15, from Texel for Singapore (*via* Sunderland), Vice-Admiral May.

PASSENGERS INWARD.—From Java, per Ida Elizabeth: Mr. J. van Toorn and family, Mr. J. Salen and child; per Kanagawa: Mr. Verberne and family; per Louise: Mr. G. Eslirger; per Sumatra: Mr. Julius Rademacher; per Ternate: Mr. Carstens and family, Mr. B. Burg, Mrs. van der Bent and children; per Bezoekie: Mr. Van Delden and family, Mr. Overbeek and one child, Miss Bouricius, Mr. Ham, Miss Roessanaer; per Maassluis: Mr. Vriesman, Mr. Bruins, Mr. Anten, and Mr. Langenberg.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 23.

The *Journal de Geneve* publishes the following private letter from Japan, dated Yokohama, May 9:—"The local news of the day turns on a dispute that has broken out here between Prussia and Switzerland, concerning a piece of land that the Japanese Government ceded to the former Swiss Consul here—Dr. Lindau—and which the latter (who is a native of Prussia) caused to be entered in the Register of the Prussian Consulate General as his private property, but which has lately been claimed and taken possession of by the new Swiss Consul-General, Mr. Brennwald. In consequence of this the Prussian Consul-General, who is at the same time the diplomatic Chargé d'Affaires, gave his Swiss colleague friendly notice that he had received instructions from his Government to have the Swiss Federal flag removed from the piece of land in question. In order to avoid a conflict with the Germans, who are more numerous here than the Swiss, and as there is, moreover, a Prussian corvette in the vicinity, Switzerland was obliged to give way and have the flag hauled down, which has since been hoisted on an adjoining spot appropriated for the locality of the French Consulate, where the representative of France has granted it his hospitality till the question is finally settled between the respective Governments in Europe, either by a court of arbitration or the usual diplomatic intervention."

Austria has for some time past had it in contemplation to change her silver currency and introduce the system adopted by France, Switzerland, Italy, and Belgium, with a gold coinage. To this will be added the decimal metrical system of weights and measures. As far back as the beginning of last year an Imperial scientific Commission was appointed, the chairman of which was Admiral Wullerstorff, at that time Minister for Commerce, for the purpose of examining the question in all its bearings and the expediency of introducing so great an alteration, together with proposals for the easiest mode of effecting it and drawing up tables for the reduction from the old currency to the new, and *vice versa*. The Commission did not hesitate to report so favourably on the subject that the Emperor has now resolved that the alteration shall take place as soon as possible, and the first step has already been taken by Baron von Beust, now promoted to the dignity of Chancellor of the Empire—an appointment that has been lying dormant since the death of the first Prince Metternich—who has given Prussia formal notice of the Emperor's intention to dissolve the monetary treaty now in force with Prussia, for the purpose of being at liberty on the 1st of January next to join the treaty between the above-named four States.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, no tnecessarily for publication, but as a guarantee of good faith.

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Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JULY 27, 1867.

THE BRITISH MINISTER IN CHINA AND THE TREATY PORTS.

OUR last advices from China convey the intelligence that Sir RUTHERFORD ALCOCK, after a prolonged period of apparent inactivity at Peking, had started on a tour among the Treaty Ports, a duty which, we fear, has been too long neglected. So little has been heard of his Excellency since the commencement of the present year, that it is quite refreshing to be able to chronicle some movement on the part of the British Minister; or, to give him for once his full style and title—"Her MAJESTY'S Envoy Extraordinary, Minister Plenipotentiary, and *Chief Superintendent of British Trade* in China." Surely the last-named of these three distinctions has of late lost something of its significance. Shall we be considered impertinent if we venture to ask in what the duties of a "Chief Superintendent of Trade" consist? In a close supervision of the movements of all British subjects, with the view of enforcing every possible restriction on their freedom of action, with a rigid determination to interpret every doubtful point in the treaty in the manner most adverse to their interests? Or in keeping a careful watch over those interests, protecting them, as far as may be, from the obstructions or extortions of ignorant and corrupt local Governments? Or in both of these—say a good deal of the first, and a very little of the last? It is in real earnest, and with no simulated anxiety, that we ask these questions, for the course of events under the present *regime* has been such as to excite some apprehension that the tide of our prestige in China is once more on the ebb, and that our representative is somewhat lax in his exertions to stem the adverse current. It cannot be done by inditing lengthy despatches or official essays, the meaning of which is obscured amid a cloud of redundant verbiage and stilted phraseology; the writer meanwhile enjoying a life of dignified repose at Peking. There are apparently two causes that militate against the practical efficiency of our diplomatic and consular services in China. The first is an unfortunate effect that the study of the language generally has upon our sinologues, whereby they become imbued with an unreasoning admiration for the forms, ceremonies, and points of etiquette peculiar to the natives, the result of this being that they eventually come to regard all questions under discussion rather from a Chinese than an English point of view, their national sympathies as well as their faculty of perception being held in abeyance by the narrow-minded prejudices thus imbibed. Of this we have of late years had but too many instances. The second cause of this inefficiency is to be found in a sense of uneasy self-importance that pervades the entire service, though more frequently manifested in its lower ranks. An apt illustration of this is afforded by a Consular officer, of whom it is told—with what truth we know not—that, being once remonstrated with by a merchant for failing to give due consideration to a complaint laid before him, he said, with much *hauteur*, "I am here, Sir, *not* to be bothered "with your petty grievances, BUT TO REPRESENT HER "MAJESTY!" which he doubtless held to be conclusive. These remarks must not be understood as a sweeping condemnation of the service, which numbers many gentlemen conspicuous for their high attainments and conscientious endeavours to discharge their duties with fidelity. We only wish to point out, that were it not for our vast mercantile interests in China, no Superintendent of Trade, no Consular officials, would be necessary; and therefore, that as they are necessary, and do actually exist, their first duty is the careful protection of the interests that have called them into being. The duties of an Envoy or Minister may doubtless be best performed at the Court to which he is accredited. Those of a Superintendent of Trade as clearly require that he should pay frequent visits to the ports at which the trade is carried on; that he should exhibit an active personal interest in it; and that above all, he should never cease his endeavours to procure the fulfilment of each clause in the treaty, not so much to the letter as in a broad and generous spirit.

If carried out with a due sense of its importance, Sir RUTHERFORD'S tour will not be barren of results. Work has been accumulating, and awaits him probably at every port. The merchants at Chefoo have eagerly seized the opportunity of laying before his Excellency a statement of the condition of trade at their port, and urging the necessity of removing certain vexatious obstacles that at present impede its development. They are subjected, it appears, to perpetual annoyances and illegal exactions by the Mandarins, and can obtain no redress for injuries constantly inflicted on their property. Repeated appeals to the Consul have produced no effect, and they very naturally feel that the presence of the Minister, and a strong representation made by him on the spot, would show the local Government that British interests are not left entirely unprotected, and would at least afford them some chance of being more equitably treated. They also make an effort to enlist Sir RUTHERFORD'S sympathy with the project for connecting Chefoo with Tsinanfoo by railway, and even hint at the possibility of obtaining permission to work certain coal mines in the neighbourhood, and to make some twenty miles of tramway to bring the coal down to the sea. Surely, our Chefoo friends have been reckoning without their host. They should have reflected a little, and called to mind the action of Sir RUTHERFORD ALCOCK on this very question of railway construction last year. The feeble nature of his representation to Prince KUNG; the apathy with which he waited six months for a reply; and the calmness and apparent gratification with which he received a contemptuous refusal, and coolly recommended the "China Railways Company" to give up their project, can hardly be considered favourable omens for the development of English enterprise in China, either in the construction of railways, the working of mines, or in any way at all. Still, we may reasonably hope that *some* benefit will accrue to Chefoo from his Excellency's visit.

Shanghai, in virtue of its Supreme Court, its large consular establishment, and its "Mixed Court," can dispense with much attention from the Superintendent of Trade, better, probably, than any other port. Of the rest, Amoy seems to be the place where his presence is most urgently required. Here, again, we find a trade, once brisk and lucrative, being gradually extinguished by the imposition of an outrageous tariff of illegal duties, against which repeated remonstrances have, as usual, been quite unavailing. These exactions were commenced, we find, in 1860, and were increased to a serious extent in 1865. Appeals through the Consul to the Superintendent of Trade having been found useless, efforts were made to defeat the thieves of the local government by sending goods up the country under a "transit-dues certificate," as provided for by Article XXIII. of the Treaty. But so complete a reign of terror was established by the mandarins that no natives could be found to take charge of such goods, and this course had to be abandoned; since which the "squeeze" has been remorselessly enforced, to the almost total destruction of the import trade. By the article above alluded to, the privilege is accorded of conveying goods to any part of the interior, on payment of a transit duty of 2½ per cent. A memorandum now before us, from a thoroughly reliable source, comprises a list of twenty-eight articles of import, with the amount of the "mandarin tax" levied on each; and from this it appears that the lowest "squeeze" exacted by these cormorants is five per cent., or exactly double the authorised transit duty, while the highest actually rises to *ninety* per cent.! Here is work for the Superintendent of British Trade. Let him take this matter up in earnest, and not rest until the whole villanous system is swept away, and our trade freed from the harpies that now hold it in their felon grip. Or, if Sir RUTHERFORD cannot be bothered with such petty grievances, let the Amoy merchants resolve to make their demands heard through another channel, and unite to bring the matter under the direct notice of the Home Government. A

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more flagrant breach of the Treaty and of good faith, or one more disgraceful alike to the Chinese Government and to British representatives, has never come under our notice.

THE IMPROVEMENT OF YOKOHAMA.

WHEN we last alluded to this subject we indulged in what may perhaps have appeared unnecessarily gloomy forebodings regarding the future unhealthiness of the settlement of Yokohama—such remarks being suggested by the letter of "M.D., M.R.C.S.E.," which, unhappily, has already proved to be prophetic. Our correspondent, it will be remembered, pointed out that the method adopted of filling in the new portion of the settlement, coupled with the absence of any efficient system of drainage, would certainly engender fevers of a typhoid type, resulting in an increase of sickness and death; and the correctness of his inference is amply verified by the following statement, quoted from the *Japan Herald*:—"The weather is charming and the country looking perfectly lovely. Unhappily, the streets of Yokohama, completely without drainage, are in a most noisome state, and typhoid fevers are becoming epidemic, as a natural consequence. Many Japanese servants are down with them. When too late we shall perhaps manage to get some protection from such and other evils, by means of effective municipal government, but at present we see not the slightest chance of such a boon." Why is it, we would ask, that there is no present prospect of the organisation of an effective municipal government? Want of pecuniary means cannot be the obstacle, for Yokohama, with its large and growing silk trade, must be, in proportion to its size, almost as wealthy a settlement as Shanghai. Is it then owing to the absence of administrative talent? Every Eastern settlement, however small, boasts of at least a few men sufficiently public-spirited and energetic to undertake the duties of municipal government, and in most cases to carry them on satisfactorily; surely such a community as that of Yokohama should be no exception to the rule. Whatever may be the cause of this unfortunate state of affairs, there can be no doubt as to its ultimate results. If the land-renters do not promptly put their shoulders to the wheel, and make a vigorous effort to remove the stigma that now attaches to their settlement, it will not only lose its character as a sanitarium for the China ports, but will cease to be a pleasant and healthful place of residence for themselves. The work of reconstruction now going on offers a golden opportunity of effecting a permanent improvement not only in the outward aspect, but in the sanitary condition of the place, and thus preserving it from becoming a mere "whited sepulchre"—fair to look upon but deadly to enter into.

RUSSIAN TRADE WITH CHINA.

A VOLUMINOUS Blue-book just published contains the reports of Her MAJESTY'S Secretaries of Legation in Belgium, Spain, Holland, and Russia on the trade of those countries; and a space of no less than 213 pages is occupied by a minutely circumstantial account of the trade between Russia and China, compiled by Mr. J. SAVILE LUMLEY. So bulky and diffuse is the report that no process of condensation would suffice to bring all the subjects it includes within the limits of our space; we must therefore be content to extract some of the interesting information it conveys relative to one important branch of the trade, namely, the importation of tea into Russia by the overland route *via* Kiachta.

It appears that tea is the only article of any real importance now conveyed from China into Russia across the Mongolian frontier. Silk and cotton piece goods were formerly imported, chiefly for the Siberian market; but the demand for these is now so amply supplied by home manufactures that this branch of trade can scarcely be said to exist. Sundry articles of Chinese lacquer-work, blinds, and baskets of split bamboo, vases, cups, &c., of nephrite, agate, and cornelian, tobacco, dried fruits and sweetmeats, as well as a few shawls and dressing gowns of rich silk embroidery find their way to Moscow and St. Petersburg, but their amount is too trifling to be taken into consideration. It was formerly supposed that the caravan tea was of a better description than the tea which reaches Europe from Canton, and this was thought to be the chief reason of its high price, but such was not the case; the tea imported into Russia by Kiachta and that exported from China by Canton comes from the same plant and from the same plantations; the black teas chiefly from the province of Fukien, the flower and coloured teas principally from that of Nganhwui. The trade is carried on in China by merchants resorting to Kekow in Kiangsi, the great emporium for the tea from Fukien and Nganhwui. The purchases for Russia are generally made by merchants from the province of Shansee, who buy tea of the first growth and pay 15 or 20 copecks (5d. to 6¼d.) per pound dearer for it; but this is a small item of the charges that weigh on the article before it reaches the Russian consumer. The Kiachta merchants assert that the collection and drying of the first crop is carried on with more care than those of the ensuing crops, and give this as the reason for the superiority attributed to the caravan tea over that of Canton. For a long time it was also supposed that the sea voyage spoilt the flavour of the tea, but this has been disproved by persons qualified to pronounce judgment on the relative flavour of the tea brought by land or by sea.

Everything connected with this trade is so exceptional that some account of the extraordinary route by which the tea is conveyed to Russia may be interesting. A considerable proportion of the tea destined for the Kiachta overland market is sent direct from Hankow down the Yangtsi-kiang to Shanghai, some is also sent from Foochow and Canton to Shanghai; but most of it is collected in the province of Fukien to the north-east of Canton, from whence it is despatched by land or water to Chuh-chan. Thence it is conveyed by coolies, in the manner described by Fortune, over the mountains to Kin-chan. Here the tea is loaded into small boats, taking about 200 chests each. It is then conveyed 40 versts down a stream falling into the Chen-tang, where it is reloaded into boats carrying 500 chests. Passing the town of Hankow, the boats emerge into the Eastern Sea, and coasting along reach the river Kising, up which they proceed to the town of Shanghai. Here the tea is reloaded into larger vessels, carrying as much as 1,500 chests, besides other goods. These vessels, after leaving Shanghai, proceed along the coast to Tientsin, which place they reach, if the weather is favourable, in about fifteen days. The tea is once more reloaded at Tientsin into small boats, taking about 200 chests, which follow the windings of the stream Barkoe and reach Tienshae, about 22 versts from Peking, in the space of ten days. From this point the tea is transported by land on camels and in bullock carts to the frontier fortress Chang-kea-kow or Kalgan, at the great wall, a distance of about 252 versts, and thence across the steppe or desert of Gobi, 1,282 versts, to Kiachta. The transport from Fukien to Kiachta occupies two or three months, according to circumstances. The towns of Kiachta and Maimatchin, situated on opposite sides of the frontier line, form together the seat of the caravan trade. The two towns are separated merely by a barrier, and free access between them is allowed during the day, but rigidly prohibited at night. The traders in Maimatchin number about 1,500 persons, belonging chiefly to the northern provinces, and continue in the trade for a series of years, going and returning with their goods, and never being allowed to take with them their wives and families. The arrival of the Chinese dealers with their teas at Maimatchin is the signal for the commencement of the annual trade. From Kiachta the winter route is by Selenginsk and Verkne-Udinsk, and across Lake Baikal, over the ice to Irkutsk, a journey of from seven to eight days. This route is generally available from the middle of January to the middle of April. Lake Baikal is 350 miles long and 40 miles broad. There is occasionally great difficulty in crossing it in consequence of its surface being free from snow; in some instances, with a fair wind, a sail is hoisted and horses are dispensed with. This would seem to point to a practical adaptation, for purposes of transport across Lake Baikal, of ice-boats, such as are used for pleasure on the Neva, in the winter, at St. Petersburg. The transit from Kiachta to Nijni-Novgorod often occupies six months, owing to the delays occasioned by the ice in the rivers, but it is sometimes performed in half the time. The distance from Kiachta to Moscow is 5,936 versts, and from the tea growing districts to Kiachta 5,000 versts, making a total of 10,936 versts (7,291 miles), which the caravan tea has to traverse before it reaches the Moscow market.

Mr. LUMLEY terminates this part of his subject with a series of tables filled with elaborate calculations to show the relative cost of conveying tea to Moscow by every possible land and sea route, the chief results of which may be summed up as follows:—A pound of the cheapest description of tea of the third growth costs in the tea districts of China 5d.; by the time it reaches Kiachta 11d.; and on reaching Moscow 2s. 2d. One pound of the same description of tea conveyed from London by sea to St. Petersburg and thence by rail to Moscow, costs 1s. 10d.; and when conveyed by sea to Konigsberg and

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thence by rail to Moscow 1s. 9½d.; while tea from Hamburgh can be conveyed to St. Petersburg and Moscow for 1s. 6¾d. It is therefore evident that although the Kiachta trade may still be able to meet with profit the demand for tea in Siberia and the northern provinces of Russia, it cannot compete with the European trade, by which the southern and western provinces of Russia are now supplied.

WE understand that the newly constituted "GERMANIC LLOYDS," having now completed its organisation, has appointed the following firms to act as its Agents in the East Indies and China:—At Hong Kong, Foochow, and Shanghai, Messrs. SIEMSSEN and Co.; at Amoy, Messrs. PASEDAG and Co.; at Saigon, Messrs. BEHRE and Co.; at Bangkok, Messrs. MARCKWALDS and Co.; at Batavia, Messrs. BUSING, SCHRODER and Co. at Singapore, Messrs. BEHN, MEYER, and Co.; at Penang, Messrs. FRIEDRICHS and Co.; and at Calcutta, Messrs. CAUSTHAUSEN, OESTERLEY and Co. The Articles of the Association are now being translated into English for publication.

PLANTS FOR THE EAST.

Letters have been received from Dr. G. Henderson, secretary to the Agricultural and Horticultural Society of India, dated Lahore, June 7, 1867, accompanied by a copy of the minutes of the society, and containing some information for the benefit of residents in India and China and their friends in England. Hitherto it has been a great difficulty to get plants —vines and stone fruit-trees—to succeed when sent out to the East, and the great expense attending such shipments has prevented their being sent as much as they otherwise would. By means of the case invented by Mr. Christy success is insured at a very low cost, as will be seen by the following extracts. The case is constructed like an ordinary packing-case, with divisions, zinc lined, and it is shipped as ordinary merchandise, thus entirely obviating the necessity of the old-fashioned glass cases, which at all times require the greatest care on board ship as well as in land transit.

Extract from a letter dated Feb., 1867.

(From Dr. George Henderson, Honorary Secretary of the Punjab Agricultural and Horticultural Society, intimating the receipt, in excellent condition, of a collection of plants from Mr. John Waterer, jun., Bagshot, Surrey.)

"I yesterday opened two cases of plants sent out from England by Mr. Waterer, and packed according to the plan invented by Mr. Thomas Christy. These plants left England on November 20, and reached Lahore January 20. Each box weighed a little over a maund, and contained 50 plants. With four exceptions, every plant was as fresh as the day it was packed. If any of the subscribers to the Calcutta Society ask your advice about getting plants from England, you should advise them to order the plants from Mr. John Waterer, jun., of Bagshot, Surrey.

"It is a great point to have the plants landed in India early in the season, say not later than the end of January, and earlier if they have to go up the country."

Extract from a letter dated Lahore, April 7th, 1867.

"Very few of the plants sent out to me in December have died; both boxes seem to have been opened at the Calcutta Custom-house. The vine cuttings were planted as 'eyes,' and I don't think a single one has failed to strike. Vines will probably degenerate here very quickly, as the heat in May, June, and July is much too great for them, and if we are to grow first rate grapes on the plains it will be necessary to import cuttings every four or five years. 'Eyes' will fruit here the third summer; the rate of growth is quite wonderful. A peach bud put in in March will in November be six feet high, and the stem an inch in diameter, and will be covered with flowers in March. Forest trees will grow sixteen feet from seed in nine months.—(Signed) GEORGE HENDERSON."

MANDARIN SQUEEZES AT AMOY.

(To the Editor of the *London and China Telegraph.*)

Sir,—In view of the near approach of the time when a revision of the Treaty of Tientsin may take place, a few remarks on the working of that treaty at present may not be uninteresting to you or your readers.

Doubtless you have heard, but probably in a vague and general way, of mandarin "squeezes" upon British imports and exports. Our object at present is to bring this particular subject before you in order that it may be ventilated in the columns of your valuable paper in time to allow of redress being obtained when the treaty is revised. We accordingly hand you herewith a statement of these taxes on some of the principal articles of import and export, showing what the per centage is according to present values. You will observe that they are sufficiently heavy, though calculated on a high range of prices; but it must be borne in mind that these per centages will be materially increased when, as we must expect at no very distant day, the values of cotton goods decline to what they were before the American war.

We also hand you copy of a letter which we have lately written to H.B.M.'s consul here on the subject, which throws some light upon the way in which these taxes have affected the trade of this port, and which you are at liberty to make use of in any way you think fit.

You will see from the latter document that all legitimate trade here is rapidly decreasing, and that it is likely to be almost entirely extinguished, unless redress be speedily obtained. You will also see that though remonstrances have at various times been made to H.B.M.'s consuls, no results have followed.

In making these remonstrances it has been assumed that Article xxviii., Rule 7 of the Treaty of Tientsin was wisely framed by the late Lord Elgin specially to prevent any arbitrary imposition of taxes, either at treaty ports or in the interior; but in the face of the stipulations contained therein it is an undoubted fact that the taxes we complain of are exacted under the very noses of our consuls. If we are right in our interpretation of the above article, it follows that a grievous wrong has been suffered by British merchants here for the last two years in the diminution of their business; and if we are wrong, the sooner the treaty is altered the better; for under it, as it now stands, it would be competent for any mandarin to put a stop to all trade in imports by simply placing prohibitory taxes upon the consumers of our goods.

The article in question is certainly very loosely worded, for the only safeguard we have against taxes is our privilege of conveying our goods up country upon payment of 2½ per cent. ad valorem as transit dues. This, however, is in reality no safeguard at all, for even could we send every parcel of goods to the confines of China under charge of our servants it would be quite as practicable for the mandarins to levy their taxes there as here at a treaty port.

In any case, whether we are right or wrong, the matter is one of great importance to all who have vested interests in treaty ports, or are in any way interested in the China trade, and it is in such a position that redress must in justice be obtained.

We shall probably address you again on this subject, as well as on others connected with the treaty. Meantime may we beg the favour of your inserting the foregoing in an early issue of your valuable paper.—

Yours truly,
BOYD AND Co.

Amoy, May 27, 1867.

Memo. of Mandarin Taxes at Amoy levied on the undermentioned British goods, over and above the tariff duties and transit dues.

		Mandarin Tax. dols. c.	Value of Goods. dols.	Percentage of Tax on value.
IMPORTS.				
White shirtings ..	...per piece ..	0 28 ...	3.85 ...	7 1-3
Grey shirtings ...	... do. ...	0 28 ...	3.90 ...	7½
Drills 40 yd. ...	... do. ...	0 53 ...	6.50 ...	8
Jeans 30 yd. ...	... do. ...	0 26½ ...	3.30 ...	8
T cloths	... do. ...	0 14 ...	2.75 ...	5
Dyed shirtings ...	... do. ...	0 28 ...	5.25 ...	5 1-3
Brocades... ...	.. do. ...	0 28 ...	4.80 ...	6
Chintz	... do. ...	0 28 ...	2.50 ...	7
Cotton yarn ...	...per picul ...	3 16½ ...	64 ...	5
Spanish stripes ...	...per piece ...	2 64 ...	20 ...	13
Broad & medium cloth ...	do. ...	2 64 ...	18 ...	14½
Flannel	... do. ...	3 07 ...	10 ...	30
English camlets .	... do. ...	4 92 ...	21 ...	23 1-3
Longella	... do. ...	1 68 ...	10 ...	16¾
Lastings	... do. ...	2 63½ ...	18 ...	14⅝
Bunting	... do. ...	0 53 ...	4.40 ...	12
Tin	...per picul ...	3 69 ...	23 ...	16
Lead	... do. ...	1 40 ...	7.30 ...	19
Quicksilver ...	... do. ...	4 57 ...	76 ...	6
Black pepper ...	... do. ...	2 60 ...	7.50 ...	34⅔
White pepper ...	... do. ...	4 27 ...	10.50 ...	42⅔
Sandalwood, common	... do. ...	4 11 ...	4.50 ...	90
Do. best	... do. ...	4 11 ...	11 ...	37
EXPORTS.				
Sugar, brown ...	...per picul ...	2 11 ...	3.50 ...	60
do. white ...	... do. ...	3 51 ...	9 ...	39
do. candy ...	... do. ...	4 22 ...	11 ...	38
Tea, inferior ...	... do. ...	1 66 ...	12 ...	14
do. best... ...	... do. ...	1 66 ...	35 ...	4¾

THE NEW SEASON'S TEA.

(To the Editor of the *London and China Telegraph.*)

SIR,—There has been a good deal of loose, and in some instances perhaps exaggerated talk about the recklessness of China tea shippers; but in order to realise how entirely the sound principles of trade can be disregarded by many of them, it is necessary that one should actually witness the "opening of the market" at one of the great ports. Such has been my privilege at Foochow this season.

After the repeated severe lessons of recent years, the destruction of so many houses, and, above all, the paralysed condition of the tea trade at home at the present time, it was naturally expected that a little less eagerness than usual would be manifested to crowd the whole season's supply into the first few months. Every circumstance was calculated to favour caution and moderation in early shipments. Foreigners were, to a very small extent, only committed to investments in the country; there were no tonnage engagements to compel reluctant shippers, and the teamen had so little command of foreign capital to enable them to hold their stocks, that for once they were completely at the mercy of shippers. The teas instead of, as in former years, being bought with foreign money advanced at the beginning of the picking to be repaid at convenience, were largely bought on credit and paid for by drafts on Foochow, to meet which drafts the teas *must* be sold. They were, however, laid down at so moderate a cost, that the teamen incurred little risk of being forced to sell at a loss. It was generally understood that the Chinese engagements had to be met in the first week in June, and the teas did not arrive in any practicable quantity till the last week in May. Every day's delay, therefore, must materially strengthen the position of intending buyers. It was but one short week, and surely there was no such dearth of tea in England as to cause alarm at such a trifling delay! Was it too much, then, to expect that, with every circumstance so plainly on their side, foreign tea buyers should for once have used their advantage for their own benefit? Such a hope has certainly proved delusive. Foreigners could by no means restrain themselves, and somewhere between the 25th and 27th of May the teamen, to their delight and astonishment, were offered a profit of 20 per cent. on their teas, the money being paid in good time to meet their bills! So the "market was opened," and in the first five days it was cleared of every package of tea, viz., 70,000 chests.

Whether these investments will pay a profit or not is a question which time will solve. But, whatever the result may be, there is something so essentially vicious in the principles and the maxims which appear to regulate the tea trade in China that, unless some change takes place, the worst

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results must continue to follow. The late buyers of tea in Foochow scarcely pretend that they have bought because they think tea sufficiently cheap or affords a reasonable hope of profit, but simply out of jealousy of others. To such an extreme was this feeling carried that the most unseemly expedients were resorted to by eminently respectable houses to prevent others from buying—such as seizing the teamen and shutting them up for days together. And I have heard that while one foreigner was bargaining for a parcel of tea the native broker received ten messages from other foreign firms beseeching him to go and settle it with them. In short, if tea purchases were as certain to prove a mine of wealth as they have too often proved the contrary they could not excite hotter competition. And when such irrational eagerness is exhibited is it wonderful that the Chinese exact high prices? and that with their cool heads they are able to deal with great foreign merchants as with little children? And is it likely that business done under such pressure, and in defiance of the dictates of sober judgment, can ever result otherwise than it has done, that is in the destruction of many and the ruin of more of the firms who engage in this branch of trade?

Some of the causes of this unsatisfactory state of affairs are not far to seek. The first is clipper ships, their number and the perfection to which they have been brought. So evenly do they run that the first arrival at home can only be secured by the first sailing from China. Certain firms who have to do with clippers seem still to consider it a point of honour to get their ship away before the others, which is only done by offering such temptation to the teamen as induces them to surrender the control of their first teas to the foreign firm, to be shipped in the first clipper. In making these arrangements, contracts, or bargains with the teamen, quality and price are but secondary considerations; priority of arrival and *quantity* being the main points insisted on. Were it possible for one or two firms to get their ships home in such time as to give them the command of the market for a week or two, there might be reason in paying so dear for the monopoly. But when a dozen or so contend for it, with equal success, each pays the price of a full and effective monopoly while no one of them secures it. The combination in one individual of the functions of merchant and shipbroker has also greatly favoured this infatuation about ships.

Something must also be put down to the fact that the actual buyers have in many instances no personal interest in the result of shipments. They are either employés of firms acting under orders, discretionary and otherwise, from a distance, or commission agents. There is no doubt that in the executions of orders prices are paid which the buyers would not touch for their own account; but orders are sometimes so worded that the agent fancies himself obliged to act even when he knows that his constituent, if on the spot, would modify his views. One man the other day was asked why he had offered such a high price for a particular parcel of tea, and he naively answered, "That is my limit," as if a limit meant the *minimum* price that was to be given! Others jocosely defend high prices on the ground that they yield more commission! Amongst so much chaff there may or may not be a grain of truth, though the evil results of the system are quite compatible with good faith on the part of agents. The impossibility of providing for every contingency renders it necessary that orders from England should be flexible in their interpretation, and the alternative of not acting at all is not one which readily commends itself to an agent.

At Hankow a much worse account could be given were it of any use.

The only conclusion one can arrive at is that, although tea shipments may pay, and pay well, now and again, the chances are decidedly against the average result being profitable.—Yours, &c., ALPHA.

Foo-chow, June 8th, 1867.

Naval and Military.

The Scylla, screw corvette, Captain Courtenay, arrived at Spithead from China on the 21st, and awaits orders. She was expected to have been in time to take part in the late review.

An order has been received at Chatham Garrison directing a detachment of 38 non-commissioned officers and men of the Royal Artillery, from the head-quarters of the 1st division of the depôt brigade, to be placed under orders to embark in the Indian steam transport Malabar, 3, 4,173 tons, 700-horse power, Capt. F. D. Rich, for service at the Straits Settlement of Malacca, with the other troops about to be despatched to that station. The detachments will embark as soon as the Malabar is ready to receive them.

Her Majesty's troopship Himalaya, Captain Piers, arrived at Queenstown from the Cape on the 22nd with the 2nd battalion 13th Light Infantry, Lieutenant-Colonel Macdonald, Commander Menzies, officers, and crew of the late Osprey, and a few naval and military invalids and time-expired men. She left Mauritius on the 8th of June, Algoa Bay the 17th of June, Simon's Bay the 22nd of June, St. Vincent the 10th of July, and Madeira the 16th of July, making the voyage from Mauritius, including seven days' stoppage, in little more than forty-three days.

The contract for the new fort which is about to be erected upon St. Catherine's Rock, Tenby, has just been let, and the first expenditure upon it will be about £20,000. The fort will altogether mount 11 guns, five of which will be in casemates below the rock.

The *Lancet* comments upon the insufficient number of naval surgeons now in the service. In a fleet of thirty-one men-of-war assembled for review last week at Portsmouth, there were but forty-two medical officers, their regular complement being seventy-six; and in sixteen gunboats, each of which ought on active service to carry an assistant-surgeon, only two had such officers on board, the Admiralty not being in a position to afford a fuller supply of medical assistance at present.

An order has been received at Chatham, authorising an additional 1d. per day, besides the 2d. already granted, to be paid to those non-commissioned officers and men who enlisted prior to the passing of the Limited Enlistment Act, 1847. The whole of the troops at the garrison have been paid the additional 2d. per day, and the non-commissioned officers and men who have re-enlisted 3d. per day. The troops have at the same time received a portion of the arrears of their pay from the 1st of April last.

The Duke of Cambridge has given important evidence before the Select Committee of the House of Commons appointed to consider the system of retirement at present existing in the army. The report, which will be presented in the course of the next few days, is likely to suggest some material modifications of the plan now sanctioned.

Rear-Admiral Warden's squadron of ironclads, comprising the Minotaur, the Achilles, the Lord Clyde, the Bellerophon, and the Pallas, have anchored at Spithead on return from detached duty in escorting his Imperial Majesty the Sultan across the Channel.

The naval pension of £80 a year, vacant by the promotion of Captain George Davies, has been awarded to Captain R. B. Beechy, on the retired list.

TRIAL TRIP OF THE "SOMERSETSHIRE."

An interesting "trial trip" was performed on Thursday. At the invitation of Messrs. Money Wigram and Sons, shipowners and builders, and Messrs. Humphreys, Tennant and Co., engineers, a party of 300 ladies and gentlemen proceeded on board the screw steamer *Somersetshire*, Captain Attwood, lying off Gravesend, and at two P.M. the vessel left her moorings and steamed down nearly to Southend against the flood tide. The distance between the measured miles was performed in exactly five minutes, being at the rate of twelve miles per hour, which must be considered a very satisfactory result with engines of only 300-horse power nominal. The *Somersetshire* is an iron built ship, rigged, round stern, and sits splendidly on the water. Her dimensions are 285 ft. length over all, 41 ft. beam, 28 ft. depth of hold, and the builders' measurement 2303 tons. The engines, by Humphreys, Tennant, and Co., are on the direct acting horizontal principle, the diameter of cylinder 64 in., and stroke 2 ft. 8 in. The maximum revolutions were 69, with a pressure of 18 lb., and vacuum 24. The screw is two-bladed, and the pitch 16 ft. They worked very smoothly yesterday, only one stoppage occurring for a few minutes, owing to heated bearings. On deck the vessel has a superb poop, and in order to lessen the influence of the iron on the compass, the wheel has been placed about the centre instead of right aft. She can accommodate about 150 passengers, and the cabins are nicely fitted and commodious. Her bunkers hold about 600 tons coals, and she will carry about 2,000 tons general cargo. The vibration yesterday while under full steam was remarkably small, and the absence of the well-known "thump, thump" in most screw steamers is a great desideratum. At 3.30 the guests sat down to four tables covered with an excellent luncheon, the viands and champagne being unexceptionable. Every one appeared to enjoy the repast. Mr. Charles Wigram, in a neat speech, proposed success to the *Somersetshire*. Mr. James Mac Ewan proposed, in a complimentary speech, the health of the owners, and Mr. Welch that of Captain Attwood and his officers, Mr. Taylor and Mr. Hoskins. Captain Attwood, formerly of the *Essex*, was highly complimented. On the various responses to these toasts the company adjourned to the decks, and at 6.30 the noble ship entered the East India Docks. The weather was all that could be desired, and the ladies' toilettes quite in harmony with it. Indeed, we doubt if any trial trip has been better attended or more enjoyed. One oversight there was, certainly, and that an important one, no band had been provided. An affair of this sort is never complete without one, especially with so many ladies as honoured Messrs. Wigram on this occasion. The vessel will proceed to Melbourne next month, and will no doubt accomplish the passage in 60 days. She is a fine opportunity for passengers, but this is not the season, and she will probably not have 50. The brokers are Messrs. Allport and Morgan.

Monetary and Commercial.

Notwithstanding the steady accumulation of money, there is no rally either in general business or in Government and private stocks and shares, but on the contrary, in most cases, a fall. There is one notable exception, and that is, the shares of the P. and O. Company, which at one time were pressed down as low as £40 (for the £50 share), have now risen to £50. It appears that some of the shareholders have been alarmed at the rumour that Government would not renew the present subsidies except at very reduced terms; and these alarms have as usual been "used" by the Bears on the Stock Exchange.

The circular of Messrs. T. H. Littledale and Co. has the following remarks on the four months usance. Messrs. Littledale ignore the good which was intended to be wrought out by the measure, viz., to drive out persons who had got into the India and China Trade with no capital, and who relied on the arrival of the produce before the maturity of the bills. The Banks adopted this alteration for the general good of the trade as well as to save themselves from holding the paper of such speculators. It may not suit brokers that the trade should be restricted to firms of sufficient strength to trade on their own capital, but it is the way to avoid a repetition of the reckless shipments of 1865-66:—

What is weighing upon the cotton market is the stock belonging

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suspended firms, and the apprehended effect of the large quantity of East India cotton to arrive in the next three months, the chief part of which has been drawn against at four months' sight instead of the old usance of six months—the question being, how can these bills be met whilst a large portion of the cotton is still at sea? This difficulty and its suicidal effect, both upon the acceptor of the bill and the banks holding the exchange, was as clearly to be seen when this change of usance was determined upon by the banks connected with India as it is to-day—but it was passed at a moment when alarm and present losses were in the ascendant over common sense and commercial logic—it violates the fundamental principle that bills of exchange should be liquidated by the proceeds of the produce they were drawn against, which becomes an impossibility if the usance is reduced below the average term of the voyage, and hence it jeopardises the position of the importer by compelling him to seek advances from his banker or broker at a moment of difficulty like the present, and damages the security of the bill by unduly depressing its value. We have from the first expressed the opinion that six months' date was the only sound compromise between the shipper at Bombay and the banks, and we feel confident that it would be the most judicious term.

The liquidators of the Bank of Hindustan, China, and Japan (Limited), which stopped on the 15th of November last, have issued a report, in which they state that they have examined all the items of which the present assets are composed, and that, after the most careful consideration, they value the total now to be collected (amounting to £1,596,004) to be worth, exclusive of interest, £595,284; while the ascertained liabilities of the bank, exclusive of interest and liquidation expenses, are £572,127; leaving an estimated balance of assets over liabilities of £23,157. In this estimate of assets now remaining is included the sum of £15,529 as the amount which will probably be collected from arrears of calls made before the liquidation commenced. The estimated loss in the value of the assets "is chiefly attributable to exceptional circumstances which have prevailed both at home and in the East during the past twelve months, causing not only a very large deficiency in the realisable value of the securities hypothecated to the bank, but also considerable loss in consequence of the failure and insolvency of so large a number of the debtors of the bank, on open accounts or on bills without security, and from the heavy expenses of the bank at the different branches." The list of contributories has been settled, and 1,052 persons, holding 36,404 shares, have been placed hereon:—

"The arrears of calls from which the above-mentioned estimate of £15,529 4s. 3d. is expected to be realised, have been placed in the hands of our solicitors, Messrs. Ashurst, Morris, and Co., who are taking the necessary proceedings to obtain payment, and as the bank is obliged to pay interest on its debts, it is only just to those members who have paid their calls that interest should be charged on all arrears. These proceedings will be continued, and the payment thereof enforced in all practicable cases, as we have not felt justified in the interest of shareholders who have paid their calls, and are still liable to further demands, to exercise that leniency and consideration which under other circumstances would have afforded us so much satisfaction. The principal losses sustained by the bank were incurred through the branches at Bombay and Calcutta. We have made every effort to reduce expenses and to close the branches without prejudice to the assets of the bank, which, from the fact of their being chiefly represented by amounts to be collected from persons and estates at different places in the East where the bank carried on business, require the most judicious management to realise anything like their fair value. At present we have only been able to arrange for closing the branches at Hong Kong and Yokohama, which we have placed in charge of one manager, resident at Shanghai. Arrangements are in progress for placing the branches in Ceylon also under one manager, but the branches at Calcutta and Bombay must necessarily be kept up for some time further. At Shanghai and Hong Kong leases of premises had been taken for long dates at high rents, and as property is so much depreciated there, a considerable sum has had to be allowed to relinquish these leases. The premises at the other branches we hope to get more favourably settled. The liabilities of the bank have been considerably increased by the claims under the leases of branch premises. Having ascertained that the head-office premises were held upon such terms as would have enabled the superior landlords (the Bank of England) to put an end to the tenancy on the 23rd December, 1873, leaving only a secured term of seven years, which, in our opinion, rendered the premises unsaleable, we opened negotiations with the Bank of England, who have granted to us a secured term of fourteen years, from Christmas, 1866. The lease has been offered for sale, both by private negotiation and public auction, but the amounts offered have been hitherto so much under the cost standing in the books, that we have not felt ourselves justified in accepting any of them, but are holding the premises with the expectation of obtaining a better price. As to the claim for about £16,600 mentioned in the auditor's report of 16th November, 1866, as then having been agreed to be referred to arbitration, we have to report that the course then proposed was found to be impracticable, and therefore proceedings in Chancery have been instituted and are still pending against some of the first directors and others to enforce payment. We beg to assure the shareholders that no efforts on our part shall be wanting to secure the utmost possible value for the remaining assets, and in the shortest practicable period."

It will be seen by this that the shareholders will lose the entire amount called up, £28 per share. The liquidators and their solicitors, Messrs. Ashurst, Morris, and Co., have worked hard to save another call, and exercised ability in realising the assets. Notice has been given that a meeting of the shareholders of this bank will be held at the London Tavern, Bishopsgate-street, on Friday, the 2nd of August, at two o'clock, P.M., to receive the present report of the liquidators.

At a meeting of the shareholders in the City Bank, held on the 16th instant, the secretary read the report, which shows the gross profits for the six months ended 30th ult. to be £48,789. The usual dividend of 6 per cent. was declared, with a bonus of 4s. per share, together equal to 10 per cent. The report and balance-sheet will be found in full in another column.

In consequence of the reported rise in the China exchanges there has been a sudden and rather extensive demand for Mexican dollars, and the price has advanced from 59¼ to 59⅝ to ¾. At these rates several large parcels, which have been reserved for some time past, both here and in Paris, have been disposed of, and the China mail leaving Marseilles on the 28th inst. will probably take out nearly £250,000. There has been no alteration in the rate for bar silver.

Another meeting of the committee appointed to effect the resuscitation of the Commercial Bank has been held without arriving at a result. An application has been made to the Court by the official liquidator for power to make a call (probably £10 per share), and a delay has been granted until the arrival of the next mail.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 20th inst., was, in silver, to Hong Kong, £18,000, to Shanghai, £1,350; total in silver, £19,350.

At the Rolls' Chambers on the 24th, before the Chief Clerk, an application was made in reference to the reconstruction of the Commercial Bank of India. A gentleman named Chauntler, who had been sent out to India and had just returned, reported favourably of the undertaking. The creditors have been paid 10s. in the pound, and he considered that if the bank was reconstructed, or a new bank formed, all parties would be paid in full. He deprecated a call being made, as such was the state of affairs at Bombay at the present time that it would seriously affect the proposal under consideration. Creditors to upwards of £300,000 were represented, and urged that notice of a call payable in November would facilitate the proceedings. The Chief Clerk granted an adjournment until after the arrival of the next mail from India.

A telegram from Point de Galle announces the total loss of the ship *Tae Wan*, laden with new teas, from Foo-choo-foo for London, in the river Min. The loss is about £60,000, which will chiefly fall on the China insurance companies. She was a ship built of iron, framed with wood, in 1865, and was owned by Messrs. Davidson and Co., of Sunderland.

The report of the Consolidated Bank (Limited) shows an available total of £40,346, including a previous balance of £9,107, and recommends a distribution at the rate of 5 per cent. per annum, absorbing £18,95 The sum of £3,000 is to be carried to reserve, which will then amount to £95,000. A special appropriation of £10,000 is to be made as the commencement of a fund to meet any loss that may possibly arise from a liability of £233,691 incurred by the bank two or three years back in connection with the Atlantic and Great Western Railway, and a balance of £8,188 will remain to be carried forward. The paid-up capital of the bank is £800,000, and the deposits held are £2,159,710, being an increase of £571,335.

The report of the Fore-street Warehouse Company (Limited) shows an available total of £27,166, including a previous balance of £5,573, and recommends a dividend at the rate of 10 per cent. per annum, which will leave £9,117 to be carried forward. It is proposed to issue £120,000 in debentures to Mr. Morrison, in lieu of the two instalments payable to him of £60,000 each.

Senhor Casal Ribeiro, the Portuguese Minister for Foreign Affairs, is stated to have arrived in Paris. The object of his mission is understood to be to endeavour to obtain a loan. It is believed, however, he will find both on this market and in Paris a fixed determination to resist any further advances to the Portuguese Government until justice shall have been done to the claims of the South-Eastern of Portugal Railway Company, an undertaking the treatment of which called forth the active intervention of the British Foreign-office.

At the meeting for the appointment of assignees of the estate of Messrs. Peto, Betts, and Co., the parties who have thus far acted as inspectors—Messrs. Richard Fothergill, Peter Rolt, and Thomas Fenn—were chosen, with the addition of Mr. J. Pickersgill Cunliffe. Mr. Bishop, of Messrs. Coleman, Turquand, and Co., was appointed manager.

The report of the Merchant Shipping Company (Limited) (formerly Somes and Co.) recommends a dividend of £1 per share on the paid-up shares, and a proportionate rate on the others.

At the meeting of the London Financial Association (Limited), on the motion for the adoption of the report of the directors, an amendment was moved and carried by a large majority to the effect that the accounts be received and adopted and entered on the minutes, and that a committee of seven shareholders be appointed, with full power to examine and report upon the present position of the association.

A prospectus has been issued of the South Hayling Bay Land Investment Company, with a capital of £300,000, in shares of £10, for the purchase of the south coast of Hayling Island, and the conversion of Hayling

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Bay into a metropolitan watering-place. The island is near Portsmouth, and within two hours of London, and the price to be paid for 700 acres, comprising nearly four miles of southern sea frontage commanding views of the Isle of Wight, is about £98 per acre.

The report of the East London Bank, to be presented on Tuesday, shows an available total of £2,701, and recommends a dividend at the rate of 5 per cent. The paid-up capital is £100,000, the deposits held are £382,604 and the reserve fund is £12,000.

The report of the Provincial Banking Corporation (Limited), to be presented on the 2nd of August, shows an available total of £7,912, including a previous balance of £1,090, and recommends a dividend at the rate of 7½ per cent. per annum, which will leave £2,035 to be carried forward. The paid-up capital is £157,503, the deposits, &c., held are £540,119, and the reserve is £5,000.

The following is from Reuter's Telegram Company :—

Direct telegraphic communication is now established between London and Hamburg and London and Bremen by the completion of the land lines of Reuter's Company in connection with their cable to Norderney. Hitherto the communication with the places named has been carried on by the Government wires, which are also used for the local traffic; but the new land lines of this company are *exclusively* for through traffic, and communication will be constant and instantaneous. The lines will be worked by the Electric and International Telegraph Company, at whose offices all messages are to be delivered. The construction of Reuter's direct line to Berlin is being pushed forward with all possible speed, and will be completed in about two months.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices July 26.	Prices July 19.
£10	Agra Bank, A shares	6	—	—
10	Do. B do.	—	—	—
25	Bank of Egypt	All	—	—
20	Chartered Bank Ind., Aust., & China	All	—	—
25	Chartered Merc. of India and China	All	25 to 27	25 to 27
20	City Bank	10	13 to 15	13 to 15
50	London and County	20	55 to 56	55 to 57
50	London Joint Stock	15	41 to 43	42 to 44
100	London and Westminster	20	102 to 104	103 to 105
25	Oriental Bank Corporation	All	42 to 43	42 to 44
50	Union of London	15	38 to 40	38 to 39
	MISCELLANEOUS.			
5	Bombay Gas	All	4½ to 4⅝ x.d.	4½ to 4⅝
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	108 to 110	108 to 110
20	Ceylon Company	10	1⅛ to 1¼ dis.	1⅛ to 1¼ dis.
20	Do. A shares	5	2 to 1 dis.	2 to 1 dis.
20	China Steamship & Labuan Coal Co	13⅛	13¼ to 13½ dis.	13¼ to 12½ dis.
10	Credit Foncier & Mobilier of England	9	6 to 5⅝ dis	5⅞ to 5⅝ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4 dis.	4½ to 4 dis.
10	General Credit & Discount Company	7½	2⅛ to 2¼ dis.	2⅛ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2⅛ to 1⅞ dis.	2⅛ to 1⅞ dis.
5	Oriental Gas	All	5¼ to 5⅜	5¼ to 5⅜
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	46 to 49	43 to 45
50	Do. New 1855	All	45 to 48	43 to 45
50	Do. Do. 1867	5	¼ to 3 dis.	5 to 3 dis
20	Société Financiére d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	88 to 89	89 to 93

MANCHESTER MARKETS.

Mr. Sam Mendell's report says :—There is little alteration to report in the position of this Market. Qualities suitable for India are offered freely and pressed for sale at rather easier prices. In good qualities adapted for the China Market there is more doing. Manufacturers are now placed under contract for some weeks to come, and show firmness at an advance of 8d. on the rates accepted last week. Quotations are :—Grey Shirtings: 7 lbs., 8s. 9d. to 9s.; 8¼ lbs., 11s. 3d.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s 3½d.; Nos. 28-32, 1s. 3d. to 1s. 4½d.; Madapollams, 3s. 10½d.; Long Cloths, 10s. 3d.; T-Cloths, 6s. 9d.; White Spot Shirtings, 12s. 3d.; Damasks, 21s. 6d.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and C agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co. agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

EXPORTS TO THE FAR EAST.

Mr. Sam Mendel's tables give the following returns of the Export of Cotton Goods from the ports of London, Liverpool, Southampton and the Clyde, to China, Japan, Manila, Batavia, Ceylon, and the Straits Settlements, during the month ended 16th July, 1867, and during the seven months ended 16th July of the present and two previous years :—

To HONG KONG.—For the month ended 16th July, 1867: Plain Cottons, 4,912,023; Coloured Cottons, 469,015; Printed Cottons, 127,325 yards; Cotton Yarn, 1,131,900 lbs.; total value of Cotton Goods, £188,563. For the seven months ended 16th July, 1865: Plain Cottons, 15,992,013; Coloured Cottons, 1,666,776; Printed Cottons, 217,336 yards; Cotton Yarn, 1,090,555 lbs.; total value of Cotton Goods, £500,316. For the seven months ended 16th July, 1866: Plain Cottons, 24,881,361; Coloured Cottons, 2,689,388; Printed Cottons, 376,410 yards; Cotton Yarn, 2,959,528 lbs.; total value of Cotton Goods, £987,707. For the seven months ended 16th July, 1867: Plain Cottons, 20,812,834; Coloured Cottons, 1,293,897; Printed Cottons, 388,547 yards; Cotton Yarn, 3,231,376 lbs.; total value of Cotton Goods, £802,733. Decrease in value for 1867 against 1866, £184,974.

To SHANGHAI.—For the month ended 16th July, 1867: Plain Cottons, 7,694,793; Coloured Cottons, 663,971; Printed Cottons, 446,755 yards; Cotton Yarn, 8,060 lbs.; total value of Cotton Goods, £170,188. For the seven months ended 16th July, 1865: Plain Cottons, 37,586,363; Coloured Cottons, 3,023,768; Printed Cottons, 999,571 yards; Cotton Yarn, 69,580 lbs.; total value of Cotton Goods, £938,982. For the seven months ended 16th July, 1866: Plain Cottons, 63,548,990; Coloured Cottons, 8,039,379; Printed Cottons, 2,705,731 yards; Cotton Yarn, 48,800 lbs.; total value of Cotton Goods, £1,823,862. For the seven months ended 16th July, 1867: Plain Cottons, 53,236,403; Coloured Cottons, 7,068,515; Printed Cottons, 3,048,114 yards; Cotton Yarn, 151,132 lbs.; total value of Cotton Goods, £1,298,243. Decrease in value for 1867 against 1866, £525,619.

To JAPAN.—For the month ended 16th July, 1867: Plain Cottons, 3,592,880; Coloured Cottons, 430,522; Printed Cottons, 65,712 yards; Cotton Yarn, 459,453 lbs.; total value of Cotton Goods, £114,303. For the seven months ended 16th July, 1865: Plain Cottons, 7,624,084; Coloured Cottons, 739,253; Printed Cottons, 738,008 yards; Cotton Yarn, 192,100 lbs.; total value of Cotton Goods, £231,935. For the seven months ended 16th July, 1866: Plain Cottons, 18,356,784; Coloured Cottons, 1,861,896; Printed Cottons, 2,012,431 yards; Cotton Yarn, 1,149,410 lbs.; total value of Cotton Goods, £668,810. For the seven months ended 16th July, 1867: Plain Cottons, 10,970,395; Coloured Cottons, 2,516,107; Printed Cottons, 532,302 yards; Cotton Yarn, 1,426,353 lbs.; total value of Cotton Goods, £416,594. Decrease in value for 1867 against 1866, £252,216.

To SINGAPORE AND PENANG.—For the month ended 16th July, 1867: Plain Cottons, 4,178,773; Coloured Cottons, 413,805; Printed Cottons, 708,790 yards; Cotton Yarn, 97,866 lbs.; total value of Cotton Goods, £118,574. For the seven months ended 16th July, 1865: Plain Cottons, 22,642,113; Coloured Cottons, 2,967,877; Printed Cottons, 1,204,847 yards; Cotton Yarn, 897,681 lbs.; total value of Cotton Goods, £632,249. For the month ended 16th July, 1866: Plain Cottons, 32,966,866; Coloured Cottons, 4,693,238; Printed Cottons, 2,798,331 yards; Cotton Yarn, 1,071,118 lbs.; total value of Cotton Goods, £1,077,665. For the seven months ended 16th July, 1867: Plain Cottons, 33.094,350; Coloured Cottons, 5,695,411; Printed Cottons, 2,737,612 yards; Cotton Yarn, 1,192,617 lbs.; total value of Cotton Goods, £965,496. Decrease in value for 1867 against 1866, £112,169.

To BATAVIA.—For the month ended 16th July, 1867: Plain Cottons, 1,153,206; Coloured Cottons, 842,192; Printed Cottons, 843,122 yards; Cotton Yarn, 26,000 lbs.; total value of Cotton Goods, £65,646. For the seven months ended 16th July, 1865: Plain Cottons, 8,447,560; Coloured Cottons, 3,011,653; Printed Cottons, 4,902,650 yards; Cotton Yarn, 293,570 lbs.; total value of Cotton Goods, £391,243. For the seven months ended 16th July, 1866: Plain Cottons, 19,283,417; Coloured Cottons, 6,382,737; Printed Cottons, 5,148,302 yards; Cotton Yarn, 349,230 lbs.; total value of Cotton Goods, £796,358. For the seven months ended 16th July, 1867: Plain Cottons, 10,967,839; Coloured Cottons, 9,342,364; Printed Cottons, 9,568,955 yards; Cotton Yarn, 390,955 lbs., total value of Cotton Goods, £724,666. Decrease in value for 1867 against 1866, £71,692.

To MANILA.—For the month ended 16th July, 1867: Plain Cottons, 359,006; Coloured Cottons, 1,449,591 yards; Cotton Yarn, 14,600 lbs.;

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total value of Cotton Goods, £47,151. For the seven months ended 16th July, 1865: Plain Cottons, 6,814,278; Coloured Cottons, 7,964,162; Printed Cottons, 826,426 yards; Cotton Yarn, 56,727 lbs.; total value of Cotton Goods, £831,687. For the seven months ended 16th July, 1866: Plain Cottons, 5,056,298; Coloured Cottons, 6,471,244; Printed Cottons, 105,593 yards Cotton Yarn, 33,750 lbs.; total value of Cotton Goods, £313,424. For the seven months ended 16th July, 1867: Plain Cottons, 9,080,764; Coloured Cottons, 9,953,364; Printed Cottons, 634,768 yards; Cotton Yarn, 87,026 lbs.; total value of Cotton Goods, £493,166. Increase for 1867 against 1866, £179,742.

To CEYLON.—For the month ended 16th July, 1867: Plain Cottons, 902,648; Coloured Cottons, 111,935; Printed Cottons, 151,417 yards; Cotton Yarn, 39,895 lbs.; total value of Cotton Goods, £28,867. For the seven months ended 16th July, 1865: Plain Cottons, 4,620,233; Coloured Cottons, 990,181; Printed Cottons, 658,728 yards; Cotton Yarn, 141,149 lbs.; total value of Cotton Goods, £178,476. For the seven months ended 16th July, 1866: Plain Cottons, 9,076,191; Coloured Cottons, 1,070,546; Printed Cottons, 3,233,264 yards; Cotton Yarn, 489,009 lbs.; total value of Cotton Goods, £419,065. For the seven months ended 16th July, 1867: Plain Cottons, 10,669,821; Coloured Cottons, 963,624; Printed Cottons, 1,625,919 yards; Cotton Yarn, 93,495 lbs.; total value of Cotton Goods, £309,522. Decrease for 1867 against 1866, £109,543.

ARTICLES OF IMPORT.

TEA.—During the past fortnight business in our market has again been very limited, the demand both from the trade and exporters continuing light, whilst the advices from China of large settlements and shipments have caused increased anxiety on the part of holders to get out of stock before new season's Teas arrive. Thus the sales made have been at prices which show a considerable further decline in most instances, and even at this reduction there has been no increase in the demand. Congous: Siftings at the recent public sales went at 5¾d. to 6d. per lb., being ¼d. to ½d. per lb. lower, but privately they maintain about former prices. Broken-leaf kinds show no change. Fair to good common have sold a shade lower, the quotation being 11½d. to 1s. per lb. Fair to good flavoury kinds have been difficult to move, except at a decline of ½d. to 1d. per lb. Good Kaisows have sold 1d. per lb. lower; fine and finest have gone at a reduction of about 2d. per lb., also Pak Ling kinds. Common black-leaf have sold ¼d. to ½d. per lb. lower. Fair to good have again given way in price, the fall being about 1d. per lb. Fine to finest have only been saleable in small parcels at a reduction of 1d. to 2d. per lb. In new-make Cantons sales have been difficult to make at former prices. In Oolongs, Souchongs, and Flowery Pekoes, business has been small, and prices show but little alteration. Scented Capers, ex Sea Bird, have been sold to some extent at a decline of 1d. to 1½d. per lb. on previous quotations. Scented Orange Pekoes have also sold about ½d. to 1d. per lb. lower; Foochow kinds being rather better maintained. Uncoloured Japans: There has been a further arrival of these, but at present there is no business to report. In Green Teas, business in these kinds has been small, there being no fresh supplies on the market. Gunpowders are firm; in other kinds prices show but little change, the commoner kinds, as usual, being most difficult of sale. A few Canton Greens, ex Sea Bird, realised extreme prices. The last public sales of China Tea comprised 16,775 packages, of which 12,980 packages were sold, the whole being printed without reserve.

SILK.—No improvement since our last report—indeed the whole tone of the market has been miserable. There has been a general abstaining from purchasing, and holders have been unable to move any but the smallest and most desirable parcels. The receipt of telegrams from Shanghai advising 6,000 bales settled, and expected in the first fortnight of the new season, and at an immense cost, even up to 31s. 6d. for No. 3 Tsatlees, has kept everything in this market unsettled; the trade seem disinclined to move until the new silk has commenced to arrive and the opening prices in London are determined upon. The deliveries, although small, are not bad, considering the month and the position of the market. All quotations are to a certain extent nominal, and holders have been anxious to effect sales at some reduction under our last quotations. Arrivals of new silk are now looked forward to, but it is difficult to say at what range of prices the market will open.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	None.				
" No. 3	29	6	to	30	6
" Hangchow	24	0	to	27	0
Yuensa and Hamin, No. 1 & 2	26	6	to	29	0
" " No. 3	23	6	to	25	6
Taysaam, No. 1 & 2	25	0	to	27	6
" No. 3	23	0	to	24	6
Long Reel	19	0	to	24	0
Skeins	20	0	to	21	0
Canton	18	0	to	24	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	31	0	to	34	6
No. 3	29	6	to	30	6
Ida, Bricks, No. 1 & 2	25	0	to	31	0
No. 3	25	0	to	26	0
Sodai, No. 1 & 2	27	0	to	30	0
No. 3	24	0	to	26	0

Deliveries from 1st to 24th inclusive. China, 1,682 bales; Japan, 556 bales; total, 2,238 bales.

COTTON.—A slight increase in the demand has been noticeable, but prices remain without improvement. No China has been offered. The sales in London have been 3,300 bales on the spot and 1,750 to arrive; and the stock of cotton on the 18th inst. was, of China and Japan, 241 bales; of all kinds, 82,802 bales. The total of the imports from 1st January to 18th July was 108,091 bales.

COFFEE.—The tone of the market is steady, with but little animation large arrivals of Ceylon and East India having caused purchasers to buy with less freedom. Full rates, however, have hitherto been obtained for good qualities of Plantation Ceylon, the commoner sorts, together with Native, being still dull of sale. The sales of Plantation have comprised 597 casks, 23 barrels, 94 bags, realising as follows:—Triage and ordinary, 54s. to 66s.; fine ordinary small to fine fine ordinary, 69s. 6d. to 75s. 6d.; low middling and middling, 76s. 6d. to 81s.; good and fine middling, 82s. to 87s.; pea-berry, 89s. to 96s. 6d. Of Native, 119 casks, 1,235 bags sold, very small at 53s.; good ordinary small, 58s.; good ordinary, 60s. to 61s. 6d.; bold, 67s. to 68s.; and by private contract 200 bags ordinary at 57s. per cwt. The arrivals from Ceylon from the 8th to the 20th July have amounted to 8,234 casks, 1,191 barrels, and 11,739 bags.

COIR GOODS.—No business either at auction or by private contract has been reported.

CUTCH.—The demand has somewhat improved, but prices have declined. At auction 1,000 boxes fine Pegu of fresh import sold; sound at 37s. to 37s. 6d.; heated, 36s. to 36s. 6d.; first-class sea-damaged, 35s. to 36s.; second-class, 35s.; and 100 boxes ordinary mixed at 25s. per cwt.

CAMPHOR.—China descriptions remain steady at the previous quotation of £6 17s. 6d. landing weights, but the transactions have been unimportant.

MANILA HEMP.—Market extremely quiet at steady rates, the total sales amounting to only 150 bales, chiefly Albay quality, which realised £52 per ton.

MACE.—Of 12 casks and 2 cases Batavian offered at the auctions, one-half sold at 1s. 6d. to 1s. 8d. per lb.

NUTMEGS.—The demand is limited, and the only sale reported is of 28 casks Batavian as follows:—Fine bold first sort, 60 to the lb., 3s. 11d.; 65 to lb., 3s. 6d. to 3s. 7d.; seconds, 77 to lb., 2s.; 96-91 to lb., 1s. 4d.; thirds, 107 to lb., 1s. 3d.; 130 to lb., 1s. 1d. to 1s. 2d.; limed, 92 to lb., 1s. 2d. per lb.

PLUMBAGO.—The market for Ceylon is extremely dull, and at auction 226 barrels of old import were all bought in, lump at 21s., dust at 7s. 6d. to 9s. 6d. per cwt.

PEPPER.—Black: There is not much activity in the demand, and the parcels offered at auction have been mostly bought in, holders refusing to accept rates below those previously current; the sales comprising 2,290 bags Singapore chiefly bought in at 3¼d. to 3⅜d., a few lots Borneo kind selling at 3d. per lb.; and 1,500 bags Penang, of which only a few lots sold at 2⅞d. to 3d. per lb. Privately, sales of Singapore in small lots have been made at 3¼d. per lb. for cash, and about 1,500 bags Penang at 2⅞d. per lb., short prompt. The total stock in the dock warehouses at this date consists of £2,900 tons, against 3,200 tons at same time last year. White: The demand continues very limited, and the sales privately have consisted of small parcels of Singapore at rather easier rates, 5⅛d. per lb. having been accepted. At auction, 682 bags were part sold on lower terms, viz.—5d. to 5⅛d. per lb. The stock in dock warehouses consists of 350 tons, against about 200 tons at corresponding period last year. A sale is reported of 500 bags afloat at 5d. per lb.

RICE.—A very extensive business has been done in floating cargoes, partly for the Continent, at full prices to 3d. per cwt. recovery. Several contracts have been made in Ballam Rice to arrive. The market on the spot remains quiet, with quotations the same as before. About 20,000 tons soft grain descriptions have sold afloat, the latest cargo sold including Rangoon at 11s. to 11s. 3d., or 11s. 9d. landed. Bassein at 10s. 9d. to 11s. 3d. Necrancie Arracan at 10s. 9d. to 11s. 3d. Larong, 10s. 9d. 350 tons new Rangoon, just in, have been disposed of at 11s. 9d. ex ship. 1,400 tons Ballam are reported at 11s. 6d. to 13s. 6d., according to quality and date of shipment. About 15,000 bags have sold on the spot:—Rangoon, 11s. 10½d. to 12s. 3d.; Necrancie Arracan, 11s.; Moulmein, 11s. 3d. per cwt. The recent landings have led to some increase in the stock.

SUGAR.—The market has been steady, with prices about the same as last reported, excepting in the few cases where importers pressed sales, when a slight decline ensued. West India continues in fair demand by the Refiners. Manila has not met with buyers on former terms. Grainy and crystalised Mauritius, owing to the diminished supplies, maintain their former value. A good business has been done in floating cargoes of Foreign, chiefly for the United Kingdom, and several have sold for exportation. With continued large deliveries, the stock has been further reduced, and it is now less than for several years past. At auction, 1,254 bags unclayed Manila realised 25s. to 25s. 3d. and 1,600 bags privately 25s. 6d. per cwt.

SAPANWOOD.—Since our last report 9 tons Ceylon have been sold at £11 to £11 2s. 6d. per ton, and 26 tons Manila bought in at £9 to £9 10s.

STICKLAC.—At auction 133 boxes woody Siam were bought in at 42s. 6d., and 536 boxes good sifted were withdrawn.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6 5s.; nail rods, £7 10s. to £8; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £8; rails, £6 5s. to £6 7s. 6d

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £81 to £86 per ton; yellow metal, 7d. to 7¼d. per lb.

TIN.—£91 for block; £92 for common bars. Tin plates, best charcoal I.C., 30s. to 31s.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £23; sheet, £21; spelter, £21 to £21 5s.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s.

The following is from the Circular of Messrs. French and Smith:—With exception of a further improvement in foreign Tin, and an advance of about 5s. per ton in price of Spelter, we have no change to report in the metal market.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mailsteamers.

	Gold.	Silver.
Shanghai	—	£56,985
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	30,059
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	—
Foo-chow-Foo	—	—
Shanghai	—	38,008
Yokohama	400	882

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PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	6,575	—
To Hong Kong	4 000	5,284
To Shanghai	—	30,408
To Yokohama	—	44,183

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0¼
Mexican Dollars	0 4 11½

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
July 12	Macassar	Coulon	Samarang	Deal.
— 12	Alida	Visser	Sourabaya	Do.
— 10	Ida Elizabeth	van Dooren	Java	Off Dungeness.
— 12	Earl of Chester	Nancollis	Banjoewangie	Brouwershaven.
— 13	Sparkler	Wilson	Rangoon	Flushing.
— 14	Kanagawa	Ouwehand	Samarang	Texel.
— 17	Coromandel	Smith	Manila	London.
— 16	Elias	Schytt	Singapore	Dartmouth.
Jne. 27	Krimpen van der Leck	Rotgans	Macao	Havana.
July 16	Roslin Castle	—	Singapore	Liverpool.
— 16	Montcagle	—	Penang	Do.
— 14	Aletta Augusta	Tinholt	Padang	Texel.
— 15	Sumatra	Boyser	Banjoewangie	Brouwershaven.
— 5	Catharina Maria	Nolet	Batavia	Zierikzee.
— 18	Der Sud	Malchow	Singapore	Deal.
— 18	British Constitution	Shaw	Colombo	Do.
— 15	Peter Godeffroy	Meyer	Rangoon	Bremerhaven.
— 19	Avon	Edmond	Colombo	London.
— 15	Gebr. v. d. Beek	Walig	Banjoewangie	Brouwershaven.
— 19	Palestine	Park	Ceylon, &c.	London.
— 19	Miranda	Good	Akyab	Falmouth.
— 17	Jacob	Drenth	Tjilatjap	Texel.
— 17	Hercules	—	Singapore	Off the Eddystone.
— 17	Ternate	Cars	Banjoewangie	Brouwershaven.
— 17	Bezoekie	Reckers	Do.	Do.
— 8	W. G. Russell	Jewett	Manila	New York.
— 20	John Allan	Horne	Bassein	Falmouth.
— 18	Alarm	Hughes	Rangoon	Off Queenstown.
— 9	Mindora	Allen	Manila	Boston.
— 9	Maude	Clarke	Singapore	Do.
— 22	Buston Vale	Marshall	Akyab	London.
— 22	Ellen Radford	Evans	Singapore	Deal.
— 17	Maasluis	Kuchler	Sourabaya	Texel.
— 22	Three Bells	Simpson	Rangoon	Falmouth.
— 22	Grossvater	Conrad	Java	Off Falmouth.
— 19	Emma	Haesloop	Rangoon	Bremen.
— 19	Surat	Dunlop	Java	Off the Land's End
— 23	Empress	Stranach	Colombo	Deal.
— 18	Cosmao	Frete	Saigon	Lorient.
— 20	Abo	Soderholm	Bassein	Bremen.
—	Belpore	—	Singapore	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Kosmopoliet	Groot	Batavia	Rotterdam.
July 13	Devonshire	Dwikee	Shanghai	Liverpool.
— 15	Blanche	Bamberg	Singapore	Sunderland.
— 17	Osaca (s s.)	Maddison	Japan	London.
—	Cornelia Hendrika	—	Batavia	Holland.
— 13	Jane Blyth	Morton	Singapore	Glasgow.
— 11	Argo	Rosenberg	Galle	Lisbon.*
— 15	Shallett	Willis	Do.	Shields.
— 19	Madagascar	Henry	Cardiff & Singapore	London.
— 7	Neptunus	Lodewyks	Singapore	Shields.
— 13	Navigator	Bockelmann	Batavia	Lisbon.*
—	Abbot Lawrence	Davis	Hong Kong	Cardiff.
— 18	Maria Adriana	Itz	Batavia	Sunderland.
— 16	Sultan	Howard	Hong Kong	Shields.
—	Waterloo	—	Batavia	Amsterdam.
— 18	Galatea	Hatfield	Hong Kong	Shields.
— 18	Leopold Graaff v. Limburg Stirum	Keuker	Singapore	Do.
— 20	Palma	Schnehagen	Hong Kong	Cardiff.
— 21	Eldorado	Haskell	Singapore	Do.
— 20	Kingfisher	Gibbons	Hong Kong	Liverpool.
— 24	George Shotton	Bailey	Cardiff and Shanghai	London.
— 20	Sea Star	Warcy	Singapore	Cardiff.
— 23	Thetis	Deltriman	Do.	Do.
— 23	Maria Diederica	—	Do.	Penarth.
—	Hansa	Wicke	Amoor River, &c.	Liverpool.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, St. Dunstan. For Yokohama and Nagasaki: Eastern Queen, Pampero. For Shanghai: Beemah, Peterborough, Durham, Shakspere, Sir Jamsetjee Family. For Hong Kong: Sophie. For Hong Kong and Canton: Charlotte, The Tweed, Chaa-Sze. For Manila: Aureliana. For Singapore and Penang: Queen of Ceylon. For Singapore: Arab Steed. For Batavia and Sourabaya: Neckar. For Penang: Helen's Bank, Chaturanga. For Colombo: Seafield, Thames, Hesperia, Sea King, Palestine, Avon. For Galle and Cochin: Ann Lucey.

At LIVERPOOL.—For Yokohama or Hong Kong: Golden Dream. For Shanghai: Maria, Royal Diadem, Lorton, Leon Crespo. For Singapore: Bogota, Indian Empire, Heather Bell, Triton. For Manila: Adolfo, Olano, Feliz, Tres de Mayo. For Batavia and Singapore: Lancastria. For Ceylon: Peter Symons. For Siam: Kalahome, s.

At GLASGOW.—For Hong Kong: Suomi. For Manila: Rosa del Turia. For Batavia and Sourabaya: Bristow, County of Bute. For Colombo: Christian Rankine.

At GREENOCK.—For Hong Kong: Glenlee.

SPOKEN.

ESKDALE, Colombo to London, June 12, 8 N., 24 W.
FLORENCE NIGHTINGALE, London to Singapore, July 12, 46 N., 9 W.
MARY EDEY, Colombo to Gibraltar, May 11, 34 S., 28 E.
LOCHLEVEN CASTLE, Glasgow to Singapore, May 25, 33 S., 31 W.
ZEENYMPH, Amsterdam to Batavia, June 11, 4 N., 24 W.
MARY WHITRIDGE, New York to Shanghai, May 8, 7 N., 109 E.
PASARCEANG, Amsterdam to Batavia, 48 N., 8 W.
SIRIUS, Batavia to Amsterdam, June 26, 31 N., 38 W.
EMILIE, Batavia to Rotterdam, April 27, 35 S., 26 E.
SULTANA, Batavia to Rotterdam, May 5, 35 S., 22 E.
DARING, Shanghai to New York, May 20, 28 S., 11 E.
COLORADO, for Hong Kong, June 2, 8 N., 30 W.
EUGENIE (s s.), com. code VJCL, London to Japan, June 12, 6 N., 23 W.
IDA GERTRUIDA, Java to Amsterdam, July 12, 40 N., 28 W.
JASON, Rotterdam to Batavia, May 24, 17 N., 26 W.
FIBRE (Dut. barq.), Batavia to ———, May 6, 25 S., 58 E.
LORISSA (Dut. barq.), Bremerhaven to Sourabaya.
WILLY (Brem. ship), Singapore to London, May 31, lat. 34, lon. 25.
JAS. PATON, Penang to London, May 7, 30 S., 46 E.
SILESIA, Manila to London, May 31, 28 S., 42 E.
LOUIS, T., Ceylon to Marseilles, May 21, 25 S., 48 E.

FREIGHTS AND CHARTERS.

In rates of freight to the Eastern ports we have no change to note; previous quotations are maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance, from Kingstown to Colombo, of about 37 officers, 10 ladies, 14 children, and 1,058 rank and file, including women and children; also of 6 tons weight cement, and 6 tons meast., hose pipe and stationery, from the Thames to Hong Kong.

CASUALTIES.

The St. Gravenhage (Dutch ship), Black, from Rotterdam to Batavia, put in at Rio de Janeiro, June 13, leaky. A partial discharge of her cargo had been recommended.

A telegram from Galle, dated July 17, reports that the Tai-wan, from Foochow to London, with tea, was totally lost in the river Min, June 20.

The Diana, Teengs, from Batavia to Rotterdam, which put into Mauritius June 8, leaky, has, according to advices since received, begun discharging there.

According to advices from St. Helena, dated June 27, the Amersham, Barton, from Penang to London, which put in there May 4, leaky, and was then recommended to be sold, had effected temporary repairs, and would soon be ready for sea, as, on further survey, she had been declared fit to go home in ballast. A quantity of her cargo had been sold, damaged, a portion shipped by the Mutlah, and the Alert had been chartered to convey another portion.

The Kennington, Howard, from Batavia, to Amsterdam, which put in at St. Helena, May 6, leaky, had reshipped part of her cargo, and the Quiver (schooner) had been chartered to convey a portion; both vessels were, on June 27, ready for sea. A quantity of the Kennington's cargo had been sold, together with the damaged portion, to defray expenses.

The Mathilde, Decker, from Penang, to London, put in at St. Helena, June 23, leaky, and with damage, having experienced heavy weather off the Cape of Good Hope; surveyors reported her waterway seams, and a portion of the maindeck seams, stanchions, and the combings of her hatches very slack, and recommended that she should partly discharge for further examination.

MISCELLANEOUS.

At ASCENSION.—June 10, Triton, from Batavia, and sailed for Rotterdam; 11, Niemen, from Macao, and sailed 14 for Havana.

Off ASCENSION.—June 1, Constitution, from Colombo.

At ST. HELENA.—June 11, Rifleman, Parsons, from Nagasaki, and sailed for London; Cornelis Wernhard, Eduard Swart, from Batavia, and sailed 12, for Rotterdam; 12, Encarnacion, Godique, from Macao, and sailed for Havana; 13, Cinque Hermanos, Hormacher, from Manila, and sailed for Queenstown; Alaveza, Doberan, from Macao, and sailed 14, for Havana; Southern Belle, Benson, from Ceylon, &c., and sailed for London; 14, Ines, Duverdier, from Saigon, and sailed 15, for Belle Isle; Sirius *v.* Rees, from Batavia, and sailed 15, for Amsterdam; John Cobbold, Storton, from Singapore, and sailed 17, for London; 15, Koning Willem II., Besseling, from Batavia, and sailed for Amsterdam; Eva Johanna, Hardyk, from Batavia, and sailed for Rotterdam; 17, Mentor, Batenuth, from Padang, and sailed for Amsterdam; Palais Gallien, Robert, from Saigon, and sailed for Belle Isle; Roska, Bertelsen, from Nagasaki, and sailed 18 for London; 26, Helena, Hedger, from Manila, and sailed for New York; 27, Medea, *v.* Teutem, from Batavia, and sailed for Amsterdam; 28, Espana, Yspizua, from Manila, per Queenstown; Mary and Hillegonda, Walters, from Batavia, for Rotterdam.

Off CAPE OF GOOD HOPE.—June 3, John Bellamy, from Shanghai; Piciola, from Hong Kong, for Hamburg.

At TABLE BAY.—May 31, Thos. Mitchell, Shuell, sailed for Ceylon.

At SIMON'S BAY.—May 31, Ephrem, Bouchard, from Macao, and sailed June 8 for Havana; June 8, Aroostook, Beardsley, sailed for China.

At RIO JANEIRO.—June 17, Gica, Santos, from Havana, for Macao, short of provisions.

At MAURITIUS.—May 17, Ocean Belle, Jarvis, sailed for Colombo; 22, Jane, Sauvage, sailed for Colombo; 25, Sir George Pollock, Ginder, sailed for Colombo; 27, Costa Rica (s. s.), Fierber, left for Singapore

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PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful entrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c.

Apply at the Offices of Messrs. PATERSON, SIMONS, and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854 and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	50,000,000	... £2,000 000
To be paid up Sept. 15, 1867		10,000,000	... £400,000
Do. Mar. 15, 1868		10,000,000	... £400,600
Do. Sept. 15, 1868		10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1867-8.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq.	Thomas Lancaster, Esq.
James Fraser, Esq.	Wm. Macnaughtan, Esq.
John Jones, Esq.	Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and or longer periods at a higher rate.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq.	Alexander Mackenzie Esq
Duncan James Kay, Esq.	Lestock Robert Reid, Esq.
John Binny Key, Esq.	James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two.

Threadneedle-street, London, 1867.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

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Professor of Japanese in the Imperial School of Living Oriental Languages of Paris.

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The last issue (No. 58) contains, amongst other matters,—

DE LA LITTERATURE ARAMEENNE; par Munk de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon)

ORAISON FUNEBRE, TRADUITE DU COCHIN-CHINOIS; par Truong-vinh-ky.

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TWENTY-THIRD REPORT OF

THE CITY BANK, LONDON.

At a GENERAL MEETING of the SHAREHOLDERS, held at the London Tavern, on TUESDAY, 16th July, 1867.

DIRECTORS.
JOHN JONES, Esq., Chairman.

John Campbell, Esq.
Henry Vigurs East, Esq.
John Hackblock, Esq.
Andrew Lawrie, Esq.
Robert Lloyd, Esq.
William McArthur, Esq.
William Macnaughtan, Esq.
Jonathan Thorp, Esq.
James E. Vanner, Esq.
Augustus J. White, Esq.
George Young, Esq.

MANAGERS.
John Woolmore Duncan, Esq.
Alfred George Kennedy, Esq.

BRANCH OFFICES.
No. 34, Old Bond-street.—E. G. Mullins, Esq.
Nos. 159 and 160, Tottenham-court-road.—Alfred Gliddon, Esq.
No. 25, Ludgate-hill.—John W. Duncan, Jun., Esq.

The "Register of Shareholders" and "Register of Transfers" having been authenticated by impressing thereupon the Corporate Seal of the Bank, the following Report was read by the Secretary, viz. :—

The annexed statements of Liabilities and Assets and Profit and Loss show that after payment of Interest on Current and Deposit Accounts the Gross Profits of the six months ending 30th June last amount to £48,789 18s. 11d.

The Directors, therefore, after providing for the current expenses and rebate of Interest on Bills discounted but not yet due, declare the usual Dividend of 6 per cent. per annum, and a Bonus of 4s. per share, together equal to 10 per cent. per annum, free of Income-tax; add £1,644 1s. to the Reserve Fund, making the amount at the credit of that Account £80,000; and carry forward £699 14s. 5d. to the new Profit and Loss Account.

It will be remarked that the Acceptances of the Bank are now stated separately. These Acceptances are amply secured, and constitute a sound and profitable portion of the Bank's business.

The Directors who retire upon this occasion are—Mr. John Hackblock, Mr. Andrew Laurie, Mr. Robert Lloyd, who, being eligible, offer themselves for re-election.

The Auditors, Mr. Owen Lewis and Mr. John Curry, also again tender their services for the ensuing year.

The Dividend and Bonus will be payable, upon application at the Bank, on and after the 23rd instant.

The Dividend was then declared, for the Half-Year ending the 30th June last, at and after the rate of £6 per cent. per annum on the paid-up capital, and a Bonus of 4s. per Share, both free of Income Tax.

It was Resolved unanimously, that the Report now read be received and adopted.

The following Directors, having retired by rotation, were unanimously re-elected, viz.:—Mr. John Hackblock, Mr. Andrew Laurie, Mr. Robert Lloyd.

Mr. Owen Lewis and Mr. John Curry were re-elected Auditors of the Bank.

Resolved unanimously:—

That the best thanks of the Meeting be given to the Chairman and Directors for their able and efficient services to the Bank.

That the thanks of the Shareholders be awarded to the Managers, the Secretary, and the other Officers of the Bank.

That a vote of thanks be passed to the Auditors for their services in auditing the Accounts.

(Signed) JOHN JONES, Chairman.

Extracted from the Minutes,
C. J. WORTH, Secretary.

THE CITY BANK, LONDON.

LIABILITIES and ASSETS, on the 30th JUNE, 1867.

Dr.			
To Capital paid-up, viz., £10 per share on 50,000 Shares	£500 000	0	0
To Amount of Reserved Fund	78,355	19	0
To Amount due by the Bank on Current and Deposit Accounts, Letters of Credit, &c. ... £2,285,068	7	5	
To acceptances against Cash in hand, Bankers' Bills, and approved Securities 1,777,528	18	10	
	4,062,597	6	3
To Profit and Loss, for the Balance of that Account, after providing for Bad and Doubtful Debts	48,789	18	11
	£4,689,743	4	2
Cr.			
By Exchequer Bills, East India Debentures, and Government Securities ...	£318,147	15	4
By Cash in hand, at Bank of England, and at Call	502,967	3	2
By other Securities, including Bills discounted and Loans	3,819,136	1	9
By Bank Premises in Threadneedle-street, Old Bond-street, Tottenham-court-road, and Ludgate-hill, Furniture, Fixtures, &c.	49,492	3	11
	£4,689,743	4	2

PROFIT and LOSS ACCOUNT for the HALF-YEAR ending 30th JUNE, 1867.

Dr.			
To Current Expenses, including Salaries, Rent, Stationery, Directors' remuneration, Proportion of Building Expenses, Income-tax, &c.	£17,209	17	1
To Amount carried to Profit and Loss New Account, being Rebate on Bills discounted, not yet due	4,236	6	5
To Amount transferred to Reserve Fund, in addition to £78,355 19s. already at the Credit of that Account	1,644	1	0
To Dividend Account for the payment of a Dividend at the rate of £6 per cent. per annum upon £500 000, amount of paid-up Capital upon 50,000 Shares	15,000	0	0
To Bonus of 4s. per Share on 50,000 Shares	10,000	0	0
To undivided Profit transferred to Profit and Loss New Account	699	14	5
	£48,789	18	11
Cr.			
By Balance brought down, after providing for bad and doubtful debts	£48,789	18	11
	£48,789	18	11

We have examined and approved the above Accounts

OWEN LEWIS,
JOHN CURRY, } Auditors.

THE CITY BANK, LONDON.

Incorporated by Royal Charter, A.D. 1855.

HEAD-OFFICE.
THREADNEEDLE-STREET (Corner of FINCH-LANE).

BRANCH-OFFICES.
No. 34, OLD BOND-STREET.
Nos. 159 and 160, TOTTENHAM-COURT-ROAD.
No. 25, LUDGATE-HILL.

Subscribed Capital (50,000 Shares of £20 each) ...	**£1,000,000**	**0**	**0**
Paid-up Capital	**500,000**	**0**	**0**
Reserved Fund	**80,000**	**0**	**0**

CURRENT ACCOUNTS are made up to the 30th of June and the 31st December, in each year; and if the Credit Balance shall not, at any time during the half-year, have been below £500, Interest at the rate of 2 per cent. per annum is allowed on the minimum Monthly Balances. If not below £200, Interest at the rate of 1 per cent. per annum is allowed on the minimum Monthly Balances; but if under £200, no Interest is allowed. Parties keeping Current Accounts have the privilege of drawing Cheques, of having approved Bills discounted, of obtaining Loans upon negotiable Securities, of depositing Bills, Coupons, &c., for collection, and of lodging with the Bank, Deeds and other valuable property in the Fire-proof Strong Rooms for safe custody.

DEPOSIT ACCOUNTS.—Money, in amounts of £10 and upwards, is received from the public generally, subject to seven days' notice of withdrawal, and Interest is allowed thereon at the current rate of the day; the Bank notifying any change in the Rate of Interest by Advertisement in one or more of the leading London Newspapers. If the money be withdrawn within a fortnight, no interest is allowed. Persons having Current Accounts can transfer any portion of their Credit Balance to Deposit Account.

The AGENCY of COUNTRY and FOREIGN BANKS, whether Joint-Stock or Private, is undertaken by the Bank.

LETTERS of CREDIT, payable at any of the Chief Commercial Towns and Cities of the World, are granted. Marginal Credits are also granted by the Bank.

CIRCULAR NOTES are issued by the Bank, addressed to all, and payable at any, of the places on the Continent where the Bank has an Agent.

DIVIDENDS, &c., on Government and other Stocks, Annuities, Pensions, &c., are received for customers of the Bank without charge; the purchase and sale of Stocks, Shares, and Securities are also undertaken; and every description of Banking business is transacted.

The Officers and Clerks of the Bank are pledged not to disclose the transactions of any of its customers.

C. J. WORTH, Secretary.

London, July 16th, 1867.

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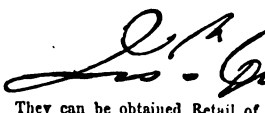

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Vin de Bordeaux, vintage 1864, recommended	14s.
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Lafite, Latour, Margaux, vintage 1858 ...	108s.
Claret in pints	8s., 11s., 16s., 19s., 22s., 25s.
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Macon and Beaujolais, Beaune	24s. to 30s.
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Very superior Romanée and Chambertin	108s.
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Light pure and Nierstein	24s., 36s.
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Light pure and Zeltinger	24s., 36s.
Rare Muscadine	60s.
Sparkling Hock and Moselle ...	45s., 70s.
Do. Do. in pints	25s., 36s.
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White sparkling	48s.
Moet's and Degonet's first quality, expressly for India	63s.
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The above in pints, 4s. extra per 2 doz. pints.	
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Pale and dry, recommended	32s.
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Pure Montilla, dry and very fine ...	54s. to 96s.
PORT.	
Old	42s.
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Dry and rich, and Vidonia	32s.
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THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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AGENT: Hong Kong, Mr. A. S. WATSON.

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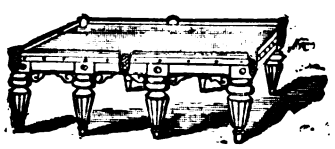

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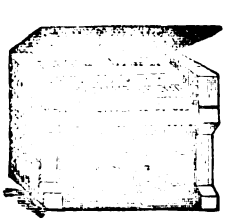

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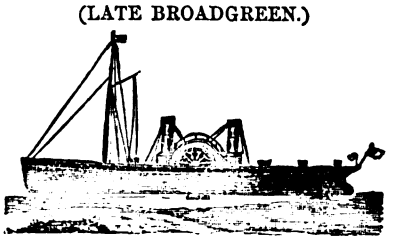

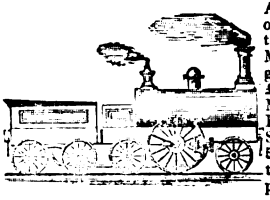

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The CHINA STEAM and LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN," or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Imperiales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

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The 9th of every Month for—

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The next departures from San Francisco are:—

GREAT REPUBLIC, 5,000 tons, September 3rd.

CHINA*, 5,000 tons, October 14th.

COLORADO, 4,000 tons, November —.

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* Name changed from "Celestial Empire."

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The next departure will be

From LIVERPOOL on the 20th August,

intending to connect, at San Francisco, with the steamer leaving on the 14th October for Japan and China. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

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Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Shakspere ...	A1 12 yr.	W.I.D.	Aug. 5.
Shanghai	Spindrift ...	A1 14 yr.	E.I.D.	With des.
Hong Kong ...	Sophie	A1 14 yr.	W.I.D.	Aug. 5.
Hong Kong & Whampoa ..	Chaa-sze ...	A1 13 yr.	W.I.D	With des.
Singapore	Arab Steed...	A1 10 yr.	W.I.D.	Aug. 3.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

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Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	The Sir Jamsetjie Family	A1 14 yr.	E.I.D.	Aug. 15.
Ditto	Laloo (new clipper) ...	A1 14 yr.	E.I.D.	To fol.
Kanagawa (Yokohama) and Nagasaki ...	Pampero ...	A1 9 yr.	E.I.D.	With des.
Penang	Helen's Bank	A1 10 yr.	St.K.D	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo ...	Sea King ...	404	A 1 12 yrs	L.D.	July 28
Colombo...	Seafield ...	616	A 1 10 yrs.	W.I.D.	To fol.
Pt. de Galle & Cochin	Ann Lucey .	270	A1 11 yrs.	L.D.	July 30
Bombay ..	Bebington...	889	AA1		July 27

No. 22, Great St. Helen's, E.C.

To sail on July 31.

FOR SHANGHAI, the splendid new clipper-ship DURHAM, AAl, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.
To Sail on August 13.

FOR HONG KONG and WHAMPOA, the well-known clipper THE TWEED, A1 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander; lying in the East India Docks. This magnificent ship offers a favourable opportunity to shippers of fine goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

First voyage—London to Ceylon, 77 days; Singapore to London, 84 days. Second voyage—London to Bombay, 89 days; Malabar Coast to London, 81 days. Third voyage—London to Bombay, 75 days; Kurrachee to London, 86 days.

Regular line of Packet Ship.
To follow the "Tweed."

FOR HONG KONG and WHAMPOA, the nearly new clipper-ship ALBERT VICTOR, A 1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander: lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail July 30.

DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander a lying in the London Docks. This fine vessel offers; first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To Sail 28th July.

DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, A 1 12 years, 404 tons register, S. C. CLARKE, Commander; London Docks. This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Sea King."
Will meet with the usual despatch.

DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail August 10.

COLOMBO DIRECT, the splendid clipper THAMES, A 1 13 years, 444 tons register; O. J. H. ARNOLD, Commander; to load in the West India Docks. Has magnificent accommodation for passengers.

For Passage apply to W. H TINDALL, 5, Tokenhouse-yard; and for Freight or Passage to F. TALLACK, No. 23, Birchin-lane, E.C.

To follow the "Thames," sailing August 25.

FOR COLOMBO, CEYLON, DIRECT, will have the usual despatch, having the greater portion of her cargo engaged, the clipper-ship PALESTINE, A 1, 608 tons register; THOMAS PARK, Commander; loading in the West India Docks. This magnificent vessel has a full poop, with accommodations of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23 Birchin-lane, Cornhill.

To follow the "Jessie Gilbert," and will sail July 28.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by RICHARD KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, July 27, 1867.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 253.] LONDON, THURSDAY, AUG. 8, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	Apr. 17	June 9	June 13
Nagasaki			June 14
Hakodadi			
CHINA—Peking			
Tien-tsin			June 10
Chefoo			
New-chwang			
Hankow			June 15
Kiu-kiang			June 15
Chin-kiang			
Shanghai	Apr. 26	June 15	June 21
Ningpo			
Foo-Chow			June 18
Formosa—Tamsuy			
Amoy			June 20
Swatow			
Hong Kong	May 10	June 17	June 25
Canton			
Macao			
PHILIPPINES—			
Manila			June 20
COCHIN-CHINA—			
Saigon			June 28
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			June 23
MALACCA STRAITS—			
Singapore	May 26	June 27	July 2
Penang			

The next P. & O. mail, with Hong Kong dates to June 29, is expected on the 13th instant. Telegrams have been received, via Galle, in advance of the mail leaving Hong Kong on the 13th July. Via Kiachta telegrams from Shanghai are in to July 9.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Euxine, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formochy. To Hong Kong: Mr, Stratford, R.N., Mr. Grant, R.N., Mr. Platt, R.N., Mr. Blackburn, Mr. C. Jackman. To Ceylon: Mr. and Mrs. Milne.

From Marseilles, Aug. 12.—To Yokohama: Mr. Fredrick de Fiécher. To Shanghai: Count de Mont Blanc and five Japanese gentlemen.

Per P. and O. steamer Columbian, from Southampton, August 20.—To Shanghai: Mr. A. E. Hippisley. To Ceylon: Rev. J. Pickford, Rev. Griffith. To Hong Kong: Mr. Oldknow, R.N., Mr. Toxdale, Mr. Vercoe, Mr. White, Mr. Lugden, Mr. Pinkis, Mr. Lumley. To Singapore: Mr. Kellock, R.N.

Per P. and O. steamer, from Marseilles, September 4.—To Hong Kong, via Bombay: Mr. C. J. Alford.

Per P. and O. steamer, from Southampton, September 4.—To Hong Kong: Mr. and Mrs. G. W. Caine and child. Miss M. Middlemist, Mr. Lucas, Lieut. Spaight. To Singapore: Mr. Isemonger. To Shanghai: Mr. E. Price.

From Marseilles, September 12.—To Singapore: Mr. and Mrs. C. Heinszen, Mr. J. W. Miller. To Penang: Mr. L. Zander. To Hong Kong: Mr. and Mrs. Schenermann.

From Suez to Hong Kong.—The Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Budd and two children, Miss Piachand. To Singapore: Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn. To Shanghai: Mr. D. Brand. To Ceylon: Mr. Morris.

Per P. and O. steamer, from Southampton, October 4.—To Ceylon: Mr. G. Crowe.

From Marseilles, October 12.—To Ceylon: Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. T. Pyke, Mr. T. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Hong Kong: Mr. Armstrong, Miss Caldwell.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child. To Hong Kong: Mrs. J. Haffenden.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates hence are to the 12th June. The English mail of the 10th and the French mail of the 17th April arrived out on the 2nd and 9th of June respectively, the latter conveying London telegrams to May 16. The present mail brings but few items of interest. The following is from the *Japan Herald*' mail summary :—

When our last summary left, H.E. the British Minister ha just returned from Osaca in H.M.S. *Basilisk*. To the informa tion already given respecting the ministerial visit we hav nothing to add. It is now with us as a thing of the past, and i is not likely to be again brought very prominently forward unti such time as preparations may be necessary for carrying int effect the settlement of the new ports. H.E. the Frenc Minister arrived in H.I.M.S. *Guerriere* from Nagasaki on th 7th June; and by the French mail steamer H.E. Mons. Kin de Rodenbeck, the Belgian Minister, returned to, an H.E. M. le Comte de la Tour, the Minister for his Ma jesty the King of Italy, arrived in, Japan. The foreign resi dents are now hopeful that the greater question of th opening of the ports being settled, and that so satisfactorily Ministers will turn their attention to the wants of the existing settlements, and more particularly of Yokohama. In spite o the unsatisfactory condition of trade, which has led some house to close their establishments here altogether, the foreign quar ters are increasing, and every day the want of good municipal arrangements is more and more experienced. To this end last year the land-renters proposed a set of "land regulations' to the Ministers which, although dated October, 1866, an sent in about that time, have never since been heard of, and th public are now becoming impatient to hear something from the Ministers upon the subject. An impression has got abroad that in their present shape those "land regulations" will be inoperative. If the Ministers are of this opinion, they might point out in what particular they are likely to be so, and try to devise a scheme that shall be binding upon all. At present, things are in a most unsatisfactory state, and they must remain so until Ministers speak.

In all respects an improvement in business may shortly be looked for. The last few months, although so comparatively inactive and generally unsatisfactory, have seen several important restrictions removed and improvements introduced by the Japanese Government, and the effect of allowing the free import of rice has been all for good. Whether the Japanese will ever see their way, as some seem to think they will, to "free trade" is very problematical, but they evidently begin to acknowledge the advantage of the non-prohibition of imports. It will take them some time yet perhaps to see that equal freedom of export is likewise desirable. They will not immediately comprehend that we shall not take their rice unless we can make a profit upon it, and the people who are now lauding the importers of their staff of life in the time of their great need would cry out loudly against the first appearance of purchasers among foreigners for export, even though they should have ever such a superabundance in the country.

The advent of the warm weather operating on the humid soil of the settlement, aided by bad drainage and by fetid influences arising in the Creek and on its banks, has produced a great deal of fever, which at length became alarming and led to a public meeting. A committee was appointed to draw up a memorial on the subject to Sir Harry Parkes and the other foreign Ministers. The following is a copy of this document :—

To his Excellency Sir HARRY PARKES, K.C.B., &c, &c.

Sir,—In obedience to a resolution formed at a public meeting held this

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day at No. 57, we beg to petition your Excellency on behalf of this community to carry into effect the wishes expressed in the following resolutions unanimously adopted at the meeting, viz :—

1.—"That this meeting do petition the Ministers to require from the Japanese Government that the necessary channel and outlet in connection with the Homura tidal drain be immediately made, in accordance with the report of the Sanitary Committee of the Municipal Council, and that furthermore the stagnant ditch and cesspool behind the native town be immediately flushed by sea water, as such evils originate the foul stench which can no longer be tolerated, and which is so productive of sickness, but that on no account the filling in of the swamp be delayed."

2.—"That this meeting do pledge themselves to support the efforts of the Municipal Council to benefit and improve this settlement, and do urge the Ministers to adopt the proposed land regulations on behalf of their respective Governments, or suggest some better mode of meeting the requirements of this settlement."

We trust your Excellency will deem fit to adopt the remedies suggested with a view to improve the sanitary condition of our settlement, and by enforcing immediate action on the part of the Japanese Government to prevent further inroads of the sickness now so prevalent amongst both natives and foreigners.

With reference to the second resolution, your Excellency will at once realise the importance of either enlarging the power of the Municipal Council by some such scheme as set forth in the land regulations laid before your Excellency last October, or by responding with some suggestion of your own that will better meet the requirements of this community, now represented by the Municipal Council.

Your petitioners make bold to avail of the present exigency, which may seem to us more alarming than it can to those not resident on the spot, to fervently urge the extreme importance of the very earliest possible attention to this appeal of the Community of Yokohama.

The scheme for building a theatre is abandoned until a more hopeful period—when money is more plentiful and there is less disinclination to go in for public amusements.

Thieves are as active in and out of the settlement as ever. A few nights ago a little 6-ton sailing-boat was robbed at her moorings of her sails, and a day or two later an engineer in the settlement was robbed of between $400 and $500.

By H.I.M.'s transport ship *Creuse*, from Saigon, there arrived 20 Arab horses, as a present from the Emperor of the French to the Shiogoon. The whole have been landed in fair condition, and a valuable addition they will be to the Shiogoon's stud. The Count d'Incourt is charged with the mission of presentation.

COMMERCIAL.—*Silk:* Settlements had been on very limited scale since the 29th May, when the 10th of April mail arrived with reports of war imminent in Europe, and of a large crop in China. Transactions ceased for three or four days; prices fell in consequence, and induced a few buyers to resume purchases but to such a small extent that the settlements of this fortnight do not amount to much more than 100 piculs. They consist almost entirely of medium and inferior Hank Silks, on which we may report a fall of from $20 to 50 according to quality. The best on offer have been paid from $870 to 850 and a small parcel of very fine Mybash is held at $900. The other descriptions have been quite neglected, and our quotations of them are nominal. Under less unfavorable circumstances the settlements of this fortnight could by no means have been large as arrivals added only 100 piculs to a stock reported in our last to consist of 200 or 250 piculs of the secondary and inferior sorts which form the bulk of a comparatively heavy unsold stock at home. The news brought by the French mail has produced a slight reaction and prices are firmer. Reports from the interior regarding the new crop unanimously agree in representing the production as being superior to that of last year — musters may come to hand in a week or two, but no arrivals of new silks are expected before the middle of July. *Tea:* There is no new feature to notice in our tea market. The new crop comes forward but slowly, the few samples shown are of a very medium quality, and the price talked of by the native dealers is so very high as almost to prevent any business being done unless some considerable reduction is made. The stock of new tea in the hands of the natives here is about 200 piculs. There have been a few settlements of new tea at rather high rates. We hear from native sources that 260 piculs have been placed at from $28 to 28.50 per picul. In old tea there remains a stock of say 2,000 piculs, principally of common kinds; this will most likely be worked off by the teamen by mixing it with the new crop. We hear of settlements to the extent of about 300 piculs, of which about 100 piculs were good medium to fine kinds. The settlements of both old and new teas amount to 560 piculs for the fortnight. *Freights:* To London: Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. per ton of 50 cubic feet. To San Francisco: Light Freight, $6 to 8 per ton of 40 cubic feet. Per Steamer, $15. New York per sailing vessel, £2 10s. to £3. Steamer, $45 per 40 feet. *Exchange:* Owing to the warlike news brought by the mail of 10th April, sterling rates immediately dropped 1d., and business remained *in statu quo* until the arrival of the French mail of 17th idem, the peaceful tenor of later advices causing a reactionary improvement. Scarcely any demand has existed for bank paper during the whole fortnight, the principal business done being in private at from 4s. 5½d. to 4s. 6d., at which rates close very firm.

NAGASAKI.

We have advices from this port to the 14th June. The chief item of intelligence relates to an attack made by a Japanese, on the night of the 13th inst., on two of the crew of the American barque *Valetta*. It appears that the two men were walking down the street to go on board their ship when they were met by the Japanese in question, who, without any apparent cause, instantly drew his sword and very nearly severed the head of one of the men off, inflicting a severe gash in the arm of the other; the former man was found dead on the spot where he fell, and the other, we were informed, is recovering from his wound. The Japanese had not been apprehended at the time of the *Feeloong's* leaving. Nobody appears to be able to give any information on the subject, and it is generally thought in Nagasaki that the men have been intoxicated, and have insulted a Yaconin. It is stated, however, that the deceased had been three years in the vessel, and had always conducted himself in a proper manner—a fact which renders the supposition that he misconducted himself somewhat unlikely.

The following is from Messrs. Alt and Co.'s Market Report, dated June 1 :—

IMPORTS.—Our market continues in the same unsatisfactory state as at the date of our last report, and the same difficulties in our Exchange preclude the possibility of our making profitable sales, except in barter against native produce. Lawns show a slight advance in value, and stocks are low. T-Cloths in demand at quotations; none in stock. Handkerchiefs inquired for. Turkey Red Cambrics: 2¼ catty wanted, but lighter goods are unsaleable. Grey Shirtings: 7lbs. wanted, and none in the place, but 8¼lbs. goods are in large stock. Yarn is in fair stock, with but small demand. White Shirtings continue to be inquired for. White Brocades are in small stock, with daily inquiries. Lustre Orleans saleable at quotations. Metals: Nail Rod Iron (small sizes), Bar and Pig Iron, are in increased demand with light stocks. Spelter, Tin Plates and Lead are also saleable at quotations, and of the former there are no stocks. Of English Coal there is none in the place. The following vessels have been sold to the Japanese during the past month:—The steamers Nepaul and Emperor, the barque Corea, and the schooner Alma. The steamers Ayrshire Lass and the Viola have been taken back by the foreigners from the natives.

EXPORTS.—Our produce markets generally have not been active during the past few weeks. Tobacco and Galls have been in small supply, and only a limited business has been done in the former at firm rates. Stocks of Wax have accumulated, and in the absence of any extensive inquiry prices have declined. Sales of Rapeseed Oil have been made at figures showing a turn in favour of buyers. The Tea market has been dull, owing to further unfavourable advices having been received of the home markets. A few musters of the new crop leaf have been shown, but the Teas are not expected in bulk within the next fortnight. Silk: There are several parcels now in stock, and further supplies are said to be coming forward shortly. Musters have been shown of parcels aggregating about 25 pls., but there are no sales reported.

EXCHANGE.—We quote 6 months' sight private paper on London 4s. 6d. per dollar. Drafts on Shanghai 10 days' sight, 1½ to 2 per cent. premium. On Hong Kong no rate is quotable. New Ichibous are nominally worth at present 335 to 340 per 100 dols., but goods are only saleable for Niboos, which are taken in payment for drafts at the rate of 350 to 360. Old Boos are worth 12 to 13 per cent. more than new ones, but they are never given in payment for goods, and are, as well as new ones, very difficult to obtain.

FREIGHTS.—For general cargo to London the rate is £3 5s. per ton of 50 cubic feet. For Tea there is no vessel on the berth for either England or America. For Shanghai the rate is 3 dols. to 4 dols. per ton of 40 cubic feet, and to Hong Kong 4 dols. is quoted.

CHINA.

TIENTSIN.

Owing to the continued absence of rain, the water routes from Tientsin into the interior remain in an unnavigable state for laden boats. Both the autumn and spring seed has failed, and the food of the people is daily becoming dearer. There is no demand for tonnage, as produce cannot come here. A correspondent of the *North China Daily News* writes as follows :—"On the 4th June we observed, about 2 P.M., the sky looking very black in the north-west. To new residents it looked like rain, but the old residents at once saw that a terrific dust storm was rushing over the earth from the north-west towards Tientsin. About 2.30 P.M. the dust storm reached the British settlement, when it became as dark as at midnight, the wind blowing fearfully. This lasted for nearly an hour. If the storm had overtaken people in a large plain they would certainly have been suffocated to death. After the dust storm passed we had a little rain and a cool evening. We judge from this storm that the north-west portions of China and Mongolia are suffering dreadfully from drought. The Emperor and his Ministers, besides the mandarins in the country, are every other day visiting the temples to pray for rain. The winter and spring seed crops have all perished from the dry weather. The food of the people is daily becoming dearer, and I understand many are now only eating once a day, fearing a famine is coming, for which they must, if possible, save some money to buy food. Of course the canals continue dry, and laden junks cannot move along them. The Shanse merchants continue to decline to buy manufactures as they cannot move them from here; and if the North of China and Mongolia suffer much longer from drought, the inhabitants will not have the means to buy clothing, but will require all their money to buy food. We hear that Shanse and Shense are beginning to be troubled with robbers; and that it is at present impossible for goods to move along the land routes with safety in these regions. The Governor of Shanse

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gave permission last winter for the cultivation of the poppy this year in that province, under certain conditions; and if the crops are fairly gathered in this year we shall see again Chinese native drug competing against Malwa. We do not therefore expect that the consumption of Malwa opium will this year reach the amount of last year by a great deal. We do not remember ever to have seen the foreign import trade so depressed as at present, and if holders desire to realise they must do so at a great sacrifice on the prices hitherto ruling. The port is losing its shipping rapidly, and even the steamers appear here now at considerable intervals. They bring very few imports and leave with scarcely any produce."

HANKOW.

Advices from this port reach to the 15th June. We have received no papers, but take the following from Messrs. Olyphant and Co.'s Circular :—

COMMERCIAL.—*Teas:* During the past fortnight an unusually large business has been transacted, settlements to the extent of 55,019 chests and 3,353 half-chests having been reported. Prices have varied but little; finest Teas, of which the market is now cleared, being readily saleable at opening rates. The next grade of Oopacks must be quoted about a tael a picul higher, and medium Teas of this description are unchanged in value. Finest Oonahms are about 1 tael per picul dearer, taking quality into consideration, but other descriptions from this district are without change in value. The picking of the second crop will commence in a few days. We quote finest Oopacks at tls. 30 to 32 per picul, and medium to fine, tls. 23 to 29; Oonahms range from tls. 19 to 26½. Total export from 1st January to date is 11,591,467 lbs., against 7,414,926 last year.

KIUKIANG.

While Sir Rutherford Alcock was at Kiukiang an address was presented to him on the subject of opening up the Poyang Lake to small steamers. In reply, his Excellency said that the object of his visiting the ports in succession was to judge for himself by observation, and in communication with the merchants on the spot, what had been the working of the Treaty of Tientsin, and wherein it was imperfect or defective, or might with advantage be modified in the event of the revision of tariff and commercial regulation—which the contracting Powers had a right to demand next year—being deemed expedient. His Excellency observed that, however desirous he might be to effect any practical improvements, it was necessary to bear in mind that the question of modifying treaty provisions once opened it was equally the right of the Chinese Government to demand modifications on their side in what they might deem to their disadvantage. That many conditions distasteful and contrary to their wishes, if not to their interests, had been embodied in the treaty there could be no doubt; perhaps in none more certainly than the navigation of the Yangtze. It was the one stipulation most strenuously resisted and reluctantly conceded. Under these circumstances, while perfectly agreeing with the authors of the address that the opening of the navigation of the Poyang Lake would be a great gain to the foreign merchant and the port of Kiukiang, he could entertain no hope that it would be either spontaneously granted or willingly conceded by the Chinese Government. And he must repeat what he had said elsewhere, that it was not a right, and must, if the question be entertained at all, become a matter of negotiation. He would, however, willingly transmit the address to H.M.'s principal Secretary of State for Foreign Affairs, praying for this concession as the chief object, and so far as the British merchants and their interests were concerned he had no doubt, if obtainable, the advantages would be great. The Chinese would certainly object that such advantage could only be obtained at the expense of their own subjects, whose interests would be sacrificed. Junk owners, boatmen, and porters in large numbers would be thrown out of employment, setting aside all the dangers incident to the navigation by steamers of a lake, of large extent, through which there was only one narrow channel in its whole length. And whatever might be the ultimate result, or the compensation which enlarged trade might create in time, as the writers of the address assumed, not incorrectly as he thought, it might be very difficult to prove that the first effects could not be very disastrous to the classes referred to; and still more difficult to convince the Chinese authorities that they could be reasonably called upon to inflict such present injury upon their own people and incur the danger of popular trouble and discontent to swell the ranks of the insurgents and perpetuate a great evil for any further or prospective advantage. His Excellency remarked it was very melancholy to see what widespread desolation and ruin the insurgents had brought on all the surrounding country. The Yangtsze itself gave the saddest evidence in the absence of all native traffic. One of the finest rivers in the world, stretching through the breadth of a great empire, and the natural highway for the produce of districts rich in tea, cotton, and silk, had scarcely a native junk upon it between Hankow and Shanghai, a distance of 600 miles. A few foreign steamers monopolised apparently the whole traffic that remained. And if they extended the range of their operations into the Poyang Lake, the Chinese might not unnaturally anticipate a still further diminution of their own junk trade. It was essential in his opinion that treaties should be based upon principles of justice and equity with due regard to the interests of both contracting parties. In the end he believed this was the wisest and best policy, for all treaty stipulations imposing loss or wrong upon one side for the advantage of the other were likely to be broken or evaded by the party injured, and always proved a fertile source of trouble and misunderstanding.

COMMERCIAL.—Since the 1st instant a fair amount of business has been done in Tea. Considering the high rates demanded by holders, prices have been very irregular and at one time showed a decided advance on opening rates, but during the past few days settlements have been made on rather easier terms. We quote finest Ningchows at taels 28; fine do., 23 to 25. In Mohows, we hear of no business having been done. Settlements for the fortnight reach 4,699 packages. Shipments to Shanghai on native account, 8,674 packages. Stock 14,200 do. Comparative export to date, 1866-67, 5625 packages, against 1867-68, 13,328.

CHIN-KIANG.

A correspondent at this port gives the following account of an attack made by a tiger upon a Chinawoman who was sleeping in a mat cottage :—"For a long time it has been stated by the natives that a kind of tiger termed the 'dog-headed' existed on the hills of Chin-Kiang, and although the Chinese have at various times reported women and children being killed and eaten, yet for want of sufficient evidence they have never been credited by the foreigners. The matter, however, has at length been settled without doubt, for on the morning of the 15th instant there might have been seen within fifty yards of a foreign hong the remains of a poor woman who had been killed and eaten during the previous night—a thigh bone (fractured) and a pool of blood testifying to the strength and ferocity of the wild animal. It appears from a boy's statement, that he was asleep with his mother in a mat cottage, when he was awakened by an immense animal with a head like a dog dashing in and seizing his mother, who uttered but one cry; the boy ran to where other people lay, but none durst approach the beast, who had in the mean time dragged the woman a few yards from the hut and was devouring her; when daylight appeared they found but the one bone above mentioned, and the pool of blood, which were seen by various persons who had heard the report and wished to satisfy themselves by personal observation. The Chinese say the dog-headed tiger is far more formidable than the wolf, and differs in appearance, and that it was unheard of and unseen before the Taiping Rebellion."

SHANGHAI.

From this port we have advices to the 21st June. The outward mail of April 26th was delivered on the 15th June.

Sir Rutherford Alcock had passed through Shanghai on a visit to the Yangtsze ports; returned to Shanghai, and left again for the South on the 17th June. The following items of news are from the *North China Herald*:—

The bean-cake trade between the northern ports and Shanghai has been the subject of much discussion. While nominally assenting to the employment in it of foreign ships, the Taotai has always exerted his influence, surreptitiously, to prevent their engagement. From official correspondence which we publish elsewhere, it will be seen that the Governor-General of Nanking has, on the representation of Sir Rutherford Alcock, directed the Taotai to issue a proclamation declaring British vessels at full liberty to engage in the northern bean trade. It is feared, however, that the same secret influence may still be exerted to neutralise the apparent consent.

A scheme is on foot for constructing a road to the Fengwang-shan hills, to facilitate approach to the only rising ground near Shanghai. We doubt, however, whether sufficient funds will be procured for the purpose.

Some dissension has taken place in the Fire Brigade in consequence of the appointment by the Commissioner of some officers to No. 2 Company without consulting the members. No objection is entertained to the officers; but it is held that, in appointing them, the Commissioner has exceeded his power; that the right of election lies with the members.

The unfortunate delay in telegrams via Kiachta, at a time when they were most anxiously looked for, is explained by the

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fact of the Russian wires having broken down. Mr. Grant however expresses a hope that the accidents are over for the season, as the ice has all disappeared now.

Some Chinese house property in the Maloo, bringing in a yearly rental of $1,080, has been sold at auction for taels 2,500.

A partial amalgamation of the local Post-office and the Packet Agency has been arranged. Both institutions will be gathered into one building, and one staff of coolies will suffice for both. The province of each will be defined; that is, the Packet Agency will cease to undertake certain duties which it now performs, to which the local office will attend exclusively. The revenues of each will of course be still distinct.

At a meeting of the British Episcopal Church Society held at the Consulate, Mr. Bryans was elected a trustee in place of Mr. Whittall. Mr. Lawrence then asked Mr. Kidner, the architect, when the new church was likely to be finished, as the present pews were dilapidated and rather draughty. Mr. Kidner was sorry the church was not likely to be finished so soon as he might perhaps have led the public to suppose six months ago. Since then various obstacles had arisen. Once or twice the workmen had struck—the strike on one occasion lasting for two or three weeks. Intimidation had been employed to prevent men who were otherwise willing to work from doing so. The greatest number that had been employed at any one time was 300, not half so many as would have been engaged if more could have been obtained. These were the only reasons why the building was getting on so slowly. Otherwise, every one connected with it was doing his best to push it forward; in fact it was the interest of every one that it should be finished as quickly as possibly.

The Silk Guild has submitted to the Taotai four rules, by which they proposed that transactions with foreign merchants should in future be governed. These rules having, however, been unanimously repudiated by the Chamber of Commerce and merchants generally, the Consuls have very properly refused to recognise them. They are as follows:—

Rules as to Trade with Foreigners agreed to by the Silk Hongs.

1. It has been hitherto the custom for linguists attached to the hongs of silk brokers through which silk is sold to foreign hongs before the commencement of each new silk season, after finding securities, to apply to the Customs Bank for a stamped (blank) book (of forms in which is entered every transaction) in order to ensure that the duties are properly paid. For the prevention of confusion, and to specialise the responsibility, those who do not apply for the stamped books through the guild, and all unattached linguists, are forbidden to purvey silk to foreigners as brokers.

2. The basis of commerce between Chinese and foreigners being good faith, and public feeling having of late undergone a change, native merchants desired that the trade should be altered to a ready-money system. As, however, the amount of money required by such an arrangement is very large, and the matters connected with deciding the quality and weight are somewhat complicated, it is feared that this course would be inconvenient even to the most respectable merchants. A certain amount of delay must be conceded to the foreigner if he is forced to obtain advance on the silk he buys.

It is now proposed as a safeguard to both parties to make it imperative that the price of the silk is to be paid before the departure of the mail steamer.

3. As, therefore, the ready money system is impossible, it is determined that when the silk has been weighed and the price calculated, the foreign hong shall be applied to for a note giving full particulars of the goods, and fixing the date of payment, which date must be before the departure of the mail steamer. This note is to be handed over by the linguist to the silkman for him to hold till the payment is due.

4. Silk sold to a foreign merchant, even after being weighed, packed, and stowed on board the steamer, shall not be treated as his property before the payment becomes due, or if the price has not been paid in full, and if news arrives from abroad that the foreign hong has failed, application shall be made to the Consulate to have the silk returned to the original owners.

The U.S. flag-ship *Hartford* and the *Wyoming* have returned from an expedition to the southern part of Formosa, whither they had gone to inquire into and avenge the deaths of the crew of the American barque *Rover*, which vessel was wrecked on the Bashees in March last, the crew escaping in boats, but only to be treacherously murdered by the natives of Formosa on reaching their shores. A force of blue-jackets and marines—numbering 180—was landed for the purpose of destroying any villages they might find and to burn the thick jungle which afforded cover to the natives, and succeeded in destroying several collections of huts, but found the jungle too green to burn. The natives retreated, keeping up a running fire, and drew the force some miles into the interior, when the effects of the heat, the thermometer standing at 92 deg. in the shade, were so great that a halt was called. While resting, an attack was made by the natives, and in charging the attacking party, the division was drawn into an ambuscade, and the officer in command, Staff Lieut.-Commander A. S. Mackenzie killed while leading on his men. Finding that nothing further could be done, the force retired carrying their wounded and those struck down by the sun, and on the following day the vessels retired, the Admiral deeming it imprudent to again expose the men to the heat of a tropical sun, as the jungle was too thick to admit of their penetrating it. There is however every reason to believe that effective chastisement will be meted out to the savages later in the season, when cooler weather will have set in and the jungle be dry enough to fire.

Commercial.—*Silk:* A large business has been done since last report at very full prices. The market re-opened after despatch of last mail at an advance of 30 taels on the then quotations, but owing to the anxiety to realise shown by holders, prices gradually tended downwards, until receipt of telegrams *via* Kiachta with positive orders from home caused great competition amongst buyers, and led to an advance of 15 to 25 taels, making No. 3 Tsatlees worth 550 to 570 taels, at which the market closes. *Teas:* Black: Settlements 3,133 chests, at 13½ taels for a small chop of old tea; 23 taels for a small chop mixed tea; 32 to 33 taels for Hohows; 34 taels for Ningchows; besides which a small chop of good Oopack is reported settled at 29. Kiukiang teas are realising about the equivalent of up-river rates, but Hankow teas can be bought on more favourable terms. Buyers at this are afraid of the large export and not willing to operate. Stock about 27,000 chests. Total settlements in Hankow to 13th, 112,226 chests, against 101,563 at same time last year. Stock 43,000, against 29,000 at same time last year. Settlements from 13th to 14th, 9,500 chests. Green Teas: Two small chops of Shanghai-packed tea have been settled at tls. 23.50, leaving about 5,000 half-chests in stock. The new leaf is still reported as costing very high; we cannot, however, give quotations at present. The John R. Worcester, Eliza Shaw, Challenger, City of Aberdeen, Sir Launcelot, Ajax (steamer *via* Hong Kong), and Gossamer have sailed for London, taking about 7,000,000 lbs. *Exchange:* The sterling rate is firm at 6s. 4d. for 4 months' sight, and 6s. 4¼d. for 6 months' private bills. Sales of 4 months' sight Bank paper have been made at 6s. 3½d.

FOOCHOW.

Advices from this port are to the 18th June. The *Ariel* was towed to sea by the steamer *Undine* on the 13th, so that the *Maitland* has 13 days' start of her; the *Serica*, 11 days; *Taeping*, 9 days; *Fiery Cross*, 8 days, *Ziba*, 5 days; *Flying Spur*, 4 days; *Taitsing*, 4 days; *Black Prince*, 3 days; *Yangtze*, 12 hours. Although nine ships left before the *Ariel*, she obtained 10s. per ton more than the ruling freight, and although defeated last season, there are many "backers" to be found ready even now to take her "against the field" at "evens."

Commercial.—A good business has been done in *Congous* since date of last report, settlements amounting to about 45,000 chests. Arrivals from the interior have been large, and include many fine teas, and prices of all descriptions have given way somewhat, a decline of as much as 2 or 3 tls. on fine grades being noticeable in some instances. At the close buyers showed little disposition to operate, and rates were weak, with a downward tendency. Stock was estimated at 26,000 chests. The Souchong market was opened on the 10th inst., tls. 42.8 o. b. (or about 8 tls. under last season's opening rates), and some 4,000 chests have since found buyers, latest settlements showing a reduction of about a tael, and a further decline was looked for. Stock about 9,000 chests. About 6,000 half-chests Oolong have been taken for England at rather easier figures. We are still unable to report favourably of the quality of Oolongs—they are very rough and dusty in leaf. Teamen state that finer grades are expected in about two weeks' time. A few small settlements of Scented tea have been made at lower rates. The Ariel, Chinaman, Yangtsze, and Golden Spur have sailed for London with about 3,900,000 lbs. tea. Rate of freight, £4.

HONG KONG.

Dates from this port extend to the 25th of June. The outward mail of May 10 was delivered on the 4th of June with London telegrams to May 30.

The new "Hope" Granite Dock at Aberdeen was opened on the 16th of June, with all the accessaries usually attendant upon such occasions. His Excellency the Governor took the opportunity of breaking a bottle of champagne on the occasion of the *Fire Dart* entering the dock, and made a neat little speech as he did so. It was at the suggestion of Mr. Lamont that the dock was so named, and he (the Governor) had much pleasure in christening it according to the suggestion of the man who had been the originator of the scheme. Success and satisfaction are the words which express the feelings of the party (about 125) who took part in the inauguration ceremony; and it is only due to the company to say that success in such an enterprise is a great thing in a distant part of the world like Hong Kong.

The bankruptcy case of Messrs. Lyall, Still, and Co. came on for final hearing on the 24th June. The following is a report of the proceedings:—

Charles Frederick Still and George Francis Maclean appeared for final examination.

The Attorney-General and Mr. Pollard, Q.C., appeared as counsel for the bankrupts.

Mr. Whyte, instructed by Mr. Sharp, appeared on behalf of Mr. Liebert, Mr. Mendel, and Messrs. Henderson, who are creditors. The Attorney-

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General also appeared to represent Messrs. Chalmers, Guthrie, and Co., while Mr. Pollard also represented the Oriental Bank and Messrs. Fussell and Co. Mr. Hazeland appeared on behalf of Mr. Bridges, and Mr. Caldwell represented Messrs. Bower, Hanbury and Co.

On reference having been made to the notes of proceedings at the adjudication, some altercation arose between the Chief Justice and Mr. Pollard regarding the wording of the minute. The Judge maintained that all that had been said was not inserted, and that there was an important omission. On Mr. Pollard being interrupted in his reply by his lordship,

Mr. Pollard said: I submit, my lord, I have a right to be heard.

The Chief Justice replied that he had no right to be heard unless in answer to his questions.

Mr. Pollard submitted that the judge was bound to hear all his answer, and not part of it only.

Chief Justice: Will you sit down, Mr. Pollard; I do not want to hear you. Will you sit down or not?

Mr. Pollard then sat down.

Chief Justice: You are perfectly safe, Mr. Whyte. You can upset these proceedings.

Mr. Whyte: What proceedings, my lord?

Chief Justice: The whole bankruptcy.

Mr. Whyte: My learned friend has given me an undertaking—

Here followed a private consultation amongst counsel, which resulted in an apparent "smoothing" over of all difficulties. After another sharp skirmish between the honourable judge and the learned Queen's counsel,

The Attorney-General said that none of the creditors appeared either to examine or oppose the bankrupts. Mr. Still and Mr. Maclean had invited all the creditors to examine their books during the week, and it was admitted that their books had been kept in a very creditable manner. Every transaction had been stated therein, and they were ready to facilitate any further examination. He thought that the whole affairs of the bankruptcy would prove to be to the satisfaction of the Court. He would also mention that, on behalf of Mr. Whittall, who represented Messrs. Chalmers, Guthrie, and Co., he appeared for that firm, that they were creditors to the extent of about half the liabilities of the bankrupts, and that they had examined the books and found them perfectly satisfactory.

The report of the official assignee was then read. Mr. Masson therein stated that he had examined the accounts, and found them in a most perfect and correct state. There was a balance on the wrong side of the sum of $635,935, while there was not more than $2,000 on the right side; at the same time, a portion of the assets had been claimed by special creditors.

The Chief Justice said this was a most satisfactory statement, and was what should be expected from the position and reputation of the firm here in Hong Kong. The accounts and statements appeared to have been drawn up with very great care and very much attention.

Mr. Whyte here observed that, as representing his three clients, Liebert, Mendel, and Henderson, he did not intend to ask any questions, or to oppose the bankrupts' discharge.

Mr. Pollard stated that so far as Messrs. Fussell and Co. were concerned, for whom he appeared, he had no questions to ask and no opposition to make. He appeared also for the Oriental Bank, who had a possible interest in the bankruptcy. A gentleman of the bank's staff had examined the books, and had found them so correct that no opposition was offered.

The Chief Justice here recalled the controversy concerning the words used by Mr. Pollard at the adjudication, as expressed in the minute of proceedings. He wished that the words which Mr. Pollard averred he used at the time should be added to the original minute. He added that he had some doubts at the time as to granting the adjudication, and he did so only on condition that the bankruptcy should never be questioned. If it was also upon that understanding that Mr. Pollard accepted the adjudication, then it was all right.

Mr. Pollard, while altering the minutes, remarked that there could be no further difficulty about the matter. It would have nothing to do with the *Min* case.

Mr. Pollard observed that Chalmers, Guthrie, and Co., Jardine, Matheson, and Co., the Oriental Bank Corporation, Calvert and Co., Bowyer, Hanbury, and Co., and Fussell and Co.—who represented more than three-fourths of the liabilities of the bankrupt estate—had, through their counsel and agents, expressed their belief that the books contained a correct record of all the transactions of the bankrupts, and that they did not, therefore, wish to examine the parties.

The Chief Justice observed that as none of the creditors nor the official assignee had any question to ask the bankrupts, he would not attempt to do so. The creditors were supposed to be in a position to know best about such matters; and he therefore could not think of placing any obstacle in the way of the final examination of the bankrupts now before the court. It was a somewhat unusual course for two to pass, while a third partner was in England; but as nothing could be gained by a postponement, he would not allow that circumstance to affect the passing of the bankrupts. With the mass of evidence which the creditors themselves had produced, he was compelled to say that he had great pleasure in allowing the bankrupts to pass their final examination without further postponement.

The Attorney-General remarked that he was certain that the bankrupts had shown an unusual desire to do everything which was possible to do in the matter of simplifying an examination of the affairs of the estate.

Chief Justice: They can't do too much.

The two bankrupts before the court then applied for their final discharge; which, according to the terms of the Ordinance, is granted by an order coming into force fourteen days after the final examination. The Chief Justice, having asked in the usual way whether any one of the creditors proposed to oppose the final discharge of the bankrupts, and no one appearing, the discharge was granted accordingly.

His Lordship, in doing so, remarked that, from what he had seen, he thought nothing had entered the case which could be said to go beyond the common state of things present in any bankruptcy. It was satisfactory that the books told the whole tale, as that was the first merit in any bankruptcy, and both bankrupts were entitled to that credit in this case. They would leave the court without the slightest imputation, except that certain want of prudence which characterised almost every one who traded largely in China. There were, however, different interpretations of what constituted a want of prudence in the legal meaning of the term. That which in a place like London or Liverpool—[Mr. Pollard: Or Manchester (laughter).]—would be nothing extraordinary, would in a small town be looked on as an excess of speculation quite incompatible with fair business. The bankrupts had breathed a China air and formed China habits; they had played for high risks, and lost; and he thought that those who had supplied them with the means of such extravagant speculation had the least cause to complain.

Protection having been granted for the fourteen days intervening between the discharge of the bankrupts, the Court then rose.

(FROM OUR OWN CORRESPONDENT.)

It is a subject of almost universal remark that the recent announcement of Messrs. Dent and Co.'s suspension has, contrary to all probability, produced no visible effect upon business transactions of every description, both in Hong Kong and on the coast. In other times so great a disaster as this would have undoubtedly disorganised markets, by destroying credit and upsetting all calculations as to prices, but at present it seems as though the China trade had reached such a pitch of deterioration as to be beyond the reach of any further disturbing influences. It is not by any means that the present failure has been in the least degree anticipated; on the contrary, the announcement of the suspension a fortnight or three weeks ago certainly took the entire community by surprise; and it may be taken either as a proof that the unfortunate firm have acted with wonderful foresight in extricating themselves from immediate engagements or that the trade in general is so stagnant as to be quite unimpressible. The latter is probably the true hypothesis, and, in fact, there has not been a month hitherto in which so little business has been conducted at Hong Kong as the past one. Along the coast it has been different, and notably at Foochow, where, as I mentioned in my last letter, the operations of last year have been repeated, in despite of warnings, though on a somewhat reduced scale. Astonishment continues to be expressed at the prices given at Foochow for the teas recently shipped, which the best and most solvent houses have firmly refused to pay, and if, as seems inevitable, the return of the season's shipment again shows a loss, the crash that will ensue must surpass even the experience of the two preceding years.

As I anticipated two mails ago, the silk of the present season in the Canton province is entirely ruined by the cold and wet weather, which has lasted up to the middle of this month. The second "crop" is now verging upon its close, and barely 100 bales have been shipped from Canton. Judging from past experience, the four remaining crops are likely to suffer in a similar manner, if not to the same extent with the two first. As a compensation to the natives, perhaps, the unusually rainy season has been beneficial to the rice crops, and an extraordinarily plenteous harvest is anticipated. As a consequence, the heavy stocks accumulated here and at Canton are virtually unsaleable.

Throughout the North of China continued drought prevails, and at Tientsin has caused an almost entire cessation of business, owing partly to the consequent distress among the farming and poorer classes generally, but principally to the drying up of the rivers and canals having cut off the means of internal navigation.

At Shanghai the season is again extremely unhealthy, and deaths from heat, apoplexy, and fever, have already been numerous. The South, on the contrary, continues perfectly salubrious—an extremely advantageous circumstance for the fine young soldiers of the 73rd Regiment, who appear to be getting acclimatised with very little serious sickness.

Some curious facts have recently come to light here with reference to dealings in steamships, &c., in which the luckless Chinese Government has been pillaged as ruthlessly as the Japanese. Some few months ago the authorities at Canton purchased a small iron steamer, owned in Hong Kong, for river service, and appears to have been instantly attacked by the French Consul at that port, who, it is stated, demanded in the most positive terms that one or more steamers should forthwith be obtained through French agency, holding out the promise that French gunboats should be obtained from Japan. His importunity resulted in a bargain being struck, and a contract was entered into with a shipbuilder in Hong Kong, who very opportunely had on hand the engines and boilers of the late British gunboat *Flamer*, condemned as unserviceable. A hull to match was quickly put together, and the Chinese were called upon to pay some $70,000 for the valuable craft which resulted. The amount paid to the builder is stated to have been within

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$40,000; and at present, after six weeks' service under a French captain (lately occupied in the coolie trade at Macao), the redoubtable gunboat is pronounced unserviceable from a complete breakdown in her machinery. Such are some of the lessons taught the Chinese by European civilisation.

Commercial.—There has been more activity in our market generally since despatch of last mail, and we are led to look for further improvement ere long. *Piece Goods:* Importers of Grey Shirtings made some slight concessions during the early part of the interval, which led to increased transactions, and latterly the inquiry has been quite active, enabling holders to effect sales at a slight advance on our last quotations. Dealers have shown a great desire to purchase T-Cloths either on the spot or "to arrive," and prices have been forced up 10 to 15 cents per piece. Stocks are now almost exhausted. A sale of 3,500 pieces American Drills—40 yards—is reported at $6.10 per piece, prices having advanced with those of English staple manufactures. In other descriptions there have been no transactions. Woollens are in more demand, and Long Ells have advanced in view of small supplies. Other kinds are unchanged in value, but more wanted. *Metals:* Iron is very firm; stocks light. Lead dull and weak. Tin steady. There has been but one arrival of *Coal*, and former rates are still demanded, while prospects favour an advance. *Tonnage:* Inquiry is only moderate, but the amount of available tonnage in harbour is small, and rates are fairly maintained. Nothing has been done in home charters direct, or *via* Manila, and only one vessel has been taken up for the Colonies, at former rates. *Exchange:* On London at six months' sight, 4s. 5¼d. for Bank, and 4s. 6d. to 4s. 6¼d. for first-class private paper; at six months' sight, 4s. 6d. for bank, and 4s. 6¾d. to 4s. 7¼d. for private. Only a moderate amount of paper has changed hands.

CANTON.

With regard to the reviving prospects of this port, the *China Mail* says:—"There are but two articles of extensive export which can materially affect the future of Canton, viz., tea and silk, and despite the misfortune which has attended mercantile effort in the North, we cannot think that the advantages presented by the Yangtze ports will ever be relinquished by foreign merchants, after the time and money which have been expended in creating those emporia of trade. But with respect to imports there is more hope. Cotton, for instance, which during 1860 was imported to the value of $5,700,000, had at the close of last year disappeared from the list. Peace in America, which enables Indian traders to send consignments of this article further East, instead of their being entirely diverted to Home wants, will doubtless have the effect of again making it an article of extensive import, while as a more liberal policy with regard to rice imported in foreign bottoms may be hoped for upon the revision of the treaty, by the abolition or reduction of tonnage dues, this trade may again assume its old proportions. It is strange, by the way, to hear it often asserted that teas are to be got almost as cheaply at Canton as at the Yangtze ports situated immediately in the neighbourhood of the tea districts. If this continue, the competition at the northern ports will soon cease to be dangerous, and apparently foreigners are doing their best by giving exorbitant prices to verify the statement. But at the best the position of Canton at this moment is such as to render one careful of too dogmatically pronouncing in favour of its progress or ultimate decline. To the outside world the building of new houses and the general air of improvement which prevails in the real 'model settlement,' is such as to lead to sanguine anticipations. Whether they will be verified it is almost impossible to say."

Commercial.—*Tea:* A fair business has been done in Scented teas. Some 22,000 boxes Scented Orange Pekoes have found buyers at from taels 23 to 27, and about 18,000 boxes Scented Capers at from taels 13½ to 26; of the latter one clean, common, but true leaf parcel of about 2,000 boxes was settled at 13½ taels. As it is reported that there is plenty of leaf about this district, we are in hopes to see prices ruling still lower for Scented teas. About 3,000 boxes new make Congous are reported settled for Buenos Ayres at from taels 23 to 25. Canton Greens: 2,000 boxes Gunpowders have been settled for England at 22 taels. In Country Greens nothing has been done; stock consists of three chops. *Silk:* Since the departure of last mail, our market has been extremely dull in consequence of small stocks. The country market for second crop produce was opened yesterday, and by the action of native speculators prices were run up to the following high rates, viz., —Tsatlee No. 1, $580; No. 2, $565; Loongkong No. 1, $550; No. 2, $535; Cumchoock No. 1, $530; No. 2, $515; best Re-reeled do., $600. At these figures there is on the part of foreign houses a great disinclination to operate. As stocks accumulate no doubt prices will fall considerably, as they appear now not to be sustained by actual demand, but rather by the combined action of the Guilds.

In general articles of export we have no changes to report, with the exception of Cassia, which continues to be purchaesd in small quantities at $18¼ to 18½ per picul.

LATEST TELEGRAMS.

(Received Aug. 4, via Galle.)

JAPAN.

Hong Kong, July 12.

Intelligence received here from Japan announces that the English settlement at Nagasaki has been damaged by a severe storm.

CHINA.

Hong Kong, July 12.

Grey shirtings, 6¼ catty, $3 55c.
Water twist, 16-24, 1.85.
Tea unchanged.—Total export, 33,000,000 lbs.
Exchange on London, 4s. 5½d.

Shanghai, July 7.

Grey shirtings, 6¼ catty, 2·75 taels.
Tea—Congou, dull.
Silk active and advancing.
Exchange on London, 6s. 4d.
Freights, £3.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

Bourne—On the 4th June, at Yokohama, the wife of William Bourne, Esq., of a daughter.

Davis—On the 10th July, at Alexandria, Egypt, the wife of the Rev. E. J. Davis, of a daughter.

Lyall—On the 23th July, at 47, Welbeck-street, Mrs. George Lyall, of a son.

Power—On the 13th June, at Shanghai, Mrs. A. B. Le Poer Power, of a daughter.

Sassoon—On the 27th July, at No. 95, Lancaster-gate, Hyde-park, the wife of Reuben David Sassoon, Esq., of a son.

Towers—On the 9th June, at Shanghai, Mrs. Towers, of a daughter.

Tyers—On the 13th April, at Fort Washington, New York, the wife of Mr. Richard R. Tyers, late of Shanghai, China, of a daughter.

MARRIAGES.

Adams—Hugo.—On the 18th June, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, William Stanley Adams, M.D., Surgeon of the Seamen's Hospital, to Susan Blanch Mary Hugo.

Bowring—Bellasis.—On the 31st July, at the Catholic Church of St. Mary Magdalen, Mortlake, Surrey, by the Right Rev. Dr. Grant, Lewin B. Bowring, Esq., Commissioner of Mysore, third son of Sir John Bowring, to Katherine, second daughter of Mr. Serjeant Bellasis.

Mainwaring—Hamilton.—On the 17th June, at St. Peter's Church, Colombo, by the Bishop of the Diocese, assisted by the Rev. Canon Bailey, Arthur Mainwaring, Ceylon Civil Service, eldest son of the late Rev. John Mainwaring, M.A., to Mary Charlotte, second daughter of Col. Hamilton, C.B., Dep.-Adjt.-Gen. in Ceylon, late 78th Highlanders.

DEATHS.

Mathers—Lost, with all on board, on the passage from New York to London, Capt. Joseph Mathers, of the ship Fychow, deeply lamented by his distressed widow and sorrowing friends. The ship left on the 15th March, and has never been seen since. Friends are kindly requested to accept this intimation.

Medhurst—On the 18th May, at Hankow, China, Alice Evelyn, aged 2 years and 7 months, youngest child of Walter H. Medhurst, Esq., H.B.M.'s Consul at that place.

Mence—Lost at sea, about the 20th March last, with the ship Fychow and all hands, from New York, while serving as second mate, Colville Haffez Mence, aged 19, second son of the late George Mence, Esq.

Murray—On the 16th June, at Hong Kong, Ellen Murray, infant daughter of Francis Douglas, Gaol Superintendent, aged 10 months.

Taylor—On the 12th June, at Foochow, John Taylor, second son of Capt. Richard Taylor, Deputy Commissary General, Singapore.

Whitfield—On the 12th June, at Amoy, from the effects of sun stroke, Jaspar James Whitfield, Acting Harbour-Master and Tide Surveyor, Chinese Customs' Service aged 34.

Woods—On the 22nd May, at Labuan, in the 24th year of his age, I. Tyndall Woods, Esq., Secretary to the Government, youngest and much-loved son of W. W. Woods, Esq., of the Colonial Office, Downing-street.

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.—From London, May 30, Medina; June 2, Cymberline; from Amsterdam, Telanak.

At Shanghai.—From London, June 7, Lauderdale (via Singapore); 11, Star of China; 14, Wild Deer; from Cardiff, 13, Como; 21, Helen Nicholson; Dunmail (reported by telegram).

At Hong Kong.—From Glasgow (via Singapore, &c.), June 20 Dragon (str.); from Cardiff, 22, Scawfell; from New York, 25, P.M. (str.) Costa Rica; from Cardiff, July 12, Louis Henry (reported by telegram).

At Singapore.—From Glasgow, June 29, Coquette (str.); from Liverpool, Thales (str.); from Shields, 28, Winfield Scott.

DEPARTURES.

From Yokohama.—None.

From Hankow.—For London, June 11, Eliza Shaw.

From Shanghai.—For London, June 10, J. R. Worcester; 14, City of Aberdeen; 15, Sir Lancelot; 19, St. Ajax (via Hong Kong, &c.).

From Foochow.—For London, June 14, Chinaman; 18, Flying Spur; —, Yangtsze.

From Hong Kong and Canton.—None.

From Singapore.—For Liverpool, Simoon (reported by telegram).

VESSELS LOADING.

At Yokohama.—For London, none; for New York, Havelock, Benefactress.

At Hankow.—Ada, Challenger.

At Shanghai.—For London, Anglo-Saxon, Elmstone, Coulnakyle, Gossamer, Isles of South, Peter Denny, Silver Eagle, Winfell, Agamemnon (str.), Hoang Ho, Caller Ou, Maiden Queen, Neptune.

At Foochow.—For London, Black Prince, Ariel, Argonaut; for Liverpool, Everest.

At Canton.—For London, Alma, Wemyss Castle, Niphon, Passe Partout.

At Singapore.—For London, Jean Meyer; for Liverpool and Glasgow, Edinburgh Castle; for Falmouth, Antelope.

SHIPS' REPORTS.

HONG KONG.

The British ship Scawfell reports having left Cardiff on March 5. Experienced strong easterly gales and heavy seas on leaving, and westerly gales and bad weather until the 20th. On the 8th, during a heavy easterly sea, the second mate and boatswain were washed overboard and lost. N.E. trades light and variable. Crossed the Equator April 2, in lon. 25 W

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S.E. trades moderate and very unsteady. Passed the meridian of the Cape May 2, in 40 S. Heavy S.E. gales for three days with a very heavy sea. S.E. trade, moderate, and rainy weather with occasional westerly gales, and heavy squalls to Java Head which was made on June 4. Passed through Anjer on the 5th. In the China sea light airs and calms, with heavy rain and squalls for the first part. Middle part heavy N.W. to W.S.W. squalls with rain and afterwards southerly and S.W. squalls and continual heavy rains.

The Siamese steamer Viscount Canning, from Singapore, June 12th, reports light northerly winds and calms as far as Pulo Sapata, afterwards strong S.W. winds to Swatow. On the 19th, in lat. 19.16 N., and 114.20 E., signalised the ship Yang-tsze from Foochow to London.

The Madeira left Saigon on the 14th June, had light S.S. easterly winds to Padaran, from thence had stiff south breezes and hard squalls with much rain, and a high southerly sea all the way up. On leaving St. James the British barque Cap Sing Moon arrived, and off Padaran saw two clippers bound south, the Min was about 50 miles ahead of the second one, which had sky and mainsails set.

The Prussian ship Loreley, Carl F. Schenk, master, reports that she left Saigon, June 7th, and got to sea on the 11th; had light variable winds and calms, with thick rainy weather, until 11 deg. 34' N. and 110 deg. 37 E. by account, when she got a change from the N.W. June 16th, it blew in heavy gusts, barometer having fallen from 29.90 at 4 A.M. to 29.50 at 11 A.M., wind veering between N.W. and West, and blowing very hard with a tremendous sea running, causing the ship to labour and strain very heavy and ship quantities of water; split mainsail and mizzen-topsail, main jib and fore-topmast staysail. During the subsequent night the wind veered to S.W. and South, barometer rising, but the wind blowing harder than ever, raising the sea in confused heaps and swamping decks at intervals; ship labouring most frightfully and continued doing so until arriving at Hong Kong on the 19th.

The British steamer Dragon, from Singapore, reports that the steamship Taiwan left Singapore on the 10th June. The Dragon passed St. Vincent on the 30th March; crossed the line on the 6th April; exchanged colours on the 14th April with the ship Australasian in long. 103.100; passed the Cape of Good Hope on the 30th April; exchanged colours with the ship Taiwan on the 27th May in lat. 28.00 S., for Singapore. The Dragon is 100 days out from London; passed Anjer on the 3rd June.

COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Euxine*, from Southampton on the 4th inst., was, in gold, to Madras, £1,095; in silver, to Hong Kong, £5,506, to Shanghai, £5,390; total in gold, £1,095, in silver, £10,896.

TEA.—The sales which commenced on the 6th comprised 26,670 packages, of which 22,776 were printed "without reserve." The auctions have proceeded with fair spirit; and while prices show in certain cases some irregularity, yet, upon the whole, Congous may be quoted without alteration. Two breaks of fine Kaisow realised from 1s. 9d. to 1s. 9½d., and 1s. 11d. to 2s. 0½d. per lb. A chop of medium black leaf, 1s. 3¾d. and 1s. 4d. per lb. Common black leaf Congou sold at 11½d. to 1s. per lb.; common to fair red leaf, 1s. to 1s. 0½d.; Congou siftings, from 5¼d. to 6¼d., which showed a slight reduction; common to fair Oolongs sold at 10¼d. to 1s. 1¾d. per lb., being decidedly lower.

TIGERS IN JAVA.—We should fancy the people of Java must have rather a lively time of it. According to the latest official statistics contained in the *Tijdschrift vor Nederlandsch Java*, the tiger has in one single year consumed exactly 148 human beings, and in another year 131. The crocodiles cleared an average of 50 people a year, while serpents accounted for between 22 and 43. But the Dutch seem to accept their fate with characteristic equanimity. The Governor-General a long while ago offered as a prize for every tiger that was killed the munificent sum of twenty-two guilders (£2). His subjects apparently prefer being eaten by the tiger.

LAUNCH.—There was launched last week, from the building yard of Mr. Wm. Doxford, Pallion, near Sunderland, an iron clipper barque of about 800 tons register, called the *Victoria*. She has iron masts, steel yards, and all modern improvements to enable her to make rapid passages in the Manilla trade, for which she is intended. She has been built for Messrs. Olano, Larrinaga, and Co., of Liverpool, and is intended to form one of their line of vessels employed in the above-named trade.

Naval and Military.

Her Majesty's screw steamship Princess Royal, 73, Captain William G. Jones, flag of Rear-Admiral George St. Vincent King, from China, the Cape of Good Hope, and St. Helena, arrived in Plymouth Sound on the 31st July. The Princess Royal, we understand, will be paid off at Devonport next week. When this ship was first commissioned, many and evil were the reports about her. It was said she was rotten, her stern was weak and drooping, her shaft was not in line, and numerous were the predictions that a week from starting would see her back disabled in Plymouth Sound, but nevertheless she has gone over half the navigable world, and returns home with scarcely a defect, and the same spars she sailed with, and her officers much regret she is most probably the last of the liners they will ever serve in. During her commission the Princess Royal has visited Madeira, Sierra Leone, Cape of Good Hope, Trincomalee, Madras, Pondicherry, Bombay, Colombo, Singapore, Siam, Hong Kong, the chief ports in China, and all Japan. On her return home she called at Batavia, St. Helena, and Ascension. Her crew during the whole period has been remarkably healthy, and with the exception of one epidemic of small pox which took off eight men, she has been free from disease. One little fact is curious in connection with the ship, showing how constantly she was on the move. Her Majesty had graciously presented two portraits of the Princess Royal to the officers' messes (as her Royal Highness had christened the ship), but although sent before the ship left England, strange to say they never reached their destination for three years and three months, and were only then picked up on the homeward voyage. However, they were in perfect order, and were at length duly installed in the places of honour which had always been loyally kept vacant for them.

The Scylla, 21, screw steam corvette, 1,467 tons, 400-horse power, Capt. Richard W. Courtenay, recently returned from China, where she has been stationed during the last four years, is now in the large basin of Sheerness dockyard, and will be placed in the third division of the Sheerness Steam Reserve.

The Meeanee, 60, 2,591 tons, 400-horse power, attached to the Chatham steam reserve, is having the whole of her internal fitments, bulkheads, &c., removed, preparatory to being sent round to Deptford for the purpose of being converted into an hospital ship, to be stationed at Hong Kong. The Meeanee is well adapted for the particular service for which she is intended, there being space for hospital accommodation on her decks for several hundred men. Her engines and machinery will be removed into the factory.

The unarmoured screw sloop Daphne, 1,081 tons, 300-horse power, Capt. Sulivan, made her official trial of speed, preparatory to her departure on the term of service on the East India and China station, at the measured mile in Stokes Bay. Mr. John Ravenhill and Mr. Hodgson, of the firm of Ravenhill, Hodgson, and Co., the makers of the engines, had charge of the machinery during the trial. The ship drew 13ft. 6in. of water forward, and 17ft. 15in. aft, being a mean of 15ft. 5in. and 3ft. 10in. by the stern. Her weights were all complete for sea, and included twelve months general stores. The screw is a two-bladed Griffiths of 15ft. diameter, set at a pitch of 13ft. 9in. Six runs were taken over the measured mile with full-boiler power, giving the following speeds:—12·000, 12·996, 11·920, 13·186, 11·803, and 13·235 knots. The mean speed of the ship was 12·551 knots. The mean revolutions of the engines during the six runs were 101, steam-pressure 30lb., and vacuum 25in. The usual runs with half-boiler power succeeded the full-power runs, and those gave in four runs—9·235, 11·538, 8·955, and 11·285, knots, or a mean speed of the ship with half-boiler power of 10·499 knots. The Daphne is one of the class of sloops built from Mr. Reed's designs that is represented by the Blanche, Vestal, Sylvia, and others, which bring out on the measured mile a fair speed when driven by the full power of their engines, due consideration being given to the indicated power in proportion to their tonnage and length, but which give much more satisfactory results when driven only by half or two-thirds their boiler power. They afford very excellent and well-ventilated accommodation aft to the officers and also to the crew on the lower deck. It is but just to their commanders to say that they are very much undermanned. They have men enough to fight their few guns, but they have not men enough to handle the ship properly when under sail. The armament, although only of four guns, is very effective, consisting of two muzzle-loading rifle-coil-built 7-inch 6½-ton guns, and two muzzle-loading, rifled 64-pounder Palliser guns, besides the usual complement of boat guns and field pieces.

A number of shipwrights at Chatham dockyard have commenced cutting out the frames for the double-screw unarmoured gunvessel Woodlark, which is ordered to be laid down at that establishment, and built from the design of Mr. E. J. Reed, Chief Constructor of the Navy, for service in China. The Woodlark is to be constructed on the same lines and from the same set of drawings as the twin screw gunvessel Plover, building at Woolwich dockyard.

On the 29th ult. the Board of Admiralty paid their annual visit to the royal dock and victualling yards, Deptford. They were received by the superintendent, Capt. A. P. Eardley Wilmot, C.B., A.D.C., and the principal officers of both yards. After remaining about an hour in the superintendent's office, transacting official business, they proceeded to inspect the ships building, which occupied some time. Two composite gunboats attracted the particular notice of their lordships—the Thistle and Boxer, twin screw, intended for special service in the China Seas, under Sir Henry Keppel.

One thousand six hundred Palliser shell shot have been despatched from Woolwich to be shipped in the London Docks for transit to the guardship at Hong Kong. They were all carefully packed in canvas bags to protect the brass studs from being damaged by removal.

The Malabar sailed from Spithead on the 27th ult. for Bombay to enter, upon her troop-carrying duties, in conjunction with the Jumna and Euphrates, between the Indian ports and Suez. She calls in at the Cape de Verdes and the Cape of Good Hope on her voyage out. The following military officers and troops embarked at Spithead, and have proceeded in the ship to join their corps at the Cape of Good Hope and Bombay:—1st battalion 10th Regiment, Capt. Strong, Mrs. Strong, and two children; 2nd battalion 20th Regiment, Lieut. Harries and Ensign Bennett; 96th Regiment, Assist.-Surg. Wright and Ensign Brunson; Staff Assist.-Surg. Ratigan, Staff Surg.-Major Wall and Mrs. Wall; 116 non-commissioned officers and men and 20 soldiers' wives and children from various regiments.

A naval court martial assembled on board Her Majesty's ship Victory at Portsmouth last week, for the trial of Commander W. M. Menzies and Navigating Lieutenant Christian for the loss of Her Majesty's screw gun vessel Osprey, off Cape St. Francis, on the S.E. coast of Africa, on the morning of the 30th of May last. The court was composed of Rear-Admiral F. Warden, C.B., president; Captains F. B. Seymour, C.B., R. J. J. C. Macdonald, W. C. Chamberlain, E. W. Vansittart, M. N. Nolloth, and Roderick Dew, C.B. Mr. E. Hoskins officiated as Deputy-Judge Advocate. The facts are sufficiently explained in the finding of the Court delivered in the subjoined terms:—After a deliberation of two hours and a-half the Court was of opinion that Commander Menzies and Navigating Lieutenant Christian were guilty of negligence in not using the lead, or in making any attempt to get soundings in approaching the land; and in not wearing the ship off the land during the night, if it were considered dangerous to sound; but, in consideration of the character for great carefulness which commander Menzies had received, the Court thought such negligence arose from an error of judgment. They therefore adjudged him to lose four years' seniority, and to be severely reprimanded. Taking into consideration the high testimonials Lieut. Christian had received the Court adjudged him to lose two years' seniority, and to be severely reprimanded. The Court could not separate without expressing its regret that the Osprey was not supplied with the edition of 1865 of the *African Pilot*.

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NOTICES TO CORRESPONDENTS

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The London & China Telegraph.

LONDON, THURSDAY, AUG. 8, 1867.

THE MAIL SERVICE.

THE momentous question of postal communication with the East has again formed the subject of a long discussion in the House of Commons. The principal speeches will be found at length in our Parliamentary Intelligence, but it will perhaps be advisable to recapitulate their substance here, in order to facilitate comment on the present position of the affair. Mr. CRAWFORD very ably commenced the debate by taking the Government to task for having neglected to pay due attention to the Report issued by the Select Committee of last year. The Committee, Mr. CRAWFORD said, was composed of persons specially fitted for inquiring into the subject, and their Report, based on a careful investigation, was eminently lucid and practical; yet the Government had failed to carry out some of its most important recommendations. First, with regard to the question of cost. There was a loss on the whole service of about £160,000, the entire expense being £396,000, and the amount received in postages £236,000. This deficiency proved the subject of a sort of triangular duel between the Treasury, the Post-office, and the India-office, neither of the departments being content to bear it, or even a portion of it; so that in the end the burden was likely to fall on the public, in the shape of an increased rate of postage. Whereas, this deficiency being in effect the cost to this country of the means by which not only the commercial, but the social and political connection between this country and its dependencies in the Eastern world was maintained, ought clearly to be borne by the Government. Then, the Committee specially recommended that the service of India should be kept separate and distinct from every other on the other side of Suez. But the Treasury, in their report, maintained that in keeping up the communication with China and Japan the India mails must be made use of as far as Aden. Thus the Government, entirely disregarding the evidence given before the committee, carried out their own economical view, entirely passing over the view the committee had expressed that the mails should be carried with the utmost rapidity between Suez and Bombay. Another point was as to the speed at which the mails were to be conveyed. The committee fixed the speed at 11 knots an hour, but that speed the Government reduced to 10¼ miles per hour. Another point was as to the passage across Europe. The committee came to the conlusion that Brindisi was not a fit place as a port of departure, and that the Mont Cenis line of railway, being only a single line, was not so well fitted for the conveyance of mails as a double line of railway would be. The Treasury, however, had shown a preference for the Brindisi route. He admitted that by the selection of that route a saving of 24 hours might sometimes be effected; but the delay would be incalculable in inclement weather, then the Mont Cenis line would be utterly impracticable. But the most important point of all, Mr. CRAWFORD said, was the presumed intention of the Government to allow the Messageries Imperiales Company to compete for the service. He protested against a contract being entered into which he believed would be adverse to the commercial interests of this country. If such an arrangement were entered into, what, he asked, would be the position of this country with regard to her communication with India in case of war with France, or even in the event of France being engaged in a war with another country? The Messageries Imperiales were under a contract with the French Government which entirely precluded the possibility of that with England being carried out properly, since the French Consuls would have power to delay the sailing of the vessels whenever they thought the interests of their Government required it. Another thing was that our companies were not fairly weighted in the race, inasmuch as the Peninsular and Oriental Company only received a subsidy of 4s. 6d. per mile per annum, whereas the Messageries Imperiales received 20s. per mile per annum. Mr. CRAWFORD concluded by urging that the P. and O. Company had proved itself deserving of all possible support. During the Crimean war that company carried no fewer than 60,000 men from this country, besides 12,000 horses and 2,000 officers. Everyone must also be aware what that and other companies did at the time of the Indian Mutiny, and where, he asked, should we have been if these vessels had not been in existence to carry out men and stores? Mr. HUNT replied on behalf of the Treasury, that the "slight deviations" from the Committee's recommendation that were complained of all arose from a wish to promote economy. He pointed out, somewhat unnecessarily, that if a single line between Suez and Aden were adopted the expense of a double line would be avoided. The question of speed also was a question of money. He justified a preference for the Brindisi route on the ground that Captain TYLER'S report showed a saving of 36 hours; and as regarded an arrangement with the Messageries Imperiales, communications had been going on between the English and French Governments which were not yet brought to a close. Mr. CHILDERS blamed the Government for everything, but chiefly for not having given notice to terminate the whole of the existing contracts two years hence, so that, the Indian railway system being completed, one line of steamers might carry all the mails and passengers for Bombay, Madras, and Calcutta. Mr. SAMUDA deprecated the injustice of placing the P. & O. Company in competition with a foreign company. They possessed vessels, he said, which had been brought into existence at a cost of £3,000,000 sterling. Those who were acquainted with shipping knew the enormous depreciation that took place in the value of material of this description, and the effect upon such a company of throwing this plant out of service. During their existence they had received a large revenue from the carriage of troops, but the Government had now become, or were about to become, their own carriers of troops, and there would be a reduction in this source of revenue. It was not fair to bring them into comparison with the Messageries Imperiales, which could hardly be said to be a public company at all, but rather a branch of the Government. It was, at any rate, a hot-house plant, which would not exist unless by the support of the Government. The Peninsular and Oriental Company employed a force of not less than 16,000 men. They were admirable sailors, and would be of great service in case of emergency. With regard to the amount of the subsidy, it should be borne in mind that it was merely part of a whole—viz., the work done by the post service and the return paid by the nation, and that there was a balance in the receipts of the Post-office of upwards of a million per annum over the expenditure. Mr. LAING pointed out that the French company had been established by the French Government in order to acquire political influence in the East, that being the motive avowed when the Chamber was asked to sanction what appeared an extravagant grant in its favour; and if the tender for the whole East was thrown open to it, the French Government would no doubt be prepared to back it up with an additional subsidy, in order to drive the Peninsular and Oriental or any other English company out of the field. No policy, he averred, could be more disastrous to the security of our Indian Empire. He attached no exaggerated importance to prestige, but for the postal correspondence of all the ports of the East to be conducted by the Messageries Imperiales, superseding English vessels, would be highly dangerous to the prestige of England. He urged upon the Government that adherence to pedantic theories and narrow views was the most fertile source of extravagance. They should especially beware of being guided by the Post-office officials, who, though zealous with regard to the pecuniary interests of their department, were dangerous advisers. Mr. HUNT again essayed a defence of the Government policy, and pleaded that the report of the committee was not interpreted in the same way by different members of it. Mr. CRAWFORD said distinctly that the Government should avail themselves of the Messageries Imperiales as an extra mail service. Mr. CHILDERS, on the other hand, proposed not to treat it as an extra service, but to

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open up communications with the French Government to change the French service so as to dovetail into our own. Colonel Sykes for once made a speech on the right side. He said he had always been an advocate for competition in these matters, but then those who were to tender must stand on an equal footing. The Messageries Imperiales were chiefly supported by a subvention which the English Government would not give to any company whatever. It would be an act of great indiscretion to make a contract with such a company. The Peninsular and Oriental Company with its fifty three ships had really been an auxiliary to the navy. A desultory conversation followed, in the course of which Mr. Gladstone said he considered it incumbent on the Government to inform the House at an early date of the course they intended to adopt, to which remark the Chancellor of the Exchequer assented.

We have reviewed this discussion at some length, chiefly because it elicited strong condemnations of the parsimonious views of the Government from all quarters, even from such stanch advocates of economy as Mr. Childers and Colonel Sykes. In the "triangular duel" between the three departments, so happily described by Mr. Crawford, the Post-office must certainly be adjudged victorious—at least if the palm of victory be considered synonymous with the acmé of meanness. As far as matters of detail only are concerned, the Post-office is admitted on all hands to be an admirably managed department; but in an extended view of its scope of usefulness its guiding spirits have for a long time been sadly wanting. Their object should be to promote the interests of our foreign commerce, and to add to the value of our Eastern dominions, by affording the utmost facilities for intercommunication consistent with a moderate profit to their department. Instead of this, they unhappily concentrate their energies in the accumulation of as large a yearly surplus as possible. All considerations of national prosperity and public convenience are thrust aside; the vast importance to this country of a complete, rapid, and entirely independent system of communication with its Indian possessions is entirely ignored; the Postmaster-General degenerates into an importunate tax-gatherer; a system of cheeseparing economy reigns triumphant—and all in order that the already enormous surplus of the Post-office revenue may be still further augmented. This state of things, we trust, will not be allowed to continue. The entire postal service of the East must not be placed under the arbitrary control of a Continental despot, either by such a suicidal act as making a contract with a company which is in effect only a branch of the French Government, or even by the negative course of withholding proper support from our own old-established companies.

While, however, we unsparingly condemn the penny-wise, pound-foolish policy so inconsiderately adopted by the Government, we must own that the report of the Select Committee, on which they were expected to base their course of action, was on one point extremely vague. When it was first printed we took exception to the doubtful phraseology employed, particularly in the sentence "*having regard* to any facilities which "may be afforded by the monthly service to China now per- "formed by the Messageries Imperiales from Marseilles." We then pointed out that the meaning of the phrase "having "regard" was certain to be misunderstood, and so it turned out. At a later period Mr. Crawford wrote a letter explaining that the committee did not mean to recommend Government to enter into any contract whatever with the French company, but merely intended to point out the self-evident fact that whatever English mails were determined on would be supplemented by the French one. In the meanwhile, however, the French company had been invited to tender, and hence the present difficulty. We cannot for a moment suppose that after such a strong expression of adverse opinion Government will for a moment entertain the idea of accepting such a tender, even should one be presented; still, it is evident that the whole thing has been mismanaged, and it is only the vigilance of some thoroughly practical members of the House that has secured us from drifting into some very unsatisfactory arrangement. It is only by giving due weight to the recommendations of the committee, and also to the memorial of the merchants in the China trade, which formed a necessary supplement to it, that the service can be placed on a proper footing.

PROGRESS IN EGYPT.

In these days of rapid progress the traveller who turns homewards after an absence of even a few years often finds so many changes that he is scarcely able to recognise the scenes tha were most familiar to him in earlier times. Old residents in the East, however, who have returned by the overland route during the last year or two, have had their attention awakened to an entirely new order of things long before they reached British, or even European soil. It was a great change when the old method of crossing the desert by caravan was superseded by the more rapid and comfortable railway; but even that was hardly anything in comparison with the extraordinary revolution that is going on in Egypt, under the auspices of the present Viceroy, whose energies, already wonderful in a son of Islam, will doubtless receive a fresh stimulus from his visit to France and England. In the first place there is the Canal, which is some day to connect the two seas. Incredulous as we may be as to the ultimate success of this colossal scheme as a financial undertaking, all doubts of its reality in a material point of view are quickly dispelled by a glance at the vast works that are being vigorously pushed forward in connection with it. At Suez, we see the fresh water canal close to the town; extensive docks rapidly approaching completion; huge dredging machines constantly deepening the channel between the anchorage and the town; works for reclaiming large tracts of coral reef and mud from the sea, and lofty chimneys towering over all, showing the existence of numerous factories, and stamping the place with that unmistakable air of industrial activity that nothing but a factory chimney can impart. And the whole place seems animated with a spirit of energy and business such as those who have not passed through the place for eight or ten years can form no idea of. The desert daily increases its claim to the title of the high road to India, and with the further development of facilities for traffic we shall soon see large quantities of English manufactures passing across it on the way to India and China, and still larger quantities of produce being sent homewards. The P. and O. steamer *Mongolia* recently took upwards of 4,000 bales of shirtings and other cotton goods from Suez, nearly all for Calcutta, and so great is the increase in this species of traffic that already the expediency of doubling the line of railway between Alexandria and Suez begins to demand consideration.

The satisfaction with which we view all these tangible indications of progress is by no means unalloyed; nor can we be accused of selfishness if we own that the sole drawback to it is a feeling of regret that British enterprise and capital has so little to do with the development of a country which should have been under our special care and protection. It was English energy and wealth that first placed Egypt in the position of the great highway between Europe and India, by the organisation of the overland route; yet here we seem to have been content to rest, while the French, without any substantial interests or political *status* in the East, have stepped in and made the further development of the country their especial care. As for the Canal itself, English engineers and capitalists have agreed from the first in regarding it as a chimera, or at best as a scheme which, if completed, could only be ruinous to its projectors; and it may yet prove that in holding aloof from so gigantic a venture they have but exercised a wise discretion. But it is not the Canal alone that we have to consider. The Docks, the reclamation of land from the sea, the chief factories, and all the principal improvements are in French hands; French men-of-war and merchant steamers are always present in the anchorage, and, as a rule, a solitary P. and O. steamer is the only representative of the British flag. In short, French interests are entirely in the ascendant. This is not encouraging. Whether by rail or canal, the English merchandise and treasure that will pass through the country must far exceed those of all other countries together. Our mails must continue to use the same route, and we are even now making arrangements to convey all our troops, stores, and munitions of war through Egypt, instead of by the long and devious passage round the Cape. With such an important and rapidly growing traffic there must surely be profitable employment to be found in Egypt for English capital, labour, and ingenuity; and we cannot help expressing a regret that our countrymen do not more readily avail themselves of so promising a field.

It is with no slight gratification that we find our hopeful anticipations regarding the prospects of the Hong Kong Mint are in a fair way of being fulfilled. After a long and dreary interval of depression, trade in China is gradually assuming a more healthy tone, and, as one of the results, dollars are again at a premium there. We now hear that bankers and merchants are once more sending in silver for coining, while ichibous have for some time been flowing into the mint for conversion into dollars; and on this

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side the sudden resumption of specie shipments points to the probable renewal at no distant date of that state of things which existed when the idea of establishing a mint at Hong Kong was first conceived, and which, in fact, encouraged its development. Under these circumstances it is probable that the course we have so earnestly advocated will be adopted by the Government, and the mint allowed to have a fair and patient trial instead of being hastily abandoned. We hear nothing further at present of any order for small coinage to circulate in the Straits, but hope that this will not be altogether lost sight of, as such a measure cannot fail to benefit both colonies.

The announcement in our Shanghai news in reference to the case of Mendel and Liebert was not very distinct. The verdict in favour of the plaintiffs must be read as in favour of the banks, and against Messrs. Mendel and Liebert. We understand that this decision will be appealed against, and a new trial asked for in England.

The Pacific Mail Company announce that the *Colorado*, which was advertised to leave San Francisco on the 4th ultimo on her third trip to Japan and China, will be followed on the 24th of this month by the new steamer *Great Republic*.

Parliamentary Intelligence.

HOUSE OF COMMONS.

POSTAL COMMUNICATION WITH THE EAST.

(Aug. 1st.) On the vote of £520,428 to complete the sum required for the Post-office packet service (with the usual proviso that none of it should be applied to the payment of Mr. Joseph George Churchward), Mr. Crawford rose to invite the attention of the House to the postal service of the East. At an early period of last session he had drawn attention to this subject, especially with reference to the effect that the great changes which had taken place in India and the railways that were in the course of completion would necessarily have in altering the arrangements of the Post-office. The result was that a committee was appointed, which in every sense of the word might be called a "select" committee—for it was composed entirely of gentlemen selected for their fitness to undertake the duties assigned to them. The committee sat a great number of days, and examined many witnesses. The result was a report concurred in unanimously The committee, in their report, recorded their opinion, so far as regarded the Peninsular and Oriental Company, which possessed a fleet of 84,000 tons and upwards of 20,000-horse power, that the service had been well performed, the assistant secretary to the Post-office stating to the committee that no mail which had been entrusted to that company had been lost. (Hear, hear.) The changes recommended by the committee had reference mainly to the improved internal communication of India by the establishment of railways; and they stated that the time had arrived when tenders should be invited for the establishment of a weekly service to India direct to Bombay; and that the other communication to Madras and Calcutta should be superseded so far as India was concerned, it being found that letters addressed to every part of India would reach quicker *via* Bombay than if the mails were despatched to every other port. They next suggested the extreme importance that the service should be an express one, unconnected with any service at the Isthmus of Suez, because it was impossible to avoid delay arising from the delay of other and independent vessels, beyond which there was the necessary delay of transhipment. They next turned their attention to the speed of the vessels, and required that it should be eleven miles between Marseilles and Alexandria, and ten on the other side of the Isthmus of Suez. Among other recommendations there was one to the effect that the Government take into consideration the arrangements to be made in consequence of the proposed separation of the Indian and China service for the establishment of a fortnightly service to China, and a monthly one to Australia. The report was presented at the end of the session, and as the representatives of the Government on the committee concurred in it, it was expected that its recommendations would be fulfilled by them to the letter. The conduct of the matter however passed into other hands; but the new Government recognised its importance, and reviewed the report of the committee at full length in a Treasury minute. The cost of maintaining this line of postal communication had been a vexed question, a sort of triangular duel, between the Treasury, the Post-office, and the India-office, each of them trying to shift the burden of the additional cost beyond the postage upon the other public departments. Mr. F. Hill had always expressed an opinion that the excess of cost for the Indian postal communication should be paid by the India-office; but that was objected to by Sir C. Wood, who urged that commerce greatly benefited by the additional facilities given to it by speedy postal communication, and ultimately it was thrown upon the postage, which was increased by 50 per cent. The whole cost of the postal communication to the East was £349,625, but from this was to be deducted £236,000 received for postage, so that the excess was something over £160,000. One-half of that was borne by India and the different colonies concerned, and the other half by the mother country. The increased cost occasioned by the difference between the amount of postage and the cost of communication, so far as India alone was concerned, was £48,000. He thought he had shown there were considerations of a public character which would hardly justify the Government in imposing on the public an increased postal charge. It was specially recommended that the service of India, being most important, should be kept wholly separate and distinct from other services on the other side of Suez, but the Government had entirely disregarded the evidence given before the committee in that respect, and they had also failed to follow the recommendations as regarded the route and speed. He was further sorry to see that a disposition had been shown to carry out the principles of economy submitted to the committee by affording foreign companies the opportunity of competing with British companies. He protested, in the interest of the country, against the ships of a foreign nation being employed in the conveyance of our mails. What would be the position of this country under such circumstances in the event of hostilities breaking out with the country with whose people the contract had been entered into? We should not only be deprived of a great advantage, but put our opponents in possession of those advantages which we ourselves ought to possess. (Hear, hear.) The peculiarity of the arrangement with the French company was this, that the competition was not a fair one. The Peninsular and Oriental Company held itself ready to meet any fair competition to which it might be subjected; but while it received a subsidy of 4s. 6d. per mile per year, the French company received from its Government a subsidy of 20s. per mile per year. During the Crimean war the Peninsular and Oriental Company carried from this country no less than 2,000 officers, 60,000 men, and between 11,000 and 12,000 horses, and it was well known what they did at the time of the Indian mutiny. And what was done in the *Trent* affair? Almost at a day's notice 10,000 troops were taken to Canada by vessels of the Cunard and other companies. The French Government were willing, and endeavouring to raise for themselves a power on the sea equal to that which we possessed through the agency of these companies, and, in fact, the Messageries Imperiales might almost be considered a department of the Government. And this was the company with which our steam shipping companies here and in India were called upon to compete. (Hear, hear.) He wished to enter his protest against any act on the part of the Government which would saddle this country with a contract with that company. He held that such a course was against public policy, and was unfair and unjust to the Peninsular and Oriental Company. It would be a sort of political insanity to put such a weapon into the hands of any foreign Power. The Peninsular and Oriental Company had received notice of the termination of their contract on the 1st of February next, and the tenders for the new contract were to be sent in by the 16th of September. He did not see how, in the interval, the Government could enter into any new contract, because they could not obtain the approval of Parliament. Any plan of the Government must necessarily come under the review of Parliament next session, and if it were not suitable to the exigencies of the service, and did not adopt the recommendations of the committee, he should invite the House to express its opinion upon their conduct.—Mr. Hunt said it was obvious that the main objection raised to the slight deviation by the Government from the direct recommendation of the committee was owing to their endeavour to promote economy; and they could hardly be blamed for doing that if it were consistent with the efficiency of the service. But he was prepared to show that the whole spirit of the recommendations of the committee had been embodied in the proposals of the Government. The Government were anxious to ascertain the cost of conveying the mails from Aden to Yokohama, and what would be the further cost of conveyance to Suez. The loss was on the Indian service, £48,000; China, £34,000; and Australia, £78,000. It was estimated that the weekly service to Bombay would entail a further loss of £40,000, making together nearly £90,000. The hon. gentleman had objected that an additional charge was to be imposed on the public to meet this loss; but he (Mr. Hunt) maintained that the additional charge would be upon those who used the service and for the relief of the public. After careful consideration it had been decided that the charge for the half ounce letter should be 9d. In reference to the question of speed, he need only say that this was a question of money, and the Government had asked for tenders showing the comparative cost for the different rates of speed. With regard to the routes from Marseilles and Brindisi, the Government were right in asking for tenders from both ports, and another reason why they did so was that, according to a report from Captain Tyler, a saving of 36 hours would be effected between England and Alexandria by the adoption of the Mont Cenis and Brindisi route. With reference to what had been said respecting the Messageries Imperiales, the Government had asked for tenders from all the world, and were they in that case to say no Frenchman need apply? But if what the honourable member for the City of London had said, namely, that the terms under which the French company were employed by the French Government would prevent their tendering to the English Government, were correct, there was no occasion for the alarm he had expressed. He trusted that he had now gone through the points raised by the hon. gentleman, and had given a satisfactory answer to them.—Mr. Childers could not agree that everything the hon. gentleman had done was satisfactory. On the contrary, it was very much to be regretted that the Government should in many points not have adopted the recommendations of the committee, and in others where they have adopted it in its letter they should have considerably departed from its spirit. The Treasury ought to have carried on the service by means of temporary arrangements till the completion of the Indian railways. It was again very ill-advised to call for tenders for the India and China service only. It would be extremely inexpedient to enter into arrangements with the Messageries Imperiales Company, which was a foreign company, having a contract with another Government, and it would be impossible to make the necessary arrangements with the company itself unless they consulted the French Government. —Mr. Samuda said that the question had branched out into one of general policy, and he thought the attention of the committee had been diverted from the recommendations. A memorial from the Peninsular and Oriental Company had been presented to the Government, complaining that it should have invited tenders from the Messageries Imperiales Company, and contending that there was nothing in the report of the committee which justified them in so doing. The Peninsular Company had now fifty-three vessels employed in the mail service, and those vessels had involved an expenditure of about three millions sterling. The effect of depriving them of the contract would be equivalent to a depreciation of the stock to the amount of about 10 per cent., and the vessels, which cost £3,000,000, would not, on a sale, produce more than £1,000,000. The entire sum paid in dividends was only £7,800,000, so that the entire earnings during ten years would not cover the depreciation. Originally they charged the country about 17s. 6d. a mile, and they now charged only 5s. a mile. They had, on renewal of the contract, diminished their charges to the country. In the first instance, they were paid 17s. 6d. per mile. At present their remuneration was only 5s. 6d. a mile. At the same

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time, they were about to lose the profits they had made from the transport of troops, and were exposed to a severe competition, especially in respect of the Messageries Company, which was, in point of fact, no company at all, but a branch of the French Government. That was, that it was a hot-house plant, which could not flourish or even exist without the encouragement and support of the Government. So long as we kept the Peninsular and Oriental Company doing our work, we had their force of 16,000 men to draw upon, in case of necessity, to man our fleet; but if we engaged with a foreign company, those men, or at all events the greater part of them, would be thrown out of the employment of that company, and would be absorbed in the general mercantile marine, where we could not so easily command their services.—Mr. LAING said it seemed to him the Government had not fully appreciated the great gravity of the principal question before them. It was evident that the recommendations made by the committee were something entirely different from the course now taken. It was clear the Government had contemplated throwing a tender open for the whole of the service in the East to the French company; but there were questions of public policy involved in this subject. The motive which led the French Government to subsidise their line of steamers was distinctly that of increasing her political influence in the East. That being the case, if a tender for the service throughout the East were really thrown open to a French company, he did not doubt but that the French Government would be prepared to back up their company with any amount of additional subsidy, so as to take the service out of the hands of an English company. The duty of the Government was not simply to look at the matter as a question of profit and loss, but to keep up a postal communication with India on the most perfect system, and not entrust it to the hands of any foreign company. The problem for them to solve, therefore, was to get it done at the cheapest rate consistent with efficiency.—Mr. HUNT wished to explain with regard to the Messageries Imperiales that the Government had thrown open the tenders to foreign countries, and that it was only proposed to accept the services of that company as a third service in the month. —Colonel SYKES had always been an advocate for competition in these matters, but then those who were to tender must stand on an equal footing. The Messageries Imperiales were chiefly supported by a subvention which the English Government would not give to any company whatever. To invite English companies to compete with such a body as this was therefore idle. The French company would make an offer much below any which could be made in this country. Would the Government accept that offer? If they did, they placed our postal communications with foreign dependencies in the hands of a foreign Government, for this company was nothing more than a Government institution. (Hear, hear.) It would be an act of great indiscretion to make a contract with such a company. The Peninsular and Oriental Company with its 53 ships had really been an auxiliary to the navy. If a contract were made between this and next session, whoever the contractors might be, they ought to make it subject to the condition that they should be entitled to no recompense if it were not approved by Parliament.—Mr. LAING suggested that the best thing would be to make a temporary arrangement with the Peninsular Company, so as to bring the question under the cognisance of Parliament next year. (Hear, hear.) But if that could not be done, a special arrangement should be made with the new contractors to the effect that the arrangement should in the first instance be for a limited time.—Mr. CHILDERS strongly seconded this suggestion, and Mr. GLADSTONE said it would not be unreasonable to ask the Government to declare their intentions before the House separated.—The CHANCELLOR of the EXCHEQUER signified his acquiescence.

THE WEST INDIA MAILS.

(Aug. 1st.) Mr. J. SMITH strongly urged the claims of Falmouth as a point of departure for the West India mail.—This called up Sir R. COLLIER, who protested against this unprovoked attack which the hon. gentleman had made on Plymouth. (Laughter.)—Mr. KENDALL and Mr. WYLD, on the other hand, asked for a commission to inquire into the claims of the Cornish port.—Mr. J. A. SMITH and Mr. R. GURNEY, however, insisted on the advantages presented by Southampton. (A laugh.) After some further conversation, Mr. HUNT said the present arrangement with Plymouth was an experimental one, and would only last two years.

THE AMERICAN MAIL.

(6th.) Mr. GRAVES asked the Secretary to the Treasury if it was intended to confine the tenders for conveyance of Her Majesty's mails from the United Kingdom to New York to ships sailing under the British flag; and, if not, whether vessels tendering under a foreign flag will be subject to the surveys and conditions imposed on British ships carrying Her Majesty's Mails.—Mr. HUNT said the arrangement acceded to by the late Government was that the Post-office in this country provide for the conveyance of mails on stated days from the ports of the United Kingdom, and that the United States should provide for the return mails. There was no restriction as to flag; but, other things being equal, the Postmaster-General would certainly give preference to vessels sailing under the British flag. Any vessel under a foreign flag would be under the same conditions imposed on British ships.

Monetary and Commercial.

An Indian telegram of the 22nd July states that the plan for an amalgamation of the Bank of Bombay with the Bank of Bengal has fallen through. A strong effort was now being made for a reconstruction of the Bank of Bombay, and the new capital is said to have been nearly subscribed.

At a meeting of shareholders in the Bank of Hindustan, China, and Japan, the report of the liquidators (noticed in our last issue) was adopted. Captain Engledue explained that although the bank's affairs in India had been grossly mismanaged, he wished to exonerate from any participation in such mismanagement two gentlemen connected with the bank, Mr. Ross and Mr. Archibald Stewart, whose services had been of the utmost importance to it. In reply to some other questions, the chairman stated that their losses sustained by the Bank of Bombay had been £600,000; at Calcutta, £160,000; at China, £150,000; and in England, £128,300, in all £1,038,300. Their total liabilities at the present time were £444,500.

The biddings for bills on India were held on the 7th, at the Bank of England. The amounts allotted were—to Calcutta, £167,300; to Madras, £21,000; and to Bombay, £100,000. The minimum price was fixed as before, at 1s. 11d. per rupee on all the Presidencies. Tenders at 1s. 11⅛d. on Calcutta and Madras will receive in full; those at that price on Bombay about 48 per cent. All tenders above that price will receive in full. The terms thus obtained are about ½ per cent. higher than those on the previous occasion, and indicate a slight increase in the demand for means of remittance to the East.

The following circular, dated 30th July, has been issued by the liquidators of the China Steamship and Labuan Coal Company:—

Sir,—It having been stated at the meeting on the 19th June that the shareholders would be called together as soon as a report from Mr. Price arrived, and that such report was expected in the course of this month, we think it right to inform you, that according to the last advices from Singapore Mr. Price had found it necessary to go to Manila for the month of July, and, consequently, no report can be expected from him until September. Under these circumstances, we think it will cause the shareholders useless expense and trouble for the meeting to be held now as originally intended; but we shall, of course, call the shareholders together as soon as we receive Mr. Price's report. The petition by Messrs. Laird, who are shareholders, to wind-up the company compulsorily in the Court of Chancery, or under its supervision, has resulted in an order being made for the voluntary winding-up to be continued, but under the supervision of the court, with the usual liberty to apply for the intervention of the court in any matters relating to the winding-up.—We are, Sir, your obedient servants, J. D. H. ELPHINSTONE, Bart., JAS. B. GIBBONS, } Liquidators.

A call of £10 per share has been made in the matter of the Asiatic Banking Corporation, now in liquidation, payable next month.

The dollars by the West India steamer *Douro* were sold at 4s. 11½d. per ounce, and the bar silver at 5s. 0½d. The latter price shows no variation, but some transactions had taken place previously in dollars for the East at 4s. 11¾d. The *Pantheon* steamer from New Orleans brought 800,000 dollars, which have also fetched 4s. 11¼d.

The East Indian Railway Company have been authorised to issue forthwith £1,000,000 in 4½ per cent. debentures having five years to run, but not at any time convertible into stock. The readiness with which the guarantee system is allowed to be put in force for Indian interests, assisted by all the prestige of the Home Government, is a point for especial remark in contrast with the tone taken to the unfortunate investors in English lines, who have staked their means on the success of companies created and nursed and tied down in all their proceedings by Acts of the Imperial Parliament.

A meeting of the Anglo-American Telegraph Company has been held, when the directors' report, announcing a dividend at the rate of 23 per cent. per annum, was adopted. The chairman, Sir D. Gooch, M.P., expressed a hope that the tariff would be reduced one-half by the 1st of September next, and mentioned that a vessel would leave immediately to repair the injured cable. It was stated that the earnings of the last four months show a falling off of about £200 per day.

At a special meeting of the proprietors of the London and Westminster Bank the resolutions previously passed for increasing the capital were confirmed.

At the half-yearly meeting of the London and County Bank the report of the directors was adopted, and the usual half-yearly dividend of 6 per cent. and a bonus of 5 per cent. were declared, being equal to 22 per cent. per annum. The report, which will be found elsewhere, is of a most favourable nature, and was received with great satisfaction.

With regard to the advices of the opening of the Tea season recently received from China, the *Produce Market Review* says:—

Notwithstanding the low prices given at the opening of the tea season, we learn by more recent advices received from Foo-chow that the severe lessons experienced by the English merchants there have not even yet been severe enough to stop reckless shipping. It it said that the eagerness to ship as large a quantity as possible, in the shortest possible time, is nearly equal to that exhibited last year. The repetition of this unnecessary competition, although it is not likely to lead to such disastrous results, owing to the much more reasonable terms on which the tea has been bought, has unduly raised prices. The extreme haste to purchase shown, is, in our opinion, an exceedingly doubtful policy, for the rush for new season's teas has very much diminished of late years, as the supply of fine kinds increased. The retail trade are still, although their stocks are so much reduced, able to refrain from buying for some time, and their lessening desire to purchase new season's tea will certainly not be increased by

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the probability that they will be able to buy more cheaply if they delay their purchases for a few weeks after the first arrivals.

The following, on the State of the Silk market, is from Messrs. Jacomb, Hogg, and Co.'s Circular of the 1st inst. :—

We have arrived at a period of the year at which it is not unusual for more or less inactivity to be displayed on the Silk market. But although we cannot expect much spirit to be manifested on the part of buyers at a moment immediately preceding the first arrivals of the new season's silk, yet so complete has been the stagnation of the past month that it may be described as almost unprecedented. It is not easy to assign any sufficient reason for our present position; it should, however, be borne in mind that our most sensitive market is particularly open to the influence of those numerous and subtle complications, commercial and political, which are at the moment restricting so generally the trade of the country, as evinced by the extraordinarily low Bank rate of discount (2 per cent.) now ruling. In China Silk there have been two or three parcels of No. 3 Tsatlee sold at 27s. per lb., to be delivered any time before the end of December; these transactions must be considered the expression of opinion as to future rates on the part of the individual operators, rather than an indication of prices now current. For Japan Silk there is no market, and our quotations must be considered purely nominal.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and half-year ending the 30th June last present, on the whole, a more satisfactory appearance than they have done in any previous month. The value of the Exports for the month of June was £15,490,091, which is an increase of 5 per cent. upon those for June, 1866, when the value was £14,630,120. The Exports for the half-year, however, present, when compared with those for the corresponding period of last year, a decrease of 6 per cent., the value being £87,613,484 for 1867, and £92,857,830 for 1866, but this deficiency is less than that observable in the first quarter of the year, which amounted, it will be remembered, to 10 per cent.

The Import returns for the month of May also exhibit a marked improvement, the value of the Imports for that month being £23,275,243, against £23,225,301 for May, 1866, showing an increase for the present year of £49,942. For the five months there is a slight decrease, the value of the Imports being £8,589,319, or 9 per cent. less than for the five months of last year. The value is returned at £83,441,393 for 1867, and £92,030,712 for 1866.

Our Export trade with the Far East presents, according to these returns, considerable depression, the value of the Exports to China (exclusive of Hong Kong) for the five months ended 31st May, 1867, being 20 per cent. less than the value for the corresponding period of last year. To Hong Kong the reduction amounts to 43 per cent., to Japan 15 per cent., to Ceylon 16 per cent., and to Java 1 per cent. On the other hand, the Exports to Singapore and the Straits Settlements show an increase of 7 per cent., and to the Philippine Islands of 37 per cent., when compared with the five months of 1866.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East :—

IMPORTS.

The total quantity of Raw Cotton imported during the month and six months ended 30th June, and the value to the 31st May, are thus given :—

From	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
China	4,390	—	2.666 cwts.
British India	209,951	728,646	400,721 „
Egypt	109,663	68,287	45,634 „
Total from all parts	471,831	1,677,672	1,293,724 „
Quantity for the Six Months ended 30th June.			
China	210,885	—	4,707 cwts.
British India	1,135,842	2,378,199	939,536 „
Egypt	769,871	619.538	702,831 „
Total from all parts	3,108,853	6,857,742	5,647,206 „
Value for the Month ended 31st May.			
China	£252.585	—	—
British India	1,324.530	£2,723,419	£1,013,626
Egypt	395,775	1,023.937	729,991
Total from all parts	3,215,418	9,152,992	8,303,644
Value for the Five Months ended 31st May.			
China	£936.099	—	£10,001
British India	4,688.073	£9,066,887	2.290,194
Egypt	5,323.848	5.020,493	4,814.052
Total from all parts	17,182,887	38,397,752	25,883,272

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown :—

From	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Ceylon	7,794,493	11,346,468	11,229.174 lbs.
Other British Possessions	892,458	715,128	429,029 „
Quantity for the Six Months ended 30th June.			
Ceylon	29,908,873	31,588,282	36,103,245 lbs.
Other British Possessions	7,013,485	2,284,116	4,474,682 „
Value for the Month ended 31st May.			
Ceylon	£232.515	£153,693	£290,447
Other British Possessions	41,406	22,677	27,600
Value for the Five Months ended 31st May.			
Ceylon	£759,106	£658,692	£855,440
Other British Possessions	190,919	115,999	120,202

The following quantities were entered for Home Consumption :—

	1865.	1866.	1867.
In the Month ended 30th June.			
Ceylon	1,577,529	2,029,947	1,531,057 lbs.
Other British Possessions	563,791	397,551	384,940 „
In the Six Months ended 30th June.			
Ceylon	10,012,945	11,612,212	10,848,616 lbs.
Other British Possessions	4,262,469	3,036,821	3,322,391 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands :—

	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Of 3rd quality	35,506	—	— cwts
Of 4th do.	48,024	26,570	5,883 „
Total, all qualities	83,530	26,570	5,883 „
Quantity for the Six Months ended 30th June			
Of 2nd quality	2,117	2	— cwts.
Of 3rd do.	89,819	50,327	63 „
Of 4th do.	330,901	138,777	151,394 „
Total, all qualities	422,837	189,106	151,457 „
Value for the Month ended 31st May.			
Of 3rd quality	—	£35,444	—
Of 4th do.	£15,987	50,319	£57,903
Total, all qualities	15,987	85,763	57,903
Value for the Five Months ended 31st May			
Of 2nd quality	£2,214	£3	—
Of 3rd do.	52,195	46,612	£63
Of 4th do.	280,399	94,037	118,031
Total value	334,808	140,652	118,094

The following were the quantities entered for Home Consumption :—

	1865.	1866.	1867.
In the Month ended 30th June.			
Of 2nd quality	515	1	— cwts
Of 3rd do.	22,871	4,352	190 „
Of 4th do.	15,409	19,440	36,342 „
Total, all qualities	38,795	23,793	36,532 „
In the Six Months ended 30th June.			
Of 2nd quality	1,720	4	191 cwts.
Of 3rd do.	110.299	26,759	65.317 „
Of 4th do.	110,972	80,307	187,050 „
Total, all qualities	222,991	107,070	252,558 „

The Hemp imported from the Philippine Islands during the month and six months presents the following figures :—

	1865.	1866.	1867.
Quantity for the month ended 30th June	14,346	—	11,334 cwts.
Quantity for the six months ended 30th June	104,331	27,327	42,503 „
Value for the month ended 31st May	£22,994	£20,402	£33,043
Value for the five months ended 31st May	£126,702	£59,517	£79,029

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
China	6,559	—	— lbs.
*Egypt	63,749	163,371	173,209 „
Other Countries	112,917	70,020	56,262 „
Total	183,225	233,391	229,471 „
Quantity for the Six Months ended 30th June.			
China	90,564	79,295	24,551 lbs.
British India	4,260	57,271	—
*Egypt	1,757,686	1,454,035	1,797,040 „
Other Countries	684,605	728,970	960,088 „
Total	2,537,115	2,319,571	2,781,679 „
Value for the Month ended 31st May.			
China	£37,721	£16,761	£9,828
*Egypt	415,953	155,480	334,996
Other Countries	139,749	121,479	149,494
Total	592,823	293,720	494,318
Value for the Five Months ended 31st May.			
China	£104,016	£92,608	£31,266
British India	4.047	64,430	—
*Egypt	2,042,957	1,507,267	2,094,606
Other Countries	728,020	898,344	1,264.477
Total	2,879,040	2,562,649	3,390,349

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and six months ended 30th June, and their value to the 31st

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May of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and six months ended 30th June are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Coffee (lbs.)	11,917,267	13,786,798	16,200,084
Hemp (cwts.)	61,987	107,651	64,641
Thrown Silk (lbs.)	2,224	1,910	16,371
Tea (lbs.)	9,639,689	19,316,618	3,312,619
Unrefined Sugar (cwts.)	1,180,312	868,196	1,112,193
Quantity for the Six Months ended 30th June.			
Coffee (lbs.)	47,358,214	45,587,655	58,641,347
Hemp (cwts.)	249,739	280,912	189,208
Thrown Silk (lbs.)	12,197	22,372	58,813
Tea (lbs.)	66,651,604	75,434,526	62,296,138
Unrefined Sugar (cwts.)	4,313,475	4,853,486	5,608,860
Value for the Month ended 31st May.			
Coffee	£394,337	£248,965	£376,855
Hemp	66,167	97,020	72,910
Thrown Silk	3,454	6,897	24,861
Tea	459,890	1,112,691	553,642
Unrefined Sugar	940,678	1,249,959	1,359,553
Value for the Five Months ended 31st May.			
Coffee	£1,152,872	£991,282	£1,182,491
Hemp	281,273	331,134	241,125
Thrown Silk	18,785	42,112	92,306
Tea	4,008,005	4,359,285	4,314,895
Unrefined Sugar	3,234,502	4,230,296	4,779,029
Entered for Home Consumption in the Month ended 30th June.			
Coffee (lbs.)	2,431,959	2,595,555	2,233,125
Tea (lbs.)	19,786,751	8,432,671	8,291,068
Unrefined Sugar (cwts.)	873,739	864,625	1,030,507
Entered for Home Consumption in the Six Months ended 30th June.			
Coffee (lbs.)	15,475,676	15,832,825	16,221,241
Tea (lbs.)	49,429,873	50,040,925	53,233,827
Unrefined Sugar (cwts.)	5,065,032	4,848,807	5,756,975

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th June, 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	23,690,450	33,728,475	34,616,077
Tea (lbs.)	107,972,212	107,379,611	94,164,344
Unrefined sugar (cwts.)	3,034,796	3,386,112	3,020,489

EXPORTS.

The Exports to China and Hong Kong during the month and six months are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Cotton yarn	71,300	247,200	1,018,778 lbs.
Cotton manufactures	10,974,598	13,843,521	14,495,812 yds.
Worsted stuffs	1,623,633	2,203,819	2,258,515 ,,
Woollen & worsted cloths	133,977	142,734	68,324 ,,
Lead	1	361	292 tons.
Quantity for Six Months ended 30th June.			
Cotton yarn	868,862	2,524,426	3,009,648 lbs.
Cotton manufactures	55,443,842	85,781,896	67,441,196 yds.
Worsted stuffs	8,240,445	10,902,616	13,282,564 ,,
Woollen & worsted cloths	794,394	957,737	757,615 ,,
Lead	930	4,083	1,378 tons
Value for the Month ended 30th June.			
Cotton Yarn	£4,772	£14,973	£73,494
Cotton manufactures	219,310	323,253	291,076
Worsted stuffs	123,156	143,282	152,854
Woollen & worsted cloths	27,345	28,907	9,386
Lead	15	7,989	6,045
Value for Six Months ended 30th June.			
Cotton yarn	£82,217	£255,027	£226,745
Cotton manufactures	1,245,853	2,155,377	1,371,261
Worsted stuffs	622,739	737,633	851,738
Woollen and worsted cloths	141,174	159,851	118,637
Lead	20,419	89,725	28,402

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Ceylon	26,250	219,824	30,300 lbs.
Singapore	197,000	31,720	74,200 ,,
Quantity for the Six Months ended 30th June.			
Ceylon	98,192	344,978	71,300 lbs.
Singapore	853,390	559,370	1,204,790 ,,
Value for the Month ended 30th June.			
Ceylon	£2,300	£23,769	£3,030
Singapore	£15,220	3,335	£5,470
Value for the Six Months ended 30th June.			
Ceylon	£6,390	£43,025	£6,865
Singapore	79,667	60,609	107,979

Of Cotton Manufactures the following were the Exports :—

To	1865.	1866.	1867.
Quantity for the Month ended 30th June.			
Ceylon	1,165,923	3,002,503	862,430 yds.
Singapore	6,755,397	3,187,675	4,595 020 ,,
Java	4,863,609	9,340,032	3,731,066 ,,
Philippine Islands	1,846,732	3,619,696	4,226,700 ,,
Quantity for the Six Months ended 30th June.			
Ceylon	5,479,456	10,183,566	9,881,493 yds.
Singapore	26,981,446	25,728,657	35,878,443 ,,
Java	15,853,825	27,572,125	19,653,386 ,,
Philippine Islands	15,144,865	11,829,054	19,580,772 ,,
Value for the Month ended 30th June.			
Ceylon	£27,436	£73,140	£23,602
Singapore	124,716	57,814	96,352
Java	95,557	220,352	94,337
Philippine Islands	45,128	87.251	106,825
Value for the Six Months ended 30th June.			
Ceylon	£141,566	£277,818	£225,397
Singapore	556,159	608,398	741,359
Java	343,442	676,846	459,379
Philippine Islands	375,829	312,468	482,759

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the six months ended 30th June of the present and two preceding years :—

	1865.	1866.	1867.
Quantity for the Six Months ended 30th June.			
Cotton yarn	39,958,819	63,481,909	76,133,031 lbs.
Cotton manufactures	942,871,056	1,196,185,533	1,304,110,080 yds.
Worsted stuffs	86,550,078	114,368,940	99,374,466 ,,
Woln. & worsted cloths.	11,453,481	16,486,345	14,870,973 ,,
Lead	10,672	13,950	11,421 tons
Value for the Six Months ended 30th June.			
Cotton yarn	£3.959,241	£6,680,747	£7,131,307
Cotton manufactures	20,814,399	28,928,988	26.064,166
Worsted stuffs	5,206,182	6,670,644	6,142.068
Woollen & worsted cloths	1,747,298	2,558,698	2,514.866
Lead	231,192	312,731	250,151

During the month and five months ended 31st May of the present and two previous years, the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	1865.	1866.	1867.
For the Month ended 31st May.			
China (exclusive of H. Kong)	£166.540	£527,750	£410.891
Hong Kong	172,706	345,913	162,798
Japan	168,031	262,218	84,187
Singap. & Straits Settlements	75,564	199.058	213,739
Ceylon	69,229	67,081	51,768
Philippine Islands	178,364	74,325	109.570
Java	122,530	66,809	64,804
For the Five Months ended 31st May.			
China (exclusive of H. Kong)	£1,395.843	£2,150.552	£1,700,697
Hong Kong	658.275	1,247,446	717,063
Japan	580,958	736,191	623,395
Singap. & Straits Settlements	673,610	854,508	916,166
Siam	15,129	4,088	—
Ceylon	241,984	360,513	301,900
Philippine Islands	458,729	292,312	467,375
Java	332,015	563,758	553,214

MANCHESTER MARKETS.

The market remains in a languid state. Prices of both Yarns and Goods continue to favour buyers, and business altogether partakes of a retail character. Quotations are:—Grey Shirtings: 7 lbs., 8s. 7½d. to 9s.; 8¼ lbs., 11s.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s 3d.; Nos. 28-32, 1s. 3d. to 1s. 4½d.; Madapollams, 8s. 10½d.; Long Cloths, 10s.; T-Cloths, 6s. 6d.; White Spot Shirtings, 12s.; Damasks, 21s.

CUSTOMS REPORT OF TRADE IN CHINA.

The following summary of the trade of the Treaty Ports for April, 1867, is compiled from the reports of the Commissioners of Customs, issued by the Inspector-General at Shanghai :—

SHANGHAI.—During the month of April 145 vessels were entered inwards, tonnage 25,918 tons; and 142 cleared outwards, tonnage 65,632 tons. The imports were:—Grey Shirtings, 204,092 pieces; White Shirtings, 25,650; Dyed Shirtings, 3,999; White Spots and Brocades, 9,499; Dyed do., 4,587; T-Cloths, 43,013; Grey Drills, 2,155; American do., 46,010; Dutch do., 6,460; Chintzes, 9,049; Turkey Red Cloths or Cambrics, 4,750; Dyed Damasks, 1,210; Velvets, 336; Velveteens, 914; Lawns, 2,000; Camlets, 5,180; Imitation do., 1,241; Habit, Medium, and Broad Cloth, 1,806; Spanish Stripes, 5,696; Lastings, 1,294; Imitation do, 850; Long Ells, 7,400; Lustres, Figured and Plain, 43,793 pieces; Cotton Handkerchiefs, 5,235 dozens; British Coals, 3,701 tons; Japan do., 1,056; Australian do., 2,953; American do., 2,178 tons; Window Glass, 500 boxes; Iron, 4,349 piculs; Lead, 1,042; Tin, 1,498; Steel, 7; Quicksilver, 34; Seaweed, 6,229; Black Pepper, 439; Sandalwood, 515; Sapanwood, 2,485; Rice, 2,091; Raw Cotton, 862; Raw Silk, 15; Black Tea (Hankow), 434; do. (Kiukiang), 236; Green Tea (Ningpo), 1,651; do. (Kiukiang), 338; Brown Sugar, 52,255; White do., 22,484; Hemp, 1,491; Liquid Indigo, 5,331; Nut Galls, 1,473; Wood Oil, 10,344; Rhubarb, 231 piculs. The Opium imported was as follows:—Malwa, 2,153 chests, 2,153 piculs; Patna, 843 chests, 1,011 piculs; Benares, 362 chests, 434 piculs; Persian, 18 chests, 18 piculs; total, 3,376 chests, 3,616 piculs. The total duties collected during the month amounted to 171,175 taels.

NINGPO.—During the month of April 63 vessels were entered inwards, and 60 cleared out. Imports: Malwa Opium, 372 piculs; Patna do., 80; Benares do., 13; Brown Sugar, 7,589; White do., 188; Black Pepper, 651; Rice, 30,368; Medicines, 1,234; Iron Wire, 35; Iron Nails, 7; Nail Rod do., 714; Bar Iron, 100; Tin, 259; Steel, 40; Lead, 1,756 piculs Cottons, 30,920 pieces; Woollens, 550 pieces. Exports: Green Tea, 1,677

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piculs; Raw Silk, 4; Silk Piece Goods, 15; Cotton, 4,248; Medicines, 1,324 piculs; Straw Mats, 54,330; Paper Fans, 144,539 pieces. Total of duties collected during the month, 15,298 taels.

FOOCHOW.—During the month of April 23 vessels were entered inwards, tonnage, 12,524 tons; and 22 cleared outwards, tonnage, 11,397 tons. Imports: Bean Cake, 12,353 piculs; Raw Cotton, 661; Dates, 851; Nail Rod Iron, 336; Lead, 825; Medicines, 284; Nankeens, 1,182; Tea Paper, 239; Peas, 1,904; Rice, 4,967; Salt Fish, 85; Sugar, 1,798; Sugar Candy, 280; Prepared Tobacco, 212; Wheat, 5,129 piculs; Malwa Opium, 267 chests; Patna do., 135; Benares do., 90; Persian do., 31 chests; Cotton Piece Goods, 24,874 pieces; Tea Mats, 32,420; Woollen Piece Goods, 1,205 pieces. Exports: Bamboos, 89 piculs; Medicines, 107; olives, 169; Paper, 4,252; Joss do., 501; Preserves, 90; Red Rice, 196; Tea, 72 piculs; Plants, 71,050 pieces; Sugar Canes, 23,470; Poles, 63,911 pieces; Planks, 5,833 square feet. Total of duties collected during the month, 39,406 taels.

AMOY.—During the month of April 40 vessels were entered inwards, and 37 cleared outwards. Imports: Opium, 549 piculs; Cotton Yarn, 371; Raw Cotton, 1,088; Rice, 12,641; Oil Cake, 22,064; Native Raw Cotton, 6,472; Bean Cake, 18,010; Peas and Beans, 3,567 piculs; White Shirtings, 804 pieces; Grey do., 3,017; Dyed do., 893; Brocades and Spotted Shirtings, 557; American Drills, 191; Chintzes, 73; T-Cloths, 4,097; Turkey Reds, 1,177; Camlets, 207; Spanish Stripes, 6 pieces. Exports: Brown Sugar, 690 piculs; Sugar Candy, 5,368; White Sugar, 451; Prepared Tobacco, 186; Preserves, 106; Paper, 1,138. Treasure: Imported, $28,970; exported, $220,720. Total of duties collected during the month, 27,430 taels.

SWATOW.—During the month of April 29 vessels arrived, and 32 cleared. Imports: Grey Shirtings, 2,850 pieces; White, 716; T-Cloths, 1,511; American Drills, 15; Dyed Cottons, 864; Coarse Linen, 271; Dutch Camlets, 10; English do., 80; Lastings, 42; Long Ells, 15; Spanish Stripes, 42; Velvets, 100 pieces; Nail Rod and Bar Iron, 490; Steel, 13; Tin, 201; Cotton Yarn, 156; Cotton, 214; Grass Cloth, 15; Hemp, 93; Medicines, 28; Bean Cake (Newchwang), 30,645; do. (Chefoo), 27,324; Beans and Peas, 31,172; Native Cotton, 3,879; Manure Cake, 131; Medicines, 253; Nankeens, 76; Oil, 2,101; Pearl Barley, 735; Samshoo, 464; Vermicelli, 82 piculs; Malwa Opium, 148 chests; Patna do., 283 chests; Benares do., 52 chests. Exports to Japan: White Sugar, 10,616 piculs. To Hong Kong: Manufactured Iron, 81 piculs; White Sugar, 693 piculs. To Chinese Ports: Betel Leaf, 71 piculs; Coarse China Ware, 8; Ginger, 330; Grass Cloth, 517; Leather, 13; Paper (first quality), 322; second do., 2,843; Potato Flour, 507; Preserves, 550; Tobacco, 607 piculs; Paper Fans, 145,935 pieces. Export of Brown Sugar: To Shanghai, 24,685 piculs; to Chefoo, 3,129 piculs; to Tientsin, 2,019 piculs. Export of White Sugar: To Foochow, 890 piculs; to Shanghai, 27,330 piculs; to Chefoo, 7,601; to Tien-tsin, 21,984 piculs. Total of duties collected during the month, 42,876 taels.

CANTON.—During the month of April 89 vessels entered inwards, tonnage, 30,172 tons; and 95 cleared outwards, tonnage, 32,898 tons. Imports from Hong Kong: Amber, 23 piculs; Cinnabar, 55; Indian Cotton, 20,754; Native do., 1,508; Cotton Yarn, 1,623; Elephants' Teeth, 41; Ginseng, 226; Medicines, 225; Nankeens, 1,521; Dried Prawns, 86; Malwa Opium, 126; Patna, do., 89; Rhubarb, 63; Silk Piece Goods, 47; Prepared Tobacco, 179; White Wax, 73; Yellow do., 90; Wool, 71; Guano, 10,399 piculs; Cotton Handkerchiefs, 2,979 dozens; White Shirtings, 5,568 pieces; Grey do.; 8,399; T-Cloths, 5,732 pieces. Exports to England: Brass Ware: 47 piculs; Fine China Ware, 150; Preserves, 810; Refuse Silk, 37; Black Tea, 11,358 piculs; Canes, 315,000 pieces; Matting, 1,040 rolls. Exports to New York: Cassia Lignea, 50 piculs: Crackers, 12,040; Preserves, 327; Raw Silk, 93; Green Tea, 375; Turmeric, 100 piculs; Canes, 25,000 pieces; Matting, 5,100 rolls. Exports to Bombay: China Ware, 54 piculs; Crackers, 133; Glass Bangles, 44; Glass Beads, 64; Raw Silk, 55; Black Tea, 210 piculs; Silk Umbrellas, 3,813 pieces. Exports to Hong Kong: Brass Foil, 33 piculs; Brass Ware, 35; Cassia Twigs, 108; Crackers, 37; Glass Bangles, 180; Glass Beads, 57; Glass Ware, 44; Dried Indigo, 52; Lacquered Ware, 33; Paper, 42; Preserves, 64; Rhubarb, 31; Fine Raw Silk, 132; Wild do., 115; Silk Piece Goods, 302; White Sugar, 500; Sugar Candy, 24; Black Tea, 295; Green do., 140; Prepared Tobacco, 21; Wood Ware, 118 piculs. Exports to Coast Ports: Arsenic, 200 piculs; Betel Nut, 447; Brass Buttons, 181; Glue, 187; Dried Indigo, 67; Red Lead, 157; White do., 245; Yellow do., 189; Dried Lichees, 206; Lung-ngans, 161; Medicines, 581; Nutgalls, 78; Paper, 449; Black Plums, 164; Preserves, 43; Rattans, 924; Sandalwood, 93; Shark's Fins, 31; Brown Sugar, 1,477; Sugar Candy, 3,908; White Sugar, 8,715; Prepared Tobacco, 1,193; Wood Ware, 75. Total of duties collected during the month, 80,813 taels.

KIUKIANG.—Imports: Opium, 203 chests; Lead, 1,642 piculs; Sandalwood, 85; Seaweed, 42; Sugar, 2,609; Black Pepper, 173; Copper Cash, 938; Cotton, 2,469; Salt Fish, 480 piculs; Grey Shirtings, 18,100 pieces; White do., 500; Grey T-Cloths, 9,715; Drills, 15; Brocades, 50; Chintzes, 410; Velveteens, 68; Long Ells, 480; Lastings, 885; Spanish Stripes, 301; Medium Cloths, 74; Camlets, 760; Lustres, 100; Figured Orleans, 150 pieces; Cotton Handkerchiefs, 600 dozens. Exports; China Ware, 2 piculs; Grass Cloth, 737; Hemp, 293; Paper, 6,551; Tobacco, 933; Black Tea, 236; China Root, 110; Copper Cash, 1,610 piculs.

CHINKIANG.—Imports: Cotton Piece Goods, 4,802 pieces; Woollen Piece Goods, 589 pieces; Malwa Opium, 330 piculs; Patna do., 18; Benares do., 3; White Sugar (Native), 2,418; do. (Foreign), 600; Brown Sugar (Native), 3,015; do. (Foreign), 100; Sugar Candy, 42; Sandalwood, 558; Nail Rod Iron, 168; Pea Oil, 2,500; Wood Oil, 9,618; Vegetable Tallow, 1,455; Hemp, 284; Fungus, 72; Fine Grass Cloth, 36; Coarse do., 275; Paper, 121; Prepared Tobacco, 405; Leaf do., 396 piculs; Treasure, 6,200 taels. Exports: Silk Piece Goods, 39 piculs; Raw Cotton, 134; Native Cotton Cloth, 131; Hams, 4 piculs; Treasure, 82,238 taels. Total of duties collected during the month, 1,558 taels.

CHEFOO.—Imports: Malwa Opium, 152 piculs; Patna do., 28; Benares do., 8; Tin, 62; Paper (1st quality), 393; do. (2nd quality), 1,097; Seaweed, 3,907; Brown Sugar, 13,094; Sugar Candy, 25 piculs; Cotton Handkerchiefs, 2 dozen; White Shirtings, 1,400 pieces; Grey do., 27,550; Dyed do., 300; Spotted do., 4,749; T-Cloths, 12,990; White Brocades, 550; Dyed do., 1,399; Chintzes, 1,790; Drills, 5,510; Jeans, 160; Turkey Red Cloths, 850; Buntings, 200; Camlets, 240; Fustians, 80; Lastings, 335; Long Ells, 220; Lustres, 5,227; Figured Orleans, 450; Spanish Stripes, 186; Woollen and Cotton Mixtures, 350; Needles, 6,000,000 pieces; Matches, 1,250 gross. Exports: Bean Cake, 51,130 piculs; Peas, 20,702; Dates, 469; Prepared Tobacco, 154; Silk Pongees, 110; Vermicelli, 976 piculs. Total of duties collected during the month, 15,502 taels.

TIENTSIN.—Imports: Grey Shirtings, 68,399 pieces; White do., 30,800; Blue do., 798; Chintzes, 11,781; Turkey Red Cambrics, 2,950; English Drills, 5,255; American Drills, 6,330; Dutch Drills, 2,849; T-Cloths, 35,427; Twills, 400; Jeans, 746; Velvets, 354; Velveteens, 1,020; Long Ells, 760; English Camlets, 2,739; Dutch do., 20; Lastings, 410; Crape do., 2,984; Figured Orleans, 250; Plain Lustres, 7,545; Figured do., 4,690; Needles, 60,070,000 pieces, Malwa Opium, 662 piculs; Patna do., 31; Benares, do., 8; Seaweed, 5,624; Brown Sugar, 4,898; White do., 11,932; Sugar Candy, 481; Brick Tea, 7,978; Black do., 1,385; Tea Dust, 79 piculs; Matches, 6,525 gross; Window Glass, 450 boxes. Exports: Cotton, 5,274 piculs; Red Dates, 3,309; Black do., 267; Medicines, 3,657; Soap, 4,063; Tobacco, 949 piculs. Total of duties collected during the month, 52,293 taels. Total of Treasure imported, 17,109 taels; exported, 752,210 taels.

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THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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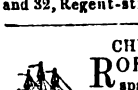

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Ditto	Laloo (new clipper) ...	A1 14 yr.	E.I.D.	To fol.
Ditto	Taeping	A1 14 yr.	E.I.D.	To fol.
Hong Kong & Whampoa ...	Avon	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Pampero.....	A1 9 yr.	E.I.D.	With des.

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Colombo ...	Granville ...	602	A 1 15 yrs.	W.I.D.	To fol.
Pt. de Galle & Cochin	Ann Lucey .	270	A1 11 yrs.	L.D.	Aug. 20
Bombay ..	Bebington...	889	AA1		Aug. 15
Ditto	Pegasus.....	1183	A1	E.I.D.	To fol.

No. 22, Great St. Helen's, E.C.

To sail on August 13.

FOR SHANGHAI, the splendid new clipper-ship DURHAM, AA1, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

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Regular line of Packet Ship.

To Sail on August 13.

FOR HONG KONG and WHAMPOA, the well-known clipper THE TWEED, A1 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander; lying in the East India Docks. This magnificent ship offers a favourable opportunity to shippers of fine goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

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To follow the "Tweed."

FOR HONG KONG and WHAMPOA, the nearly new clipper-ship ALBERT VICTOR, A 1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander: lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and [illegible] Royal Exchange-buildings, London, E.C.

To sail August 20.

DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander a lying in the London Docks. This fine vessel offers a first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail August 20.

DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

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To follow the "Thames," sailing August 25.

FOR COLOMBO, CEYLON, DIRECT, will have the usual despatch, having the greater portion of her cargo engaged, the clipper-ship PALESTINE, A 1, 608 tons register; THOMAS PARK, Commander; loading in the West India Docks. This magnificent vessel has a full poop, with accommodations of the first order for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill.

To follow the "Jessie Gilbert," and will sail August 15.

FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Bebington," and will meet with the usual quick despatch.

FOR BOMBAY DIRECT, the fine British-built clipper-ship PEGASUS, A1 (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, and is confidently recommended to shippers.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 254.] LONDON, TUESDAY, AUG. 13, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	April 17	June 9	June 14
Nagasaki			June 14
Hakodadi			
CHINA—Peking			June 13
Tien-tsin			June 16
Chefoo			June 18
New-chwang			
Hankow			June 16
Kiu-kiang			June 17
Chin-kiang			
Shanghai	May 10	June 23	June 23
Ningpo			June 20
Foo-Chow			June 28
Formosa—Tamsuy			
Amoy			June 24
Swatow			
Hong Kong	May 10	June 17	June 29
Canton			
Macao			
PHILIPPINES—			
Manila	April 26	June 10	June 22
COCHIN-CHINA—			
Saigon			July 4
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			July 1
MALACCA STRAITS—			
Singapore	May 27	June 27	July 7
Penang	May 27	June 25	July 10

The next inward Mail, with Hong Kong dates to July 12, is due here on the 27th instant. No later telegrams have been received than those noticed in our last.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Camboge, arrived at Marseilles August 6.—From Yokohama: Mr. Banduin and four Japanese. From Shanghai: Messrs. Alcock and Ladreyt. From Hong Kong: Messrs. Marnier, De Valla, Payron, Den Brems, Warden, Preciot, Martinez, Rivas, Major, and Fejero. From Batavia: Messrs. Menn, Moser, Van Mariswell, G. A. Smith, G. H. Smith, Coblyn, Van der Schall, Van der Broken Begemann, Van der Zevreys. From Singapore: Messrs. Colino, Muniz, Salaro, Weiss, Saralta, Ayarra, Blanco, Aguirro, Del Barco, Navarro, Coro. De Trevins, Kaltenbach, Walter, Lefour, Clavery, Ruiz, Lopez, B. Ruiz, Remes. From Galle: Messrs. Northmore, Smith.

By this mail, to Marseilles, per P. and O. steamer Bangalore, arrived Aug. 11.—From Shanghai: Mr. F. King, Mr. and Mrs. J. F. Twombly and child, Mr. Swire. Mr. Rolfe, Lieutenant Rivington. From Hong Kong: Mr. Marshall, Mr. Ashton. From Singapore: Mr. Brennand. From Penang: Capt. Meyer. From Galle: Mr. A. M. Ferguson, Mr. White.

To Southampton, per P. and O. steamer Pera, expected to arrive Aug. 19.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer Euxine, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Singapore: Capt. Formochy. To Hong Kong: Mr, Stratford, R.N., Mr. Grant, R.N., Mr. Platt, R.N., Mr. Blackburn, Mr. C. Jackman. To Ceylon: Mr. and Mrs. Milne. To Calcutta: Mrs. Hornbrook, Major and Mrs. Wilkinson. To Madras: Lieut.-Col. Simpson.

From Marseilles, Aug. 12.—To Yokohama: Mr. Fredrick de Fischer. To Shanghai: Count de Mont Blanc and five Japanese gentlemen. To Calcutta. Dr. Cardew, Mr. Hickman, Dr. and Mrs. Irvine, Mr. G. Finch, Lieut. A. Brett, Mr. H. B. Ashworth. To Madras: Mr. and Mrs. J. V. Doyle, Col. Pouter.

Per P. and O. steamer Columbian, from Southampton, August 20.—To Shanghai: Mr. A. E. Hippisley. To Ceylon: Rev. J. Pickford, Rev. Griffith. To Hong Kong: Mr. Oldknow, R.N., Mr. Toxdale, Mr. Vercoe, Mr. White, Mr. Lugden, Mr. Pinkis, Mr. Lumley. To Singapore: Mr. Kellock, R.N.

Per P. and O. steamer, from Marseilles, September 4.—To Hong Kong, via Bombay: Mr. C. J. Alford.

Per P. and O. steamer, from Southampton, September 4.—To Hong Kong: Mr. and Mrs. G. W. Caine and child. Miss M. Middlemist, Mr. Lucas, Lieut. Speight. To Singapore: Mr. Isemonger. To Shanghai: Mr. E. Price.

From Marseilles, September 12.—To Singapore: Mr. and Mrs. C. Heinszen, Mr. J. W. Miller. To Penang: Mr. L. Zander. To Hong Kong: Mr. and Mrs. Schenermann.

From Suez to Hong Kong.—The Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rodd and two children, Miss Piachand. To Singapore: Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn. To Shanghai: Mr. D. Brand. To Ceylon: Mr. Morris.

Per P. and O. steamer, from Southampton, October 4.—To Ceylon: Mr. G. Crowe.

From Marseilles, October 12.—To Ceylon: Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. T. Pyke, Mr. T. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Hong Kong: Mr. Armstrong, Miss Caldwell.

From Marseilles, October 28.—To Singapore: Mrs. B. Little and child. To Hong Kong: Mrs. J. Haffenden.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings only two days later dates from Yokohama—viz., to June 14th. The following items are from the *Japan Times*:—

We are still unable to give the name of the new port on the West coast. We are glad to find that our fear that Tsurunga would be chosen was unfounded; the foreign Ministers have expressed themselves strongly against it. The *Serpent*, one of H.B.M.'s surveying ships, is now engaged examining all the apparently eligible harbours on the West coast, and some weeks must necessarily elapse before Captain Bullock can make his report.

Our news from Osaka are by no means satisfactory; they augur anything but ease for the Shiogoon and peace for the empire. Consequently, unless existing difficulties can be previously arranged, we cannot anticipate much advantage for ourselves when the ports are opened next year. The combination of Daimios against the Shiogoon, to which we alluded last mail, we have now ascertained to be an actual and threatening reality. They very naturally object to the extension of a trade in which they have no share, and the profits from which only strengthen an able and dangerous rival, whom they shrewdly suspect of a design to become their absolute master. It appears that Osaka not being strictly his own port, the Shiogoon, by taking the responsibility of promising that it shall be opened in 1868, has so far committed himself that the Daimios opposed to him have just ground of complaint that they had not been previously consulted. They carefully avoided giving him any opportunity of consulting them, it must be remarked, by steadily refusing to attend the conference which he has repeatedly endeavoured to assemble for the purpose. Now they declare that Osaka shall not be opened, unless foreign trade is also permitted at certain points in their own dominions, and Satsuma, Chiosiu, Echizen, Tosa, and Kanga have declared that if Osaka be opened in 1868, they will themselves invite foreigners to trade at their own ports. It is difficult to say how this can be prevented with any show of right, and very easy to see that much evil will result from the fulfilment of their threat. Subjects of Powers having treaties with the Shiogoon can be punished for trading at any of his ports not opened by those treaties, but at ports out of his territory, and where his authority is not acknowledged, we can see nothing to prevent traders doing whatever business they can, particularly when specially invited by the Sovereign of that country. On the other hand, foreign Powers will certainly never make a number of separate treaties with these individual Daimios, and, consequently, foreign traders repairing to their ports would have to do so on their own responsibility, and would be without the inestimable advantage of consular protection. Probably business would be done, as in the early days of the India and China trade, by means of coasting vessels, supercargoes, and receiving ships, a system the evils and inconveniences of which are manifest. The development of the Japan trade has been so

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remarkable as to be an absolute wonder: it would be most regrettable were its progress now to be checked by hasty, inconsiderate action, by either Shiogoon, Daimios, or foreign diplomatists.

We were just able, as we were going to press with our last, to announce the arrival of Sir Harry Parkes and suite in the *Basilisk*. The American and Dutch Ministers having returned before, the *corps diplomatique* usually resident in Yedo was made once more complete by the arrival of M. Leon Roches from Nagasaki in the *Guerriere* on the 7th inst. It has since received an addition in the person of M. le Comte de la Tour, who arrived in the French mail on the 9th inst. to represent in Japan the Kingdom of Italy; and by the same opportunity M. t'Kint de Roodenbeck, Minister for Belgium, returned from a lengthened tour in China. We hear that Mr. Eugene van Reed, an American gentleman who has resided here since the ports were first opened, is on the point of concluding a treaty with the Shiogoon for the Sandwich Islands, and Sweden will also soon be represented. The advantage accruing to either party to several of these newly formed alliances are not, at present, apparent, but no one can tell what the future may bring forth.

CHINA.

SHANGHAI.

Dates from this port are to the 23rd June, two days later. The outward mail of May 10 was delivered on the 22nd June, with London telegrams to May 30. The following few items of news are from the *North China Herald*:—

Further correspondence regarding the new rules proposed by the Silk Guild has passed between the Chamber of Commerce, the foreign officials, and the Taotai; also further voluminous correspondence regarding the employment of foreign vessels in the bean trade. The Taotai's late proclamation on the latter subject has, we are glad to learn, encouraged the charter of a number of vessels, and demand still continues. It remains to be seen whether the permission accorded is, this time, *bona fide*; or whether, on their return to Shanghai permission to land the cargoes will be again refused.

The negotiations that have taken place during the last two years regarding the employment of foreign ships in the bean trade disclose an amount of duplicity on the part of the Chinese authorities as disgraceful as it was unwise. So long ago as March, 1862, official intimation was given that the prohibition laid on the export of pulse and bean cake from the ports of Chefoo and Newchwang under the British flag had been rescinded, and a remunerative trade to foreign shipping was at once opened up. But two years later, when the danger which had induced the concession had passed away, and foreign assistance was no longer needed to prevent the Taiping occupation of Shanghai, the privilege accorded was secretly withdrawn. No open warning was given of the change, but, in June, 1865, vessels arriving here with beancake from the North found themselves prohibited from discharging their cargoes; and shortly afterwards, on the 3rd of August, a formal notice was issued that all shippers in foreign bottoms would subject themselves to this penalty. Eventually, at the request of several native consignees, permission was granted for discharge of vessels that had been chartered previous to the date of the prohibition; but an intimation was renewed that none chartered subsequently would be allowed to land their cargo. Shanghai was the only port at which this prohibition was enforced, so it would appear that the local Government and not that at Peking is at fault. Vessels have continued to run from Chefoo and Newchwang to the southern ports without let or hindrance. The thanks of firms interested in the shipping trade are due to Messrs. Tilby and Co. for the persistence with which they brought these facts to the notice of H.M. Consul, and urged the address of energetic remonstrance both to the local authority and to Peking, while others abandoned the cause in despair. On the 15th June, 1866, the public notification by the Taotai, for which they pressed—that natives as well as foreigners were at liberty to employ foreign vessels in the trade—was at length obtained. The Taotoi denied all interference on the part of himself or his subordinates, and officially proclaimed that "the conveyance had been authorised of pulse and beancake in foreign vessels from Newchwang and Tungchow." Better acquainted, however, than foreigners with the wiles of their own rulers, native merchants still declined to believe in his Excellency's intent; and when at length two from among them were induced to charter a couple of vessels for the trade, they were met, on the return of the ship and cargo to Shanghai, by a refusal to permit its discharge. "It was not allowed to import cargoes from the North in foreign bottoms; those cargoes could not be sold here, but must be sent away," was the reply received at the Taotai's office to an application on the subject. And here the matter rested; for more than eighteen months the northern trade has been closed to foreign shipping, no vessel except the two in question having been chartered since August, 1865. The occasion of Sir Rutherford Alcock's visit has been taken by the Chamber of Commerce to address a letter to him on the subject; but their action had been anticipated by his Excellency, who had addressed the Governor-General of Nanking on the subject a few days previously. Tsen-kwo-fan's reply reiterates the false assertion of the Taotai, that no prohibition against the employment of foreign vessels in the bean trade exists. He refers to the proclamation issued last year by the Taotai as a proof that no official interference has been exerted, and says H.M.'s Consul acknowledged that the behaviour of Chinese officials in the matter called for general gratitude. And now another proclamation has been issued, which has, we are glad to learn, had the effect of encouraging Chinese merchants to charter a whole fleet of vessels from hence to the northern ports and back. As, judging from previous experience, they have doubtless not done this without ascertaining the Taotai's real intention on the subject, we may hope that the permission now accorded is genuine.

The body of the second officer of the ship *Lennox Castle*, who had been missing for a fortnight, was found on the 17th June in the river. It is supposed that he was drowned on the 2nd June, as he left the ship about six P.M. on that day and nothing had been heard of him since. A court of inquiry was held to endeavour to ascertain the circumstances under which he met his death, but failed.

A disturbance took place at the Canton Theatre in the Maloo in consequence of three foreigners entering the theatre and occupying some private seats. They were asked to remove by some Chinese attendants, but not understanding them they sat still. The audience then commenced leaving the theatre, throwing cups, &c., but there do not appear to have been any severe injuries received by any one.

An account is given of the formal opening of the new Racquet Court on the 19th June. The building quite comes up to, if it does not exceed expectation, and comprises every comfort and convenience for players. It has been erected at a total cost, including the purchase of land, of about 12,000 taels.

A meeting for the discussion of missionary topics was to be held at the rooms of the Asiatic Society on the 24th June, which it was hoped would be the first of a series.

Twenty-three mow of land near Messrs. Gibb Livingston's wharf, having 300 feet water frontage, have been sold at auction for 17 taels per mow.

It has been resolved to erect the following lights at or near the entrance to the mouth of the Yangtze:—

1.—A *Revolving* Light of the first order on the North Saddle Island, at an elevation of 250 feet above the sea.

2.—A *Fixed* White Light on Gutzlaff Island, showing all round the horizon at an elevation of 210 feet, visible 15 miles over the Northern half, and 20 miles over the Southern half of the horizon.

3.—A *Revolving* Red Light at an altitude of 38 feet, visible all round the horizon at a distance of 12 miles on the present Light Vessel moored at the Tung-sha Bank.

4.—A *Fixed* Light, with short eclipses, visible 12 miles for the Kintoan Beacon, obscured on the land side.

We are glad to hear (says the *Friend of China*) that Mr Chaloner Alabaster, whose decoration of the Star of China we noticed before, is likely to receive a more substantial *douceur* in the shape of a thousand dollars from his Excellency the Taoutai, this being offered for his services in establishing and carrying out so economically the institution known as the Mixed Court, the sum to be paid from the Court's fee chest, provided his Excellency the British Minister does not say nay. All we say is we most cordially wish he may get it!

We are indebted to the *Shanghai Recorder* for the following:—"A Chinese official recently arrived from Nanking expresses his doubts as to the possibility of ever terminating the Nienfei troubles. This, he says, is a different affair to the Taiping rebellion, in which the opposition was greater, but it was at least concentrated, and the Government knew where to go and oppose the insurgents. But with the Nienfei it is hopeless. So soon

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as a force is brought against them, they disperse and are off to the mountains; while no sooner are the Imperial troops removed than they are back again. The same person expresses his doubts as to the reported successes of Li in the North, adding that these victories are always egregiously exaggerated."

We regret to hear that the S.S.N. Company's new steamship *Manchu*, which left Shanghai for Tientsin on the 16th June, had the misfortune to strike on a rock off the Shantung promontory, and was compelled to return as fast as steam could bring her.

It is stated that the firm of Mackellar and Co., of Hankow, is in difficulties.

The following little story, given by the *North China Herald*, is curiously illustrative of Chinese social life, and though bearing the appearance of a romance is nevertheless perfectly true:—About thirteen or fourteen months ago, the mother of a young lady residing outside the north gate of Shanghai city discovered that her daughter was *enceinte*, and that this condition had been brought about by the trusted nurse of the family having been in the habit of trading on the daughter's charms, making always some excuse to the mother of a visit to a neighbour to account for the occasional absence of the frail one from the parental cottage. The mother, on making the above-mentioned discovery, was so incensed that she induced some of her male relatives to beat the nurse to death with bamboos. The friends of the nurse thereupon took legal opinion on the case, which resulted in a petition being presented to the Shanghai Hsien, who (with that love of justice, we presume, which so eminently characterises a Chinaman) caused inquiries to be made into the matter, and bringing home the murder to the mother as the instigator of the crime, condemned her to death. But the mother being far gone with child, the sentence was allowed to stand over till the child should have been born and weaned, and this latter circumstance having taken place the other day, the sentence was carried out, the mother being strangled outside the south gate. A cord was placed round the unfortunate woman's neck and gradually tightened till strangulation was nearly effected, when the cord was loosened and breath allowed to re-enter the lungs; this refinement of torture was repeated, and it was only on the cord being tightened the third time that the woman was allowed to die. Strange to say, during the thirteen or fourteen months which elapsed between the passing of the sentence and the execution, the woman was not kept in prison, but was allowed to live in her house outside the north gate, near the French concession, a "secure-man" having made himself responsible for her appearance when wanted for the purpose of being put to death.

FOOCHOW.

Dates hence are to June 23. The *Taewan* sailed on the 20th June. She met with a serious misfortune in her passage down the river Min. From Messrs. Gilman and Co.'s Circular of June 22, we learn that she had on board 789,500 lbs. of tea, and that she is on shore on the north bank "a total wreck." One thousand chests have as yet, it is said, been saved. Messrs. Gilman and Co. are Lloyd's agents.

The Foochow *Advertiser* says:—"There is little change to report in the tea market. As buying has continued on the same heavy scale, at about former prices. The only description in which a fall has been established is inferior Congou, which is now in full supply. Total settlements to date, of Congous alone, are nearly 150,000 chests. The export is already 11,500,000 lbs. and before the departure of the mail is expected to reach 14,000,000. Such figures as these, combined with the exports from the other tea ports which are no doubt in the same rate, cannot fail to affect the home market, and we must say that it surprises us that they produce so little effect on this market."

Mr. Watters, late H.M.'s acting Vice-Consul at Tamsuy, has been transferred to Foochow as third assistant, in place of Mr. Holt, who has been despatched to the former place to take charge of the vice-consulate.

HONG KONG.

From this port we have intelligence to June 29. No later mails or telegrams had arrived out since the date of our last advices. The *Overland China Mail* supplies the following news:

Cheong-po-sun, convicted of the murder of a clothseller in Tank-lane, and three of the four pirates convicted at the May Sessions for piracy and murder on the high seas, were, on the 24th June, executed at the usual place in front of the Gaol. The scene was probably the most exciting of the kind ever witnessed in Hong Kong for many years past, and may serve to show both the justice of the sentence passed upon the prisoners and the hardened nature of the criminals who pass through our courts of justice here in Hong Kong. Of the Tank-lane murderer it was clear that he had braced up his faculties to die as stoically as it is in the ability of a human being to do; and it must be said that he succeeded to perfection. On the scaffold he screwed up his face into a wrinkled and painful expression, but said not a word. Cheong-sin-fook, Lee-koon-hing, and Wong-asing, the three pirates and murderers, were the exact opposites of Po-sang, their violence being as strongly marked as was the coolness of the other. They made no confession, but endeavoured to mistify the story of the piracy as much as possible, each blaming the other, and all lying in the most barefaced manner conceivable. The only statement in which they could be said to agree, was that the fourth prisoner (he of the alleged medical proclivities) was not an active party in the piracy for which they were sentenced; and upon this additional confirmation, coupled with the lesser weight of evidence against this prisoner, he has been temporarily reprieved by the Governor. Perfect indifference and a species of bravado were maintained by these four piratical murderers until the fatal information of last evening; when the three doomed men underwent a remarkable change. Only yesterday morning two of them wished to fight each other; but this morning their pitiable moanings disturbed the quietude of the entire neighbourhood. While they were being pinioned, they sobbed and groaned incessantly, and on being led out to the Gaol office, where they were led by the Sheriff, they had to be supported by stimulants, which the Tank-lane murderer refused with a shake of the head. Before proceeding to the scaffold, a final attempt was made to draw some confession from the pirates and to clear some doubts arising from the former confession of Po-Sang, but without success. Po-Sang maintained that there were five men engaged in the murder of the clothseller; Cheong-lin-fook stoutly refused to make any admission, and influenced the others also to keep their counsel by his determination. As the bell struck six o'clock, the prisoners were led forth to the scaffold, near which were a number of Europeans, one or two companies of police under Mr. Jarman, and fifty penal servitude convicts ranged on one side of the compound. Cheong-fook had to be pushed up the scaffold ladder by main force; and when all the condemned men had reached the platform, there followed a scene which will not be soon forgotten by those who witnessed it. Po-sang was cool as a statue, with his painfully drawn-up features; but the other three swayed about uneasily, looked behind over the wall as if meditating escape, now noisily resisting the executioner and again moaning and groaning as before. Cheong-fook stamped and danced upon the platform, and cursed and swore at the crowd below, until it was feared some accident might happen to the scaffold, and he had at last to be bound round the ankles with a rope. The voice of the Roman Catholic padre was drowned in the torrent of abuse from the scaffold; and it need hardly be said that the exhortations of the ministers of religion seemed to have not the slightest effect upon any one of the doomed men, except perhaps Po-sang, who now and then during the morning had listened to what was said to him. At five minutes past six, at a signal from the Sheriff, the bolt was withdrawn, the fatal jerk given, and the miserable victims were left dangling in the air. Death must have been instantaneous, although the bodies quivered for some minutes afterwards. All three pirates were strong, powerfully built fellows, and would no doubt have given very great trouble had not the necessary precautions been taken in gaol and on the scaffold. With the exception of the objectionable fact that the stone parapet and the lower bar of the scaffold again formed a rest for the feet of two of the prisoners, the arrangements were perfect. The scaffold was removed by eight o'clock—an improvement on former occasions, when it was allowed to stand over Sunday.

Messrs. Margesson and Co.'s Chinese shroff has been taken in custody on a charge of having embezzled monies to the amount of $420 within the last four months. The compradore of that firm appears as complainant in the case.

We regret to learn that a fatal accident occurred on board the *Princess Charlotte* while the coronation salute was being fired. One of the guns missed fire, and the firing party passed on to the next gun; the sponger who followed being unaware that the gun had "missed," proceeded to sponge out, when the gun exploded, and blew the poor sponger from the deck—of

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course into eternity. Such is the fact as narrated to us, and we are further informed that the body of deceased has not yet been found.

It is, we learn, in contemplation by certain benevolent and liberal Chinese, to erect an hospital for the benefit of the poorer class of their own nationality in Hong Kong. They have already bought a large piece of ground upon which to build, and have asked the permission of the Surveyor-General to commence work at once. The petitioners are prepared to defray the entire expense at their own cost, and their intention, so far as we at present understand, is to place the establishment under purely native conduct.

The report of the case of Olyphant and others *v.* Loo A-hung, for breach of warranty on a sale of sugar, contains the following extraordinary proceedings :—

Shortly after this case commenced, and while Mr. Whyte was cross-examining plaintiff's compradore, some reference was made to another Chinaman, also in plaintiff's employ, and the Chief Justice said "put him in the box;" when the following conversation ensued :—

The Chief Justice said that, as the man was a servant of the plaintiff, they should produce him.

Mr. Pollard: You cannot produce him like a piece of paper. Let him be subpœnaed in the usual way.

Chief Justice: Do you mean, Mr. Pollard, to put them to the trouble and expense of subpœnaing him? Well, if you don't produce him, I will take that into account in my direction to the jury.

Mr. Pollard: I will put only those witnesses in the box which I, as counsel for the plaintiff, may see fit. I may make a mistake, but I will not be dictated to or talked down by any one as to what I am to do.

Chief Justice: I am not talking you down, Mr. Pollard. You will do your duty, and I will do mine.

Mr. Pollard: That's all right, if we would only stick to it.

Chief Justice: Now, Mr. Pollard, you will always have the last word; and I think it is most disrespectful to the Court to use language you are in the habit of using.

The Chief Justice then left the Bench; but after an interval of a minute or two returned.

Chief Justice: Do you apologise, Mr. Pollard?

Mr. Pollard: For what, my lord?

Chief Justice: You know what has passed; you know what for.

Mr. Pollard: If I have offended in any way, there is no man more willing to admit it, and to apologise. Will you hear me?

Chief Justice: For an hour, if you like.

Mr. Pollard began to state that his lordship asked him if he would produce a witness.

Chief Justice: You told the Court in a taunting way that a witness was not a piece of paper, as if I did not know that a man was not a piece of paper.

Mr. Pollard: Is it that you wish me to apologise for, my lord?

Chief Justice: There's more than that.

Mr. Pollard: If you will be so good as to inform me for what I have to apologise, my lord, there is no man more willing to do so.

Chief Justice: You know very well what it is, Mr. Pollard. (Turning to the jury.) Gentlemen of the jury, I shall adjourn this case until Saturday, as we cannot get on in the present circumstance.

Mr. Pollard: That is entirely without precedent, my lord.

Chief Justice: And the other was much less without precedent.

Mr. Pollard: I object to the proceeding now taken by the Court, and I hope you will take note of my objection.

Chief Justice: I'll note anything you like.

Mr. Whyte: Will you not allow me to finish my cross-examination of this witness, my lord?

Chief Justice: Certainly not; I can't go on until Mr. Pollard apologises.

Mr. Pollard: If I have done anything wrong, there are certain steps which may be taken by the Court. But I don't see why the case should not—

Chief Justice: There are such steps, but these I will not take. Silence, sir. You would not dare to use such language anywhere else. (Rising.) This Court is adjourned.

Mr. Pollard: I always answer when I am attacked, and not without.

Chief Justice: If every one would do his duty in this court—

Mr. Pollard: I have done my duty for a long series of years, and I have never been attacked in the same manner before; and I will not allow—

Chief Justice: Silence, sir, if you please.

The Chief Justice here checked the usher of the court, who was, by Mr. Masson's orders, adjourning the Court until ten o'clock on Saturday, say—"Indefinitely, as I must have an apology from Mr. Pollard before the case can go on."

Mr. Pollard: There will likely be another counsel to appear.

The Chief Justice repeatedly ordered Mr. Pollard to be silent, but the learned counsel had the last word by saying that he answered only when he was attacked.

Mr. Masson informed the jury that they would be advised what time they would next be called upon to attend.

We learn that the case was ultimately submitted to arbitration.

JAVA.

The account given in a late issue of the *London and China Telegraph* of the disastrous earthquake that recently occurred in this island was, we are informed, in some respects inaccurate. The following additional particulars are extracted from a Samarang Circular, and may be received as authentic :—"On the 10th of June a serious earthquake occurred in the centre of the island, the effects of which were also felt here, but caused no important damage. Other districts suffered severely, and this is especially the case with Djocjacarta, where several indigo and sugar manufactories have sustained injury; the former, however, were promptly got in working order again, so that work was only momentarily interrupted. Most of the sugar mills are again in operation, while others will be able to commence grinding within a month at the farthest. Regarding the extent of the damage to private property caused by this disaster, no definite statements have yet been received; it is already apparent, however, that the reports spread on this subject were exaggerated. The crops have not suffered at all."

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of the 27th May arrived out on the 27th June, and London telegrams had been received to 14th June. During several sittings of the Legislative Council the chief subject for discussion had been the purchase of a steamer or steamers for the service of a local marine. As was represented in an able paper, laid before the Council by the Executive, the position of the Settlements, placed as they are in the midst of a series of native States, frequently at war with one another, and the disturbances in which seriously affect the trade, render it desirable that the Government should have it in its power to interpose its authority, and this can only be done by way of sea or river. For these and other reasons it has been decided by the Council that a paddle steamer of about 300 tons, with special adaptations to the service, should be intended for from England, together with a Tender and a steam launch for shallow river operations.

It has been decided by Government to give a subsidy of £100 per month to the British India Steam Navigation Company for the maintenance of the present mail line between Calcutta, British Burmah, and the Straits Ports.

Colonel Anson, the Lieutenant-Governor of Penang, had arrived there and relieved Colonel Man of charge. Mr. W. W. Cairns, the Lieutenant-Governor of Malacca, had been sworn in, and proceeded to Malacca to relieve Major Burn. Sir William Hackett, Acting Chief Justice, had arrived from Penang, and would open the third criminal session of the year on the 9th July. The calendar was not large.

PENANG.

Dates hence are to July 10. The *Penang Gazette* gives the following account of an expedition by H.M.S. *Wasp* to the Nicobar Islands :—

H.M. steamer *Wasp* left on the 12th June for the Nicobar Islands to investigate about the murder of the crew of the brig *Futteh Islam* of Penang, which was said to have been perpetrated in these islands. The return of the *Wasp* gives us a miserable story connected with the Nicobar Islands, at least with those particular islets visited. To say that a nest of pirates have been discovered is almost too mild a term; all the stories that we have heard of Chinese pirates hardly exceed in their narrative horrors such as we were yesterday told have been perpetrated in the Nicobar Islands, comparatively in our neighbourhood, and these have gone on for years unpunished until now! It is only now that one begins to think of the vessels which are reported as having been missing in the Bay of Bengal, and though there are but a few brought to light the presumption is that a great many more have disappeared, victims to the remorseless cruelty of those savages (we can call them nothing else) who inhabit the Nicobar Islands.

At Trinkut the *Wasp* met two vessels, the *Rattlesnake*, under English colours but belonging to the Sultan of the Maldives, and the *Harriet*, of Penang; they were both at anchor, and trading with the natives. It is reported that the natives threatened to attack the *Rattlesnake* on the departure of the man-of-war. The captain of the *Rattlesnake* stated that he had seen a white (European) woman on the island about eight months ago, in November last. It appears that about six years ago a ship was wrecked on these islands, the captain and crew were all murdered by the natives, the wife of the captain and two children were taken on shore, and the ship plundered. The fate of the poor woman is sad enough; she was passed about from one to another through the whole tribe, according to their wishes, the children being secluded. When the poor lady was seen and spoken to by the captain of the *Rattlesnake* the natives probably got alarmed of the consequences of her being discovered, and the history goes that these miscreants gave her poison in the shape of a well-known poisonous fish, the *ikan buntal*

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This was not sufficient to kill her outright, and the sufferings she endured caused her to scream and cry out so much that one of the chiefs was forced, for his own comfort (!) to take her into the jungle; he returned without her, and she was never more seen. The *Wasp* has brought over three men and one woman as prisoners. One of the men, calling himself Francis, confesses to have had a white woman living with him for four months. These people are detained by the captain of the *Wasp* until further orders.

About two and a-half years ago another brig was seized at the Great Nicobars, the captain and crew murdered, and a lady with two children taken on shore, probably treated in the same way as the former one, at all events, as far as daily life goes there, she is said still to be alive. The hopeful affair in this case is that, as the lady and children are on the Great Nicobar, and in the south-west monsoon which prevails just now, the canoes cannot cross over from Trinkut; the chances are, therefore, that relief will be given by one of our men-of-war before the rascals can despatch her in the same way as previously related. In the month of May, 1864, the three-masted schooner *Baillie Nicol Jarvie*, Capt. Cowie, left this for Rangoon. He has never been heard of since, and it was presumed that he fell into the hands of some of these Nicobar savages. Some time ago it was reportod here that Mrs. Cowie was seen in charge of some natives in the Nicobar Islands. Can it be that she is one of these unfortunates enduring that miserable existence? We are happy to say that conjectures do not point to such a conclusion, for dates are rather obscure on the matter, and indeed we hope so, for death would be preferable to being left to the tender mercies of the Nicobarians. January, 1855, the British ship *Arrogant*, of London, 550 tons, was cast away on the north end of Trincut. What has become of the crew of this vessel? Have they also been made victims of by these savages? That, too, is a question which it behoves our Goverment to elucidate, somehow or other.

A most pertinent question to all this is how is it that we have allowed these people, who are so to speak, quite our neighbours, to carry on their nefarious trade so long? Surely now that the whole affair has been brought to light steps will be taken to remedy it, if not adieu to our prestige in this part of the Archipelago. From the months of March to October the S.W. monsoon blows in the Bay of Bengal and from October to April the N.E. monsoon prevails. The months of April and October are variable. A ship in the S.W. monsoon leaving any of the North-Eastern ports of the bay and bound for the Madras coast or Bombay will have to run down the East side of the Nicobar Islands, thence to the South; but if in the early part of the monsoon, say April, she would take the Sombrero Channel between Nangcowry and Little Nicobar. We would therefore remark that vessels taking this route, which is a usual one in the season we mention, might find themselves in this very nest of pirates with which we are now too well acquainted. Ships sailing from such ports and never again heard of might have their loss easily accounted for by falling into the hands of such scoundrels. The harbour between Nangcowry and Camorta is perhaps one of the finest harbours in the world. It is completely landlocked, and with deep water at its entrances. There is room for a large fleet of first-class vessels, and it is a wonder that such a valuable harbour has been so long neglected. We hope that now, as the *Wasp* has recently been there and reported upon the advantages of such a harbour, it will no longer be left in the hands of savages.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67 AND SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to May 31, 1867	1221501	56341487	47446475		13528945	118538408	50052
Corresponding period last season	1219472	51550971	47231380	747284	14583935	115333042	62899

SHIPMENTS SINCE.

Ship.	From.	
June 1 Serica	Foochow	987,000
— 1 Maitland	Do.	1,147,900
— 2 Belted Will	Canton	1,004,860
— 3 Taeping	Foochow	1,099,900
— 4 Deerfoot	Canton	725,300
— 4 Fiery Cross	Foochow	911,000
— 6 White Adder	Do.	1,376,500
— 7 Min	Canton	828,634
— 8 Ziba	Foochow	737,400
— 8 Taitsing	Do.	1,098,200
— 8 Flying Spur	Do.	934,789
— 10 J. R. Worcester	Shanghai	1,138,727
— 10 Black Prince	Foochow	1,015,000
— 12 Yangtsze	Do.	969,110
— 12 Ariel	Do.	1,184,400
— 13 Benares (ml. str.)	Shanghai, &c.	— 2,200
— 14 Chinaman	Foochow	928,400
— 14 City of Aberdeen	Shanghai	738,700
— 15 Sir Lancelot	Do.	1,355,041
— 15 Eliza Shaw	Hankow	1,000,857
— 17 Challenger	Do.	843,500
— 18 Gossamer	Shanghai	1,046,236
— 18 Ajax (str.)	Do.	1,196,072
— 18 Golden Spur	Foochow	910,400
— 19 Ada	Hankow	916,400
— 20 Taiwan*	Foochow	789,500
— 21 Whinfell		
— 26 Camboge (Fr. ml. str.)	Shanghai, &c.	— 3,356
— 27 Ajax (str.)	Canton	947,060
— 29 Emeu (ml. str.)	Shanghai, &c.	

* Gone ashore in the river Min.

TO UNITED STATES.

		Pcls.
From June 1 to May 31, 1867	34689528	575½
Corresponding period last season	31547497	375

SHIPMENTS SINCE.—None.

TO THE CONTINENT

		Bales
From June 1 to May 31, 1867	1676397	—
Corresponding period last season	3126410	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1, 1866, to May 31, 1867 ... ... 11,030,715 lbs.
Corresponding period last year 10,472,097

SHIPMENTS SINCE.—None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...
„ 1845 to 1846	57,334,200	18,604
„ 1850 to 1851	63,972,000	22,143
„ 1853 to 1854	77,327,800	61,280
„ 1855 to 1856	92,240,300	50,481
„ 1857 to 1858	76,990,255	68,315
„ 1858 to 1859	85,789,792	83,134
„ 1859 to 1860	85,560,452	64,169
„ 1860 to 1861	90,066,160	70,644
„ 1861 to 1862	109,854,040	79,199
„ 1862 to 1863	121,273,580	72,897
„ 1863 to 1864	117,463,586	45,603
„ 1864 to 1865	121,236,870	32,313
„ 1865 to 1866	115,333,042	62,890
„ 1866 to 1867	118,538,408	50,052

EXCHANGES ON LONDON.

[For dates, see first page.]

			Bank.	Private.
At Yokohama	4	months' sight.	4s. 5½d.	4s. 6½d. to 4s. 6¾d.
At Shanghai	4	ditto	6s. 3½d. to 6s. 3¾d.	6s. 4d. to 6s. 4¼d.
At Canton, At Hong Kong, At Macao	4	ditto	4s. 5½d.	4s. 6½d.
At Singapore	4	ditto	4s. 5½d.	4s. 6½d.
At Manila	6	ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 311 to 313 per 100 taels. At Hong Kong, Rs. 221 to 222 per $100. Bar Silver at Shanghai, tls. 111.3.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 75.2.0 per 100; and exchange on Hong Kong, 28 to 29 discount. Hong Kong and Shanghai Bank shares, 3 to 3½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 19 to 29 per cent., prem.; Union Dock Company, 27 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BOWRING—On the 9th August, at Larkbeare, Exeter, the wife of John C. Bowring, Esq., of a son.
COLLINS—On the 28th June, at Hong Kong, the wife of Mr. Charles Collins, of a son.
CRAWFORD—On the 26th June, at Hong Kong, Mrs. D. R. Crawford, of a daughter.

MARRIAGE.

WOOD—BENTON.—On the 7th August, at the parish church of Wakefield, Yorkshire, by the Rev. C. E. Camidge, M.A., Joseph Leach Wood, of Barnsbury, London, and late of Foochow, China, to Eleanor, youngest daughter of the late Joseph Benton Horbury, near Wakefield, Yorks. No cards.

DEATHS.

BURDETT—On the 19th June, at Shanghai, Edward Burdett, aged 35 years.
PATON—On the 19th June, at Shanghai, David Paton, aged 31 years.
WOOLLEY—On the 17th June, at Shanghai, John Woolley, aged 30 years, major in the Imperial service, for some time in charge of the Ordnance Department at Nanking

COMMERCIAL REPORT.

CHINA IMPORTS.

HONG KONG.—A considerable improvement has at length taken place in the market for Grey Cotton Goods and the Chinese have been buyers to a large extent. This is probably owing to the very small stocks on hand, of which the dealers seem only now to have become suddenly aware. Sales of Yarn have been on a large scale, particularly in the first part of the fortnight. In the last few days the market has been quieter, but it closes steady, and no change can be made in quotations. Grey Shirtings have been in great demand, and have been sold to the extent of about 82,000 pieces, the largest settlements of these goods which have been made in one fortnight for upwards of eighteen months. An advance in prices of about 10 cents all round has been established, and the market closes very firm, with a steady demand. There have been a few sales to foreigners on speculation. T-cloths have again advanced about 10 to 15 cents per piece, and there have been large sales both of goods on the spot and to arrive. White Shirtings have shared in the general improvement only to a very small extent; rates are slightly firmer. Fancy Cottons remain completely neglected, and prices tend downwards. Woollens: Spanish Stripes, Long

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Ells, and Lastings show a slight improvement in price, a slight demand having arisen for these goods; Long Ells continue very scarce. Metals: Lead continues firm, as a Canton demand still continues; other metals remain much as before reported. Coals continue firm; a cargo of 1,100 tons Bristol Channel Coal has been sold at 16 dols. per ton ex ship.

SHANGHAI.—The market has somewhat improved; the arrival of the steamer from Tientsin having given an impetus to several articles—any improvement in that market acts favourably on prices here. Grey Shirtings are in fair demand, and holders not forcing sales, prices are steady at quotations; best Eagles 8 lbs. 4 oz. tls. 2.60. T-Cloths: A little lower for inferior makes, but best goods still wanted; of these there there are but few. White Shirtings are quite neglected; Drills in better inquiry and prices rather firmer. Woollens: Long Ells have been placed to a fair extent at tls. 7.25 for H.H. assorted, and 7.20 for C.P.H.; Scarlet do not maintain their value of a fortnight since. Camlets: A few sales of favourite colours are reported at fair prices, but ordinary assortments continue very dull of sale. Spanish Stripes: H.H. have been sold at 65 cents per yard; the demand is not active, and in other woollens there is no new feature. Metals: There is little change to note; buyers have fairly supplied themselves; stocks have not been increased, and prices remain about the same; Nail Rod, for best brands, tls. 2.50 to 2.55 per picul. Coals: Stocks have been increased by the vessels named as arrived from Sydney, and the cargo of the Lady Alice from Nagasaki. Quotations: Cardiff, from ships' side, tls. 15; N. Wales, tls. 14, nominal; English, tls. 14 to 15, nominal; Anthracite, tls. 13 to 13.50, nominal sales, to arrive, at tls. 13.25.

YOKOHAMA.—A decided improvement is noticeable in Grey Shirtings and Cotton Yarn, and a good business, both on the spot and to arrive, has been done in both staples at a slight advance on our last quotations. Stocks of Yarn are very light. We have to notice a contract just concluded for 150 bales, to be delivered in six weeks, at the following rates:—16 to 24s $68, 28 to 32s $70, and 38 to 42s $73. A fair inquiry has commenced for Chintzes and other light summer goods, and it is worth notice that, in consequence of rumours that the French contracts for Black Cloth will be annulled, this article is again saleable, and a slight demand has sprung up. Most other Woollens continued quite inactive, a forced sale of Camlets SS at $15.50 being the only transaction calling for remark. In Metals, more business is doing; a demand existing for hoop and Nail Rod Iron and Lead, and some improvement in prices is apparent.

CHINA EXPORTS.

TEA.

YOKOHAMA.—The new season has been opened by the arrival of about 700 piculs of medium and good medium tea, the bulk of which was bought to complete the cargo of the Benefactress for New York, at an unnecessarily high figure: say from 27.50 to 30 dollars. The quality of this first sample is not satisfactory, but considerable arrivals are now daily expected, when we shall have fair opportunities of judging of the character of the new crop. The remaining stock of last season's tea is about 2,000 piculs, and quite unsaleable. We give no quotations, therefore, for any but the kinds at which, as we have stated, business has been done.

SHANGHAI.—Black.—A small inquiry has sprung up during the past few days for the new Ningchows and Hohows, and as much as Tls. 34.0.0 has been paid for a chop of each kind. Settlements have been light, but a very large amount of reshipments have taken place. The rates paid for the finest Teas are about equivalent to those ruling at the opening of last season, but fair and medium are obtainable at somewhat easier prices. Settlements for the fortnight, 3,700 chests; reshipments on owners' account, 68,400 chests; stock, 46 chops, or 26,500 chests, 72,100 chests. Quotations.—Hohow, fine to finest, 32½ to 34 tls. per pcl.; Oonam, common, 23 to 23½ tls. per pcl.; Ningchow, fair to finest, 29 to 34 tls. per pcl.; Oopack, 29 tls. per pcl. Green.—Only two chops of common Tea have been settled during the fortnight at Tls. 23.5.0, and the season is nearly closed. Settlements for the fortnight, 415 half-chests; stock, 9 chops, or 5,000 half-chests.

HANKOW.—The business of the fortnight has been exceptionally large, and shipments continue on an enormous scale. Two settlements of finest Teas have been made at full rates, while medium to fine have advanced in value nearly Tls. 2.0.0. At the same time sales have been somewhat irregular. Quotations were—Oopacks and Con-sou-kais, medium to good, Tls. 24.0.0 to 29.5.0; finest, Tls. 30.0.0 to 31.5.0 Oonams, fair to fine, Tls. 19.0.0 to 24.5.0. Export of Tea from 1st January to 15th June, 1867, 11,591,467 lbs.; export of Tea from 1st January to 15th June, 1866, 7,414,926 lbs.; increase, 1867, 4,176,541 lbs.; stocks, 29,000 chests.

KIUKIANG.—Black Teas: About 25,000 packages are to hand. With the exception of the purchase of two small chops at tls. 26.0.0 nothing was done on the market till the 11th, when six full chops of finest Ningchows found buyers at tls. 25.5.0 to 28.0.0 per picul, and since that date little has been doing. Quotations were:—Ningchows: Finest, tls. 25,0.0 to 28.0.0. Export from 1st January to 15th June, 1867, 15,097 packages; export for the same months of 1866, 17,106 packages; stock, 30 chops; decrease 1867, 2,009 packages. Green Teas: Nothing has been done.

FOOCHOW.—Congou: The price for the finer descriptions has continued firmly supported during the past fortnight; the rates for the commoner grades, which were slightly easier after the departure of the last mail, have advanced to about the former scale, in consequence of the demand for Australia. Souchong: The teas, being generally of good quality, have been freely taken for shipment to the United Kingdom; a large proportion of this description is more or less "tarry." Oolongs: Full prices have been paid for these kinds, but rates are now slightly easier; the demand for America has not yet commenced. Scented Teas: Those at first offered were deficient in scent, the flowers being very backward; the teas have in many instances, however, commanded full prices; those now coming forward are better scented. The Taewan, bound for London, having a cargo of 789,500 lbs. of tea, struck on the banks outside the mouth of the river, and is likely to become a total wreck. Sales for the fortnight and prices are as follows:—Congou: Dust and broken leaf kinds, 5½ to 9 taels, short; ordinary common, 10 to 14 taels, short; good common, no sales; light flavoury, 19 to 24 taels, short; good flavoury to medium Kysow kinds, 25 to 32 taels, short; fine Kysow kinds, 32 to 40 taels, short; sales, 81,826 chests. Souchong: Common to medium, no sales; good to fine, 30 to 40 taels, short; sales, 11,976 chests. Oolongs: Common to good cargo, 20 to 28 taels, short; fine, 30 to 33 taels, short; sales, 22,300 half-chests. Flowery Pekoes: Common to medium, no sales; fine to finest, no sales. Scented Teas: Common to medium, 18 taels, short; fine to finest, 28 to 36 taels, short; sales, 15,656 boxes.

CANTON.—Country Congous: Three chops have been taken at from Tls. 17 to 18, leaving a stock of 5½ chops or 3,764 pkgs. Although musters of a few chops of the new crop have arrived, it would be premature as yet to express any opinion concerning them. Country Greens remain unnoticed. Canton-made Teas: Considerable settlements have taken place both in Scented Orange Pekoes and Scented Capers; prices have been somewhat irregular, but as a rule they are tending upwards. Canton Congou of new make has received rather more than usual attention, and Gunpowders have been inquired for to a moderate extent. Quotations are as follows:—Country Congou, Tls. 17 to 18; Canton Congou (new make), Tls. 24 to 27; Young Hyson, Tls. 22; Scented Orange Pekoe, 23 to 32; Scented Caper, 13.5 to 29; Gunpowder, 20 to 27.

SILK.

YOKOHAMA.—Business has, of course, been on a very small scale during the fortnight. The exhaustion of our stock is sufficient to account for this, even with the general suspension of home orders, consequent on the fear of war and uncertainty regarding the new European crop. We estimate settlements, consequently, at only 125 piculs, which have been bought, generally, at a slight reduction on our last quotations. Stocks do not exceed 250 piculs, chiefly of mixed, low kinds. Reports from all the districts within reach are most favourable regarding the crop of 1867-8, which, it is generally expected, will show a marked increase over that of the season now closing. The weather has been all that could be wished, both for the worm and its food.

SHANGHAI.—During the past fortnight considerable transactions have taken place at higher rates, and the settlements are estimated at fully 4,000 bales: making a total of 5,700 bales since the 1st June. The demand has been chiefly for chops and good silks, and lower grades could have been bought at comparatively cheaper rates. The late arrivals fully confirm former fears regarding the coarseness of the new silk, the parcels to hand being chiefly very full in size, and owing to the hurried manner in which the silk has been packed to meet the increased demand at this port many of the settlements are much mixed in size and quality. Thus far the reports of the second crop from all districts are satisfactory, and the Chinamen are unanimous in asserting their belief that we shall have fully 45,000 to 50,000 bales of China silk available for export. Arrivals having come forward freely, the unsold stock has increased to 4,000 bales, and about 9,000 bales are known to be close at hand. From Ningpo 300 to 400 bales have been received.

CANTON.—After the arrival of the English mail with rumours that the total yield of the Continental crop would be much smaller than that of last year a good demand for fine silk sprung up. In the absence of stock, buyers in their eagerness only succeeded in forcing up the rates without obtaining any cargo. In the producing districts it seems that native speculators have bought up nearly the whole second crop, which they are now keeping back. Tsatlee reels are very scarce. Quotations are as follows:—Loongkong, No. 1, 560 dols. to 565 dols.; Loongkong, No. 2, 545 dols. to 550 dols.; Kowkong, 500 dols. to 510 dols.; Rereeled Cumchuck, 595 dols. to 600 dols.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG.—From Newcastle, June 16, Helen; 23, Princess, from Cardiff; 27, Stuart Wortley, from Clyde (via Singapore); 21, Taiwang (steamer).

At MANILA.—None.

At SINGAPORE.—From Liverpool, July 6, Condor; 30, from Cardiff, Koffyboom; from Newport, July 2, Heros; from Newcastle, June 30, Cornelie David; 29, Marion.

At PENANG.—From Glasgow, July 2, Huntley Castle.

DEPARTURES.

From YOKOHAMA.—None.

From HANKOW.—For London, June 17, Challenger; 19, Ada.

From SHANGHAI.—For London, June 18, Gossamer; 21, Whinfell.

From FOOCHOW.—For London, June 9, Flying Spur; 10, Black Prince; 12, Yangtsze; 12, Ariel; 18, Golden Spur; 20, Taiwan (since reported as lost in the river).

From HONG KONG and CANTON.—For London, June 27, Ajax (str.); for Hamburg, 14, Peru (from Macao).

From MANILA.—For London, June 13, Monarch; for Liverpool, 11, Hamilla Mitchell; for Cork, 13, Cosmos (via Cebu); 18, Lodore; for New York, 13, Daniel Marcy; 13, Wild Rover; for Boston, 21, Pocahontas.

From SINGAPORE.—For London, June 22, Thusnelda; July 4, Jeanne Meyer, Ajax (str.).

From PENANG.—For London, June 14, Ceylon; 22, Zambeze; July 6, Ajax (str.), for Falmouth, f. o. 12 June, Dr. Peterman.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Havelock, Benefactress.

At SHANGHAI.—For London, Isles of the South, Elmstone, Silver Eagle, Coulnakyle, Peter Denny, Caller Ou, Anglo-Saxon, Agamemnon (str.), Coranjah, Sovereign of India, Mary Whitridge, Star of China, Lennox Castle, Hoang Ho, Jubilee, Maiden Queen. For New York, none.

At FOOCHOW.—For London, Chusan, Belle of Southesk, Shunlee (full), Armadine, Argonaut, Thomas Bell, Morning Star; for Liverpool, Everest.

At HONG KONG and CANTON.—For London, Atma, Niphon, Passe Partout, Wemyss Castle; for Hamburg, Albatross, Maria Lucia.

At MACAO.—For Havana, Cataluna.

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At Manila.—For London, Lady Agnes Duff; for Cadiz, Elena.
At Singapore.—For London, Admiral de Winter, Lanercost; for Liverpool and Glasgow, Edinburgh Castle (full); for Falmouth, (Fr. o.) Antelope; for Boston, Catherine.
At Penang.—For London, Zingra; for Boston, Borneo.

FREIGHTS AND CHARTERS.

At Yokohama.—To London, cotton and tea, £3 to £3 10s. per ton; to New York, £2 10s. to £3.
At Shanghai.—Rates for home have declined to £3 to £3 10s. per ton; tonnage in harbour abundant. There is but little offering in coast freights.
At Foochow.—To London, £3 10s. per ton.
At Hong Kong and Canton.—Tonnage is somewhat scarce both for home and coasting voyages, and all available vessels have been taken up. Rates, though firm, remain at £3 per ton. The circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at 17, representing 9,293 tons.
At Manila.—Tonnage continues very scarce, and no disengaged vessels in port. The settlements during the fortnight have been the Cosmos to load a full cargo of unclayed sugar at Cebu for Cork or Falmouth for orders, to discharge in the United Kingdom, at £3. 12s. 6d. per 20 cwt. net weight delivered, or £4. 2s. 6d. if discharged on the Continent; the Lady Agnes Duff proceeds to London, obtaining £3. 7s. 6d. per ton for dry sugar, and £3. 10s. per ton for hemp; the Sir Harry Parkes gets £3. 10s. per ton for 300 tons sugar, and £5 per ton for about 600 tons hemp, calling at Pernambuco for orders, to discharge in New York or Boston, or any port in the United Kingdom.
At Singapore.—Rates have further advanced; vessels on the berth for London are loading at £3. 10s. per ton, for some articles of light freight £3. 15s. is asked. Tonnage scarce, and it is possible a further advance may take place.
At Penang.—The Zingra, 485 tons, has taken the berth for London, and gets £3. 15s. for tin and hides, £3. 10s. for sugar and light freight; £4 per ton for measurement, and 4d. per gallon for rum. The Huntley Castle offers to load for London at £3. 10s. dead weight, £3. 5s. light freight, and £3. 15s. for measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
June 10	Barracouta	Liverpool	Yokohama
— 11	Naomi	London	Hong Kong
— 12	Windham	Newport	Hong Kong
— —	Mozambique	Hamburg	Amoor River
— 13	Senator Weber	Liverpool	Hong Kong
— 16	Johanna Mathilde	Newport	Hong Kong
— 17	D. Maria Pia	Lisbon	Macao
— —	Caractacus	London	Yokohama
— —	Windward	Hong Kong	New York
— 18	Samuel Russell	New York	Hong Kong
— —	Sarcinia	Liverpool	Hong Kong
— 19	Concepcion	Cadiz	Manila
— 20	Kosmos	Macao	London
— 21	Lochnagar	Cardiff	Hong Kong
— 22	Titania	Rio Janeiro	Shanghai
— 25	Solent	London	Hong Kong
— 26	Patriot Queen	Singapore	Liverpool
— 27	Niggara	Toulon	Saigon
— —	Northfleet	London	Hong Kong
— —	Taeping	Foochow	London

SHIPS' REPORTS.

HONG HONG.

The P.M.S.S. Co.'s steamer Costo Rica reports having left New York April 1st, and arrived in St. Vincent on the 15th. Left again 21st after coaling, and proceeded to Capetown, arriving there May 11th. On the 15th proceeded for Mauritius, where she arrived on the 27th, and after staying only seven hours left again same date. On the 11th inst. she arrived at Singapore, where she remained until the 18th, having experienced fine weather during the entire passage.

The British steamer Taiwan, from Aberdeen *via* Singapore, reports that on June 11 she spoke the barque Emilie, from Singapore, bound to Amoy; same day when about N.E. of Singapore, saw the John Bright steering to northward and eastward. On June 14, off Cape Paddang, saw a full rigged clipper ship flying British colours and No. 9,248 third distinguishing pendant. Two hours afterwards saw a similar full rigged clipper ship, English ensign and No, 9,812, the pendant not distinguishable, being entangled with the upper flag of the signal, which was either 9 or 0; she had double topsail yards on all three masts, and both ships looked like Steele's build. June 15, 10 A.M., exchanged signals with the British ship Min, from Macao, bound to London, in lat. 14.30 North longitude 109.30 E. On the afternoon of the 17th the barometer began to fall rapidly with a northerly wind. Ran into Sampan harbour in the island of Hainan and anchored; wind veering to N.E. with heavy gusts. 18th. Tremendous gale from E.N.E.; veered cable to 60 fathoms on both anchors; midnight, heavy gale from E.S.E., with much rain; barometer, 29.19. At noon on 19th wind S. and barometer rising; weighed anchor and proceeded to Hong Kong.

The British ship Chanticleer, from Saigon June 2nd, reports having experienced light southerly winds and fine weather during the passage. On the 5th at daybreak, when off Collao Ray, a long and low piratical craft very heavily rigged, carrying a studding sail of European canvas and stink pots at the mast head, came out from under the land, and at 9 A.M. bore up in the wake and gave chase; she was about three miles distant at the time, and the wind was light. She kept in chase all day until nine o'clock in the evening, by which time she had come up to within three quarters of a mile distant, when the breeze fortunately freshened and the vessel began to crawl away from the pirate, who at once hauled his wind, firing two guns, and ran in for the land again. On the 8th at noon, in lat. 19.50 N., long. 112.25 E., passed H.M.S. Urgent.

COMMERCIAL POSTSCRIPT.

Arrivals not in the Tables.—August 6, off Dungeness, from Java, Regina Maris, Sirius; at Palais, B.I., from Saigon, Ines; 8, at Falmouth, from Akyab, Coquetdale; 6, at Gironde, from Saigon, Palais Gallien; 8, at Deal, from Singapore, John Cobbold; 7, at Texel, from Batavia, Electra, from Tjilatjap; Edouard and Marie; at Cuxhaven, from Hong Kong, Picciola; 8, at Texel, from Banjoewangie, Calumet; July 27, at Boston, from Manila, Cyclone.

Departures.—Aug. 6, from Sunderland, for Galle, T. B. Ord, for Batavia, Francina Wilhelmine; from Liverpool, for Hong Kong, Coringa; 9, from London, for Singapore, Arab Steed; 7, from Newport, for Hong Kong, Glenlee; from the Clyde, for Colombo, Christian Rankin; 8, from Sunderland, for Galle, Elliotts; 5, from Nieuwe Diep, for Batavia, Australie; 12, from London, for Galle and Cochin, Anne Lucey; 7, from Shields, for Galle, Annie Comrie; 8, for Penang, Alice, for Hong Kong, Queen of the Ocean; 10, from Liverpool, for Shanghai, Lorton.

Laid On.—At London, for Singapore and Penang, Anne Dymes, James Paton; at Liverpool, for Manila, Jesus; at Glasgow for Singapore, Roslin Castle.

Spoken.—Englishman, Liverpool to Hong Kong, June 30, 10 N., 36 W.; Maria, Batavia to Middleburg, July 18, 37 N., 38 W.; Yang-tsze, Foochow to London, June 19, 16 N., 114 E.; Bourse d'Anvers, Cardiff to Hong Kong, June 22, 19 S., 32 W.; Augusta, Amsterdam to Batavia, July 3, 12 N., 26 W.; Cameo, Shields to Ceylon, July 3, 12 N., 26 W.; Emma Arvigne, Macao to Havana, May 13, 29 S., 41 E.; Eliza Laing, Colombo to London, May 21, 33 S., 32 E.; Ernonting (?), Colombo to London, July 13, 33 N., 43 W. Nazarene, Milford to Shanghai, July 6, 12 N., 26 W.; Glenheten, Shields to Shanghai, 36 days out, July 5, 9 N., 25 W.; Palma, Cardiff to Hong Kong, July 26, 50 N., 7 W.; Stad Leyden, Batavia, to Rotterdam, July 10, 27 S., 8 E.; Ocean Rover, for Galle, Aug. 10, 49 N., 6 W.; Sea Witch, Batavia to New York, June 16, 30 S., 35 E.

Casualties.—The Pieter Adolf, Jaski, which arrived at Batavia from London, May 26, had sustained damage in her cargo, having been struck by seas, when much water got into the cabin, &c. The Kinderdyk, Verdoes, which arrived at Batavia from Cardiff, May 26, had encountered heavy gales off the Cape of Good Hope, in which she lost her starboard bulwark, steering wheel, &c., and had two men seriously injured. The Tweelingen, Brugus, which arrived at Batavia from Cardiff, May 26, had lost spars, bulwarks, &c., and would have to proceed to Onrust to repair.

Miscellaneous.—The Neckar, Heidon, which sailed from London on the 4th inst., was not bound for Batavia as reported. The Admiralty have accepted the Hesperia for conveyance of stores to Colombo. At St. Helena, June 29, Elsabea, Kohn, from Nagasaki, and sailed 30 for New York; Tjilingsie, Ouwerhand, from Batavia, and sailed for Amsterdam; 30, Lady Bird, Mantle, from Colombo, and sailed July 4 for London; July 1, Hermine Marie Elizabeth, Dyker, from Tjilatjap, and sailed 2 for Amsterdam; 3, Jose and Maria, Ron, from Manila, and sailed 5 for Havana; 7, Dresden, Caulfield, from Singapore, and sailed 8 for Boston; 8, Ariosto, Penny, from Macao, and sailed 9 for Havana; 10, Anna, Bok, from Samarang, and sailed for Rotterdam; Cervantes, Aguirre, from Macao, for Havana; 12, Silver Cloud, Atkinson, from Colombo, and sailed 13 for London; 13, John Stanton, jun., White, from Singapore; 15, Vanguard, Scott, from Shanghai, and sailed for London; Johanna Hendrika, Lleeuwen, from Sourabaya, and sailed for Amsterdam; Silesia, Ewing, from Manila; Hugh Fortescue, Perriam, from Canton: Empress, Stranach, from Colombo.

At Simon's Bay, July 2, Island Queen, sailed for Shanghai.

The Admiralty have invited tenders for the conveyance of 12 tons, measurement, stores from the Thames to Hong Kong.

Portions of the cargo of the Mathilde, Decker, from Penang to London, which put in at Helena 23 June, leaky, and a large portion of the cargo of the Galilei (Dutch ship), from Banjoewangie to Amsterdam, which was at Algoa Bay, discharging on the 22nd June, on account of damage by striking on her anchor, have been landed in a damaged state and sold.

The Gunboats in China.—Our latest advices from China (says the *Army and Navy Gazette*) represent the gunboats as being in excellent order, and in the highest state of discipline. Their commanders were looking forward with anxiety for the arrival of the new Commander-in-Chief, Vice-Admiral the Hon. Sir H. Keppel, as they were in hopes that he would be provided with an organised plan for putting down piracy, which would not only give them and their crews a certain amount of prize-money, but, what they more valued for themselves, chances of promotion. The duties on the China station are responsible, and very frequently irksome. The distance from home is great. The climate is admittedly most injurious to European constitutions, and there seems always a fatality attending an officer when he has once been there; he is generally selected to go out again. The Lords of the Admiralty might, just by way of encouragement, grant a commander's commission annually to the officer who has most distinguished himself during the year. In the squadron some of the lieutenants can boast of ten, and even twelve years' seniority. Verily, patience is very much exercised in China.

Coolies at New Orleans.—In connection (says the *New York Times*) with the reported arrival of coolies at New Orleans, brought hither to be used as labourers on the Mississippi sugar plantations, it may be interesting to know that Ah Yuk, a Commissioner from the Chinese Government, has concluded contracts with a number of Lousiana, Alabama, and Texas planters to bring 5,000 more Celestials to this country for their use, and that they will arrive within a few months. Ah Yuk intends to bring them here himself, and will remain in New Orleans for a few months after their arrival to insure the fulfilment of the requirements of the contract, among which is an agreement that in case of the death of any of the labourers their remains shall be returned to China at the expense of the employers. The planters expect to profit greatly by the introduction of this class of labour, to supply the places of the women and children of the freedmen, who are now supported by their husbands and fathers, and attending schools, instead of working as field hands as they did when slaves.

The iron screw steam storeship *Hesper*, 2 Staff-Commander James G. H. Thain, from China, arrived at St. Helena July 4, and sailed on the 5th for England.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

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The London & China Telegraph.

LONDON, TUESDAY, AUG. 13, 1867.

THE RIVAL TELEGRAPHS TO INDIA.

In a late issue we noticed three new plans for establishing a more satisfactory system of telegraphic communication with India and the East. These comprised, firstly, the Anglo-Indian Company, which proposes to construct an independent line by way of Susa, Modica, Malta, and Egypt; secondly, the India, China, and Colonial Company, which prefers a complete chain of submarine cables, starting from Falmouth, *via* Gibraltar and Egypt; and thirdly, a plan for an entirely new route through Prussia and Russia. The details of the last-mentioned undertaking were at that time incomplete, but a tolerably full account of the plan having recently been made public, we are now in a better position to compare the respective merits of the rival schemes. The name of the last new company is not yet announced; we understand however, that a direction has been established both in London and Berlin. It is proposed, in the first place, to lay a cable across the Channel, connecting the English and Prussian coasts, and to connect this with the Black Sea by a land line through Prussia and Russia. The Black Sea would be crossed by a new submarine cable 280 miles in length, from the Crimea to the Circassian shore, whence another land line would complete the connection with the existing Persian Gulf line to Kurrachee and Bombay.

Each scheme of course has its special merits, nor must we expect to find either of them entirely free from defects. The Anglo-Indian line will probably be the first in operation, and being carried by a short and direct route, and worked throughout by an English staff, there seems no reason to doubt that the anticipations of the company—that they will be able to transmit messages between London and Bombay in six hours—will be fulfilled. The arrangement by which a second route to Alexandria is secured is especially valuable as a provision against the oft-recurring interruptions to which cables in the Mediterranean are liable; and the advantageous contract made with the Telegraph Construction and Maintenance Company is a sufficient guarantee for permanent efficiency. The only weak point we can find in the prospectus of this company is, strange to say, contained in its very first line: "The object of this company "is to establish, *under one control and management in London*, a "direct and thoroughly effective line of telegraph *via* Egypt and "Aden, to India, with extensions hereafter to Singapore, China, "Japan, and Australia." Of the advantages likely to accrue from an undivided *management* in London there can be no doubt; but the *control*, we fear, at least of the Continental portion, would rapidly pass out of the hands of the London board of directors in the event of a general European war breaking out—and we see no indications of the immediate arrival of the Millennium. But we cannot have everything. This objection entirely disappears in the scheme of the India, China, and Colonial Company, for, as we have already seen, its chief feature is the almost entire abolition of land lines, and the wires will nowhere touch foreign soil except in the transit across Egypt. Politically, therefore, this route would seem to possess decided advantages over any of its competitors; but submarine cables are expensive to lay down, and still more so to keep in repair, especially in the Mediterranean and the Red Sea. As regards original cost of construction the overhead line through Prussia and Russia would probably be cheapest of all; but this recommendation by no means extends to its subsequent maintenance, for in Russia the land lines constantly require repair in consequence of ice collecting on the wires and breaking them down. This liability to interruption has other than mere pecuniary disadvantages. Our last advices from China state that Grant's telegraphic service *via* Kiachta, which has lately proved so useful during the summer months, had been temporarily interrupted by a breakdown of the Russian lines from this cause. And with the still unsettled "Eastern question" staring us in the face, it is impossible to forget that a war with Russia would close this route at once. Still, there is no reason why all three should not be carried out. In a mercantile point of view all will be useful; competition will ensure careful management and a moderate traffic; and political considerations render a choice of routes always valuable.

THE POSTAL SERVICE.

All apprehensions concerning the probability of our overland mails falling into the hands of the French company have been set at rest by a distinct disavowal of the Duke of Montrose of any such intention on the part of Her Majesty's Government. So far, so good; but the Postmaster-General goes further than this, and takes upon himself to declare that no such idea ever has been entertained, an assertion which is strangely inconsistent with facts. In his statement to the House of Lords on the 9th instant the noble Duke said:—

A very curious idea has got into the public mind on the subject, namely, that in following out the recommendations of the committee we intended to give up the control of the postal communication with India, and throw it into the hands of foreign Governments. This is almost entirely a mistake. *Such an idea never entered into my mind or into that of any other member of the Government;* and the only ground for it could be that in giving notice for tenders we did not put into them that we would not contract with any foreign Government.

Now compare this with the following report of a question and answer on the same subject in the House of Commons on the 3rd of June last:—

Mr. Childers asked the Secretary of the Treasury whether any overtures had been made to the French Post-office with a view to render the French mail service to India and China more available for the purposes of this country under the new system of postal communications, as recommended by the committee of last session?

Mr. Hunt replied that forms of tender had been sent out, *and it was hoped that the Messageries Imperiales might be induced to make an offer*.

The Postmaster-General says that the idea of allowing a foreign company to compete "never entered his mind, or that of any other member of the Government;" the Secretary to the Treasury says that forms of tender have been sent to the French company, and "he hopes they will be induced to make an offer." Mr. Crawford, the champion of common sense against official stupidity, has written a letter to *The Times*, pointing out how absurdly the two departments are at variance; but comment on so glaring a discrepancy is almost needless. Really, my lords and gentlemen, you should endeavour to be a little more consistent!

THE FAILURE OF MESSRS. LYALL, STILL AND CO.

Our last issue contained a report of the examination of Messrs. C. F. Still and George Maclean, two of the partners in the firm of Messrs. Lyall, Still and Co., before the Court of Bankruptcy at Hong Kong. Our readers will have been astonished to find that no opposition was offered to their passing through the court. We must confess that we were struck with amazement at the following statements made in court on the bankrupts' affairs which, according to the report of the official assignee, stand briefly as $635,935 on the wrong, and only $2,000 on the right side.

The Chief Justice said this was a most satisfactory statement, and was what should be expected from the position and reputation of the firm here in Hong Kong. The accounts and statements appeared to have been drawn up with very great care and very much attention.

Mr. Whyte here observed that, as representing his three clients, Liebert, Mendel, and Henderson, he did not intend to ask any questions, or to oppose the bankrupts' discharge.

Mr. Pollard stated that so far as Messrs. Fussell and Co. were concerned, for whom he appeared, he had no questions to ask and no opposition to make. He appeared also for the Oriental Bank, who had a possible interest in the bankruptcy. A gentleman of the bank's staff had examined the books, and had found them so correct that no opposition was offered.

His Lordship, in doing so, remarked that, from what he had seen, he thought nothing had entered the case which could be said to go beyond the common state of things present in any bankruptcy. It was satisfactory that the books told the whole tale, as that was the first merit in any bankruptcy, and both bankrupts were entitled to that credit in this case. They would leave the court without the slightest imputation, except that certain want of prudence which characterised almost every one who traded

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largely in China. There were, however, different interpretations of what constituted a want of prudence in the legal meaning of the term. That which in a place like London or Liverpool—[Mr. Pollard: Or Manchester (laughter).]—would be nothing extraordinary, would in a small town be looked on as an excess of speculation quite incompatible with fair business. The bankrupts had breathed a China air and formed China habits; they had played for high risks and lost; and he thought that those who had supplied them with the means of such extravagant speculation had the least cause to complain.

This expression of opinion in Hong Kong on the failure of the firm is so diametrically opposed to that current in London and Manchester that we have considered it our duty to examine into the case, and we regret that the result is very unfavourable to the bankrupts. It has been correctly described as "a very bad case," and how Judge SMALE could commit himself to such an expression of opinion—amounting really to panegyric on the conduct of the bankrupts—is a mystery. Surely his legal mind must have seen that there were most important irregularities in the matter of the assignment of goods per *Min*, as that case had been heard before the court, and in summing up his Lordship decidedly did so in favour of MENDEL and LIEBERT, the vendors of the goods, and against the right of the bankrupts to make over the property to the banks as security for overdue obligations. Here is what his Lordship is reported to have said :—

Did the parties who took the bills of lading take them with knowledge, or under circumstance in which reasonable men must have known that these men were insolvent, and that they ought not to have parted with goods at the time. First, as against Mr. Kaiser, this point presents itself. I repeat it because I think it important, that he resorted to a threat of a kind which was not excusable even if he then knew the firm was insolvent. I leave it to you as men of business to consider under the circumstances, must the man using so unjustifiable a threat be taken not to have known that the firm was insolvent.

Really, one cannot help inferring, in the face of such apparent obfuscation, that his Lordship had himself very largely absorbed the China air and "China habits" to which he attributed the bankrupts' disasters. The expressions on the 24th June are so totally at variance with those of the 6th, that no small amount of criticism has resulted. It is unusual, and rather too bad that any judge should go out of his way to animadvert on the discretion of the parties who had trusted the firm of LYALL, STILL, and Co., by stating that he "thought "that those who had supplied them with the means of such "extravagant speculation had the least cause to complain." Now this expression very emphatically partakes of the nature of adding insult to injury, and it is most inexplicable how his Lordship could commit such an indiscretion. At this stage we will enlighten him as to the manner in which the "means" were supplied by the Manchester houses. Mr. GEORGE LYALL and Mr. C. F. STILL, the two senior partners, then, being resident in London—and, according to report, living in mansions at Hyde-park in Oriental magnificence, and having good connexions, including Messrs. CHALMERS, GUTHRIE and Co., who acted as their financial agents—no difficulty was found in obtaining credits, and in the usual way negotiating with Manchester houses for the shipment of cotton and woollen goods. Messrs. LIEBERT, MENDEL, and HENDERSON informed them that for some years, owing to heavy losses by failures in India and China, and the altered condition of the trade, they had been in the habit of conducting such business on certain conditions—that they did not part with goods unconditionally. The nature of their terms will be best understood by the following heading of an invoice :—

Invoice of 170 bales forwarded to Messrs. Killick, Martin, and Co., London, for shipment per *Ariel*, and consigned to Messrs. Lyall, Still, and Co., Hong Kong, for realisation, proceeds to be remitted specially to meet Messrs. Geo. Lyall and C. F. Still's acceptances against the shipment.

The terms were assented to by Messrs. LYALL and STILL, and subsequently by the firm at Hong Kong conducted by Mr. MACLEAN. This gentleman wrote to one of the Manchester houses under date the 14th December, 1866, as follows :—

We have the pleasure to acknowledge your favour of 24th Oct., in which you refer especially to the arrangement entered into between your good selves and Messrs. George Lyall and C. F. Still for the remittance from this side of cost of four shipments of goods purchased on our account. These arrangements we have now to say will be carefully attended to by us, and remittances will be made in the form appended to your letter. Copies of our letters advising remittances to our friends will be sent to you regularly."

Notwithstanding this letter it appears that Mr. MACLEAN handed over to certain banks shipping documents of the goods that were afloat on that very day, and even previous to that date—viz., on the 30th Nov.; and on the 22nd Dec. they made an assignment to the banks of all, or nearly all, the property they possessed, although they were to all intents and purposes insolvents. This act was certainly one of the grossest injustice to the bulk of the creditors. That Mr. MACLEAN knew that the firm was insolvent appears clear by a letter in the hands of the official assignee. The letter is dated 27th December, and addressed to Mr. Lyall, and runs as follows :—

"As I told you in my last, I had a long chat with Pounceforte, the Attorney-General, and his great idea was that Kayser and Kaye should be kept quiet here, so as to give every chance at home, as so much depended upon that. Pollard, who was consulted two or three days after the mail left, by the two above-mentioned bankers, came to me to talk the matter over in a friendly way and see what could be arranged, so that these two banks might say they had made satisfactory arrangements with Lyall, Still, and Co. Pounceforte and Pollard eventually came to the conclusion that the best thing that could be done would be to give these two banks a lien on such property as I could muster up. The two lawyers both considered that Kayser and Kaye were first entitled, the one legally the other morally, to be satisfied, even at the expense of other creditors, hereafter; and if things came to the worst, and if the document which I have signed is proved to be illegal by the other creditors, as to all intents and purposes we were insolvent at the time, then Kayser and Kaye have no advantage, and would not retain their lien. Kayser is supposed to hold his as security for acceptance of the drafts by Chalmers, Guthrie, and Co., I having been unable to give documents, and Kaye for balance of account, in both cases hard cash having been paid, one in consideration of my promising to do something which afterwards I was unable to carry out."

Now we know that it is customary with banks to "grab all" in a case of this sort, but it is also customary for them to disgorge without demur such portion as can be shown to be held by the assignors in trust. It is idle to pretend that Messrs. KAYE and KAYSER did not know that LYALL, STILL and Co. held the documents covering the goods of MENDEL, LEIBERT and HENDERSON then afloat under certain special agreements as to the proceeds, although this is a point for the consciences of the bank managers and Mr. MACLEAN; but we condemn their conduct in attempting to defend their claim when the facts of the case were known beyond doubt. By the verdict of the jury they have a triumph over the victims who trusted to the *honour* of the partners; but as announced in our last, it is the intention of Messrs. MENDEL and LIEBERT to appeal against the verdict to the Privy Council. The case of Messrs. HENDERSON has not yet been brought to trial, and this accounts for the counsel, Mr. WHYTE, stating at the examination of Messrs. STILL and MACLEAN that he had no opposition to offer. This statement created most profound astonishment in this country, when placed in juxtaposition with the statements current as to the flagrant wrong inflicted on the Manchester houses. It appears that on Mr. WHYTE rising to examine the bankrupts he was informed by the Judge that if he examined either of them "as to any of the debts due to "them by the bankrupts, he would consider it to be a proof of "those debts, and an election by him to proceed in bankruptcy "and so to waive any right to stop *in transitu* that was already "claimed, or to avail ourselves of the benefit of any lien or "legal remedies."

Mr. WHYTE was thus prevented from bringing to light the entire *modus operandi* by which the firm had been kept afloat up to the final crash. This is to be regretted, as the moral character of China firms has suffered an immense blow, and it is only just that such acts should be made an example of, and not glossed over in the manner they have been. It is nothing more than a burlesque that the bankrupts should be told that they leave the Court without the slightest imputation, and be positively complimented on the nice manner in which they kept their books! It is not necessary for us to detail all we have been informed on this subject; but if one tithe of the acts imputed to these gentlemen be true, we blush for the honour of the China trade.

WE understand that private telegrams have been received from Hong Kong, announcing that the affairs of Messrs. DENT and Co. have been thrown into bankruptcy. The "Union Insurance Society," hitherto managed exclusively by Messrs. DENT and Co., is in future to be placed on an independent basis. It is reported that at a recent meeting of shareholders the accounts submitted showed a large deficit; this, however, is in direct contradiction to a statement made some months since that the funds of the "Union" were intact, and its affairs in a satisfactory condition. We trust the latter version may prove the correct one, but on this and other matters connected with the failure of this firm we shall have more to say in our next issue.

THE high prices ruling of late for China raw silk have rendered the published calculations of cost per lb. laid down in London of little practical utility. The new tables issued by

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Mr. Edward Holdsworth contain, in addition to *pro forma* invoices and account sales of silk shipped to London, the cost per lb. of China raw and waste silk laid down in London at 5s. 6d. to 7s. 5d. per tael exchange for raw, and 5s. to 7s. 6d. for waste. The cost per picul of raw silk is calculated in these tables at 200 to 800 taels, and of waste at 5 to 64 taels.

We notice that the *Taeping* was the first of the tea clippers to pass Anjer. She left Foochow on the 3rd June, and passed Anjer on the 27th. The *Maitland* sailed two, and the *Serica* four days before her.

The Civil Service.—Foreign-office.—Mr. H. B. Bristow has been appointed student interpreter in China or Japan. The Queen has been graciously pleased to appoint William Graham Sandford, Esq., now a Third Secretary, to be a Second Secretary in Her Majesty's Diplomatic Service.

Parliamentary Intelligence.

HOUSE OF LORDS.

POSTAL COMMUNICATIONS.

(Aug. 9th.) The Duke of Montrose: I beg to lay upon the table a postal convention between this country and the United States, under which the postage between the two countries would be reduced from one shilling to sixpence. We hope that, in addition to this reduction, we shall have a more frequent communication with America; and I have little doubt that in a short time we shall arrive at what, perhaps, we never could before have expected—a daily communication with the United States. By means of this convention we shall also be able to reduce very considerably the postage to Canada. The letters to Canada passing through the United States will be reduced from one shilling to eightpence. We shall also have an opportunity of facilitating the communication with the new colony of British Columbia. We shall be enabled to send letters there in a much shorter time than by the present route by the Isthmus of Panama, and at a very much reduced cost. I think your lordships will consider that these arrangements will be satisfactory to the country at large. I must say that the United States Government have acted with the greatest cordiality and with the greatest anxiety to facilitate all these communications. (Hear.) I am anxious to take this opportunity of making some remarks on the subject of our postal arrangements with India and China. After long consideration of the subject, a committee of your lordships' House recommended the Government to give notice for the termination of the existing contracts for the purpose of having fresh tenders and a more frequent communication with India. It was proposed that we should have a weekly mail to Bombay, and that a mail should proceed by railway from Bombay to Calcutta and Madras. We have followed out the recommendations of the committee. We have given notice to terminate the existing contracts, and advertised for tenders for future contracts to run mails from Marseilles to Alexandria, and from Alexandria to Bombay, China, and Australia. But a very curious idea has got into the public mind on the subject, and it has been alluded to in the other House of Parliament, and in many of the newspapers—namely, that in following out the recommendations of the committee we intended to give up the control of the postal communication with India, and to throw it entirely into the hands of foreign Governments. This is most entirely and gratuitously a mistake. Such an idea never entered into my mind, or into that of any other member of the Government; and the only ground for it could be that in giving notice for tenders we did not put into them that we would not contract with any foreign Government. From that people have taken the idea that we were to contract with the Messageries Imperiales, and give up the control of the communication by our own vessels. In the committee of the House of Commons it was suggested that we should avail ourselves of the Messageries Imperiales in several cases, and even that we should throw it into their hands if they offered a cheaper service than our own countrymen. That is wrong, but I do not say that we shall not under some circumstances avail ourselves of that company, and at present we send some letters on their way to China by their boats. But these are only supplementary arrangements associated with the boats under our own control. To throw everything into the hands of any foreign country would be extremely impolitic, even although in the first instance it might enable us to perform the service cheaper. As I have said, there has been an entire mistake, and the supposed arrangement, which, as I have said, was never entertained, was suggested by the very persons who now find fault with it. They said we should not keep up the contract with the Peninsular and Oriental Company, and that we should give them notice and throw it open; but now they find fault with the Government for doing what they recommended, saying that the Peninsular and Oriental Company have some very fine ships, and have done the work satisfactorily. I would not have troubled your lordships with this statement if there had not been such an entire misconception on the subject, of which it was desirable that the public should be disabused.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

About the new Minister of the Colonial Department a deep silence prevails now in the press, only the *Arnheinsche Courant* said that Mr. Hasselman accepted the portfolio with the condition that again an Indian ground-rent Bill should be brought in Parliament, whilst in this Bill should be stipulated that the right of possession should be granted to the natives. You will remember that the Second Chamber amended in this sense the last Bill, which led to a Ministerial crisis. The assertion may more or less be true, but I cannot warrant it. The same paper also told that the Minister of the War Department has the intention to augment the militia with 25,000 soldiers, so that the budget of war will be brought from 13 to 20 millions. This, however, was firmly denied by the Ministerial paper, which ascertained that the militia will only be increased with a few thousand men.

Much is said in our papers about the losses involved by the insurance societies during the last year, so that most of them are not able to pay a dividend, whilst some have lost a good part of their capital. It is of too much interest that I should not reproduce what is said about it in a small local paper, because it is worthy to be known generally that during the last year the "Javasche Zee en Brand Assurantie Maatschappy" lost its reserve fund and 50,000f. of its capital; the "Bataviasche Zee en Brand Assurantie Maatschappy" lost 50,000f. of its capital of 180,000f.; the "Koloniale Zee en Brand Assurantie Maatschappy" lost its reserve of 50,000f. and 66,000f. of its capital; the "Tweede Koloniale Zee en Brand Assurantie Maatschappy" (established last year) lost 61,000f.; and the "Oosterling" (established last year) 30,760f. of its capital. The very unsatisfactory result of the companies who are represented here is due to the fact that they accept too great risks and insure too large sums upon the several ships.

COMMERCIAL.

Coffee.—The market remains in a very good position, because there was more demand for consumption. For Malang coffee of the last sale of the Dutch Trading Company somewhat higher prices were paid; the white yellow, yellow, and brown sorts are very scarce. Of private imports 800 bags ordinary to good ordinary greenish, some brownish, and 800 bags good ordinary greenish, ex Kandeish, were sold at different prices. Imported were 3,144 piculs Java, ex Triton; 1,034 piculs, per Eva Johanna; and 2,612 piculs, ex Landbouw. The deliveries in June amounted to 45,314 b., against 27,101 in 1866, and 58,332 in 1865. From January 1 to July 31, 1867, 484,694 b., against 358,397 in 1866, and 470,830 b. in 1865. Stock, 474,660 bags, against 473,586 in 1866, and 482,413 in 1865; floating are for the Dutch Trading Co., 190,000 bags, and for private account, 41,200 b. Total stock in Holland (including all qualities), 525,500 b., against 530,100 in 1866. The Trading Company will offer on the 21st inst. 97,700 b. Java, Padang, and Menado coffee in public auction.

Sugar (Raw).—The 38,924 baskets Java which were sold by the Dutch Trading Company on the 24th ultimo realised full May prices for brown and yellow sorts, and f. ½ to ¼ under them for white quality. For export were taken 5,000 baskets, and the rest by home refiners. The result of the sale made a very good impression upon the demand, which has been very firm since. Of private imports 8,500 baskets were sold before and after the sale, of which 3,500 per Eva Johanna at full July prices to ¼f. higher. The unsold stock of Java at the Dutch Trading Company was on the 1st inst. 28,825 baskets, against 49,854 in 1866. Stock in first private hand 50,033 oaskets and 1,730 mats, as well here as in Amsterdam. Yesterday were sold 2,221 baskets Java at 29½f.; No. 11¾, damp and very damp, ex Triton.

Tea.—The market is unaltered; the quotation is for China Congou, 80c. to 175c.; and for Java do., 65c. to 75c., according to the quality.

Rice.—The market is very firm; of uncleaned, 1,896 b. Sourabaya, ex Maassluis were sold at Amsterdam at a little above 8f., and here, 2,500 b. Rangoon floating, per d'Elmina, at 7½f., and 1,000 b. at 7⅝f. Imported were 10,200 b. Rangoon per New Brunswick, and 9,800 Bassein per John Allen, 3,000 piculs per Landbouw, and 1,000 b. do. per Eva Johanna.

Spices.—Firm; Nutmegs No. 1, 96c.; No. 2, 86c. to 87c.; Mace D, 108c.; Cloves No. 2, 29c.; Java Cinnamon No. 3, 136c., but cannot be bought now under 140c.; the stock is very insignificant; of Pepper 745 b. Sumatra ex Aletta Augusta were sold at different prices. On the 28th inst. the Dutch Trading Company will offer in sale 550 casks Nutmegs, 560 casks Mace, 195 b. Cinnamon, and 1462 b. Pepper. The deliveries in July were as follows: 34 casks Nutmegs, 28 do. Mace, 10 b. Cloves, and 24 b. Cinnamon.

Tobacco.—Of Java the following imports took place: per Surat, 240 b. H and A Blitar; 225 b. do. do. Kedirie; 500 b. Kotta; 441 b. P and A; 214 b. G B; 290 b. A S Malang; 95 b. K P; 75 b. Tanak Nanjie; 219 b. P and A. For the Java Malang the prices were low, because the quality was very inferior; for the Djarit there was a good demand, and the prices paid very high. Stock in first hand 5,179 b., and at Amsterdam 7,022 b. The Rotterdam Stock will be offered for sale in this month.

Indigo.—For Java there was much demand, some lots good to fine were sold at higher prices; ordinary quality sells very difficult. The 450 chests imported per Kanagawa and Princess Amalia will soon be brought into the market.

Cotton.—With some demand for export; 300 b. were sold at 45c. for middling fair, Dhollerah at 46c. to 47c. for fair, and 49c. for good fair.

Manufactures.—The market is unaltered, and the quotation is for 6½ Madapollams and Calicots 5f. to f.5.10 each; No 28 Warps, 14¼d.; No 14, 13¼d.; No. 30, Cops, 13d.; No. 16 do., 12¼d.

Tin.—For Banca the market is quiet; the quotation is 53f. to 52¾f.; 100 slabs were sold at 53¼f.; and 800 slabs at 53f. Billiton is quoted 52¼f.

Rattans.—153,460 b. at auction by the Dutch Trading Company, on the 1st inst., were sold as follows:—

At Rotterdam:			At Amsterdam:		
Banjermassing	f.5.	to f.8.60	Banjermassing	f.7.50	to f.11.80
Padang	6.	to 12.70	Padang	11.80	to 14.90
Koetie	4.50	to 7.20	Koetie	5.50	to 8 80
Different sorts	7.	to 7.40	Different sorts	6.	to 10.

Miscellaneous.—Of Preserved Ginger 350 chests China will be offered for sale; the valuation is from 85c. to 90c. Camphor, firm, but quiet. Cassia Lignea, quiet. Cassia Vera: With some transactions at 35c. for ordinary quality. Cassia-oil: 4½f.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 7.

The endeavours of Mr. August Behn to emancipate the German and other Continental shipowners from the thraldom of the French *Bureau Veritas* by the establishment of a "Germanic Lloyd's"—of which I gave your readers some account a few months ago—have been crowned with the most

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signal success, and the full concurrence of the shipowners and underwriters in Bremen and Lubeck, in the Baltic ports and in Denmark, Sweden, and Norway. The Association has declared itself "constituted," and is in full operation. The central seat is Hamburg, with branches at the principal ports. The following is a list of the directors:—August Behn, Shipowner, Hamburg, President; F. H. Bitter, Managing Director of the Hamburg Marine Assurance Company of 1866, Vice-President; A. Beel, Managing Director of the Marine Assurance Company of 1859 at Lubeck; F. Harkort, formerly Captain in the Army, Knight of the Iron Cross of Bravery, Hornbruck, near Dortmund; Franz Paetow, Shipowner, Rostock; Fr. Schuler, Shipbuilder, Stettin; and R. Werner, Captain in the Prussian Royal Navy, and Director of the Royal Dockyard at Danzig. The two last-named gentlemen form also the technical committee.

It is understood that the directors have placed themselves in communication with the French "Registre Maritime," the "Lloyd Austriaco" at Trieste, the "Associated Underwriters" at Copenhagen, and the "Norske (or Northern) Veritas" at Stockholm, and intend with their full concurrence to publish a Register of Shipping, the materials for which are now being collected, and the work will appear on the 1st of October next. The fees for surveys of vessel are fixed at very low rates, so that there will be no complaints on that score. Two dollars will be the charge for a simple survey, and the fees of watching the building and repairs of vessels less than half the amount authorised by the Bureau Veritas to be charged. The signs for the first-class will be A1 and A2, B for the second-class, C1 and Ck for the third (signifying long or short voyages). Ships to remain ten years in the first-class, but after four years must undergo a fresh survey. At Bremen and the other ports on the Weser the shipowners, underwriters, captains, and shipbuilders are all most favourably disposed to support the new institution to their utmost, and hopefully prognosticate that in less than ten years the "Bureau Veritas" will be talked of as a thing of the past and an historical fact.

Great fears are entertained here that the Prussian Government is seriously contemplating cutting the Gordian knot of the vexed question of the railway bridge over the Elbe between this city and Harburg—which has been in negotiation between Hamburg and the Government of Hanover for more than twenty years without finding a solution—by taking the matter in their own hands, and building it from Harburg to a point on the Holstein side of the river below Altona, thus circumventing Hamburg and entirely cutting us off from direct communication with the sea. So much is certain, that a Prussian railway engineer has been sent down to "study" the locality, and draw up a report with estimates. The line has already been surveyed and staked out, and as the execution of the works will be not only difficult, but must last five or six years, as the bottom to a great depth is all morass and soft mud, the estimated cost is twenty-five millions of dollars, or about £3,500,000, whilst the estimates for the two bridges across the two arms of the Elbe and the island of Wilhelmsburg from this city to Harburg, the plans and surveys for which have long since been prepared, were only ten millions of dollars. I need scarcely add that should the plan be really executed the commerce of Hamburg and Altona will be irreparably ruined, as it is not to be supposed that the arches of the new railway bridge will be either high enough or wide enough to admit the passage of large steamers and three-masted sailing vessels at all times of the tide, and in the night too, which would be a dangerous operation; nor could the navigation be carried on if obliged to depend on the arrival or departure of railway trains, and the consequent temporary opening of a swing bridge. It is a great question whether Prussia, though undoubtedly in the possession of both banks of the Elbe, would have the right, in an international point of view, of cutting off the communication with the sea for an independent State. Hamburg is now quite as much a seaport as London, but should the bridge be built where now projected, Hamburg will become as much an inland city as Dresden or Berlin. Our only hope is that Prussia will not be prepared to throw away five-and-twenty millions of dollars, when the object may be obtained without its costing her anything, for it might easily be made a condition in the concession about to be granted to the Cologne and Minden Railway Company, who are willing to undertake the construction of the so-called Paris and Hamburg direct railway, that they be bound to make the bridge from Harburg to Hamburg, the more so as the Hamburg Government has declared its readiness not only to bear five millions, or one-half of the estimated cost, but to give up without any remuneration the land required for the terminus and other parts of the works.

COMMERCIAL.

On the whole the produce markets have been quiet since last mail, and there is but little to report. Rice firm. Cassia Lignea continues in good demand, at 11½ sch. bco. Pepper is more in request, and among the transactions were 1,500 bags of Singapore, at 3 5-16ths sch. bco. The holders of Spelter will not listen to lower offers, and steadily adhere to their demands of 13⅞ marks banco, both for delivery and in loco. As no buyers can be found at that figure, there have been no transactions.

SHIPPING INTELLIGENCE.

ARRIVED.—Grossvater, from Java.

LOADING.—Pudel, for Singapore and Penang; Isabelita, Manila; Aldebaran and Energie, for Hong Kong; Saturnus, for Shanghai; Christine, for Nagasaki and Yokohama.

Monetary and Commercial.

The China Steam and Labuan Coal Company have received advices from their managing director at Labuan giving satisfactory accounts of the possibility of bringing the undertaking into remunerative working without additional outlay. The following circular, dated 9th August, has been issued by the liquidators of the company:—

Notice is hereby given, that a general meeting of the members of the company will be held at the London Tavern, Bishopsgate-street, in the city of London, on Thursday, the 15th day of August, 1867, at two o'clock in the afternoon, to receive and consider the reports of Mr. J. Spencer Price and the company's agents in the East; also a statement of accounts, and to pass such resolutions with reference to the affairs of the company as such meeting may think fit. J. D. H. ELPHINSTONE, JAS. B. GIBBONS, } Liquidators.

The *Pantheon* steamer from New Orleans brought 800,000 dollars, some of which have only fetched 4s. 11½d. per oz., showing a further decline of ⅛d. The demand for China has very much slackened within the last few days, and further arrivals of dollars are expected shortly.

The report of the Electric and International Telegraph Company, presented on the 7th inst., shows an available balance of £68,995, and recommends a dividend of 5 per cent. for the half-year, or at the rate of 10 per cent. per annum. The receipts have slightly exceeded those of the corresponding period of last year, but have not shown the usual ratio of increase, owing, it is presumed, to the general inactivity of business and total absence of speculation. A sum of £10,000 is to be carried to the trust fund, which will then stand at £105,174, and a balance of £4,626 will remain to be carried forward. With regard to the agitation in favour of the taking over of the telegraph system by the State, the directors have never been able to elicit any information as to the intentions of the Government. They hope by the date of their next report the uncertainty may be removed, since it tends to paralyse arrangements that might otherwise be made for an extension of their operations.

The half-yearly general meeting of the shareholders of the City Discount Company (Limited) was held at the London Tavern, when the directors recommended that out of the balance of £4,859 11s. 8d. the sum of £500 be written off preliminary expenses; that a dividend of 10 per cent. per annum, free of income tax, be declared; and that the balance, amounting to £1,496, be carried forward to the next account. The report was unanimously adopted.

At the general meeting of shareholders of the East London Bank (Limited) the directors' report was adopted, and a dividend at the rate of 5 per cent. per annum was declared.

At the meeting of the shareholders of the Bank of Egypt a dividend was declared at the usual rate of 10 per cent. per annum for the half-year. £5,000 was also carried to the reserve fund, which is thus raised to £50,000, and a balance of £8,810 remains to be carried forward to the next account.

A meeting of Spanish Passive Bondholders has been held to consider the terms of settlement offered by the Government. Mr. David Robertson, M.P., presided, and announced a proposal of Messrs. Baring to advance to the holders of the exterior stock, to enable them to subscribe for the additional amount they are to be forced to take, a sum of £800,000, which would be equal to 50 per cent. of such payment. The advance would be for six months, at the rate of 5 per cent. per annum, with ¼ per cent. commission, the stock being held as security. A strong feeling was immediately manifested that these conditions would present no advantage whatever, and that in fact to entertain them would be simply to trifle with the interests of a body of claimants who have already for so many years experienced great injustice. It was therefore resolved, with apparently only two or three dissentients, that the terms should be rejected, and that application should be made to the Committee of the Stock Exchange to continue the exclusion of Spanish securities from the London market.

At a meeting of the Eastern Assam Company it was announced that the directors are not in a position to recommend a dividend, owing to the partial suspension of operations occasioned by the suits in Chancery.

The directors of John Crossley and Sons (Limited) have declared an interim dividend of 15s. per share for the past half-year, being equal to 15 per cent. per annum.

An extraordinary meeting of the Telegraph to India Company was held on the 9th, when the agreement with the Telegraph Construction and Maintenance Company was confirmed.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Aug. 9.	Prices Aug. 11.
£10	Agra Bank, A shares	6	—	—
10	Do. B do.	—	—	—
25	Bank of Egypt	All	—	—
20	Chartered Bank Ind., Aust., & China	All	—	—
25	Chartered Merc. of India and China	All	26 to 28	26 to 28
20	City Bank	10	12 to 14 x.d.	12 to 14 xd.
50	London and County	20	54 to 56	54 to 56
50	London Joint Stock	15	37 to 39 x.d.	37 to 39 xd.
100	London and Westminster	20	87 to 90 x.d.	89 to 91 xd.
25	Oriental Bank Corporation	All	42 to 43	42 to 43
50	Union of London	15	39 to 40	39 to 40
	MISCELLANEOUS.			
5	Bombay Gas	All	4¼ to 4½	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	108 to 110	108 to 110
—	Do. Do. 1873	100	104 to 106	104 to 106
20	Ceylon Company	10	2¼ to 1⅛ dis.	2¼ to 1⅛ dis.
20	Do. A shares	5	2¼ to 1⅛ dis.	2¼ to 1⅛ dis.
20	China Steamship & Labuan Coal Co	13⅛	13⅛ to 12⅛ dis.	13⅛ to 12⅛ dis.
10	Credit Foncier & Mobilier of England	9	6 to 5⅛ dis.	5⅛ to 5⅛ dis.
20	Egyptian Com. & Trading Company	6	4¼ to 4¼ dis.	4¼ to 4¼ dis.
10	General Credit & Discount Company	7½	2¼ to 2¼ dis.	2¼ to 2¼ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2½ to 2½ dis.	2¼ to 2¼ dis.
5	Oriental Gas	All	5¼ to 5⅝	5¼ to 5⅝
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	48 to 50	49 to 51
50	Do. New 1855	All	48 to 50	49 to 51
50	Do. Do. 1867	5	4 to 2 dis	4 to 2 dis.
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do.	All	1 to 3	1 to 3
100	West India Steam Company	60	86 to 88	86 to 88

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ARTICLES OF IMPORT.

Tea.—The public sale of last week was larger than any that have been held for many months past, and consisted principally of a good selection of Congous and Scented Teas. The prices obtained for Congous were very irregular, owing to the hesitation of buyers; but, on the whole, they showed a decline on those given at the last sale. There is no alteration of importance in the value of Scented Teas, with the exception of the lower grades of Scented Orange Pekoes, which are rather lower, and all descriptions of Green Tea realised full prices. Some dust sold at the sale at 4½d. to 5d., but it was offered "with all faults." Some interest was taken in a few parcels of Japan Greens, ex Rifleman, which has just arrived, and a few transactions in them have taken place, and the remainder of this cargo will no doubt be readily disposed of, as there is a good demand for all descriptions of Green Teas. The market price of Common Congou is 11d. per lb. Sound Broken Leaf can be bought at 6½d. per lb., and Tea Dust at about 5½d. per lb.

Silk.—Since our last report the Silk market has experienced little or no change, no one buying beyond present requirements. The absence of demand, both at home and abroad, has been almost unprecedented, and prices are mostly nominal. The arrival this week of some of the early settlements of the new China crop has created a slight diversion, about 400 bales finding buyers; the opening price of Tsatlees being 26s. to 30s. In Canton Silk there has been some little business doing at rather easier rates, but the assortment is by no means generally desirable. Japan Silk is quite neglected. The total deliveries show a slight improvement, being 407 bales China, and 234 bales Japan. We can as yet discern no general improvement in the Silk market; the first unloading of new Chinas has naturally attracted some attention, and led to some little business, but there is no disposition on the part of the trade to buy more Silk than is absolutely necessary, and speculation seems out of the question. The opening price for classic No. 3 Tsatlee, 29s., is higher than some people expected, but appears moderate as compared with the quotations we have for some time past been accustomed to. There is a wide margin between chop Silk and medium and inferior descriptions, red Peacock having been sold at 26s. 6d., and good No. 4 at 26s. The estimate of export for the season has been reduced by recent telegrams from China to 40,000 bales, and if the reported failure of the second crop prove true, it is possible that even this figure may not be reached. In Japan Silk there is nothing doing, the best descriptions of Mibash are firmly held, but ordinary and inferior qualities are pressed for sale.

	s.	d.		s.	d.
China:—Tsatlee, No. 1 & 2					
,, No. 3	26	0	to	30	0
,, Hangchow	24	0	to	27	0
Yuenfa and Hainin, No. 1 & 2...	26	0	to	28	6
,, ,, No. 3	23	0	to	25	0
Taysaam, No. 1 & 2	25	0	to	27	6
,, No. 3	23	0	to	24	0
Long Reel	18	0	to	23	0
Skeins	19	0	to	20	0
Canton	17	0	to	23	0
Japan:—Mibash & Sinchew, No. 1 & 2	31	0	to	34	6
No. 3	29	6	to	30	6
Ida, Bricks, No. 1 & 2	28	0	to	31	0
No. 3	25	0	to	26	0
Sodai, No. 1 & 2	27	0	to	30	0
No. 3	24	0	to	26	0

Cotton.—The market since our last report has remained extremely quiet, the business having been to some extent restricted by the firmness of holders. The only sale of China reported is of 30 bales fair quality at 8¼d. per lb.

Coffee.—There has been a good demand, and although supplies have been ample, the values of good current descriptions have been maintained. Fine sorts have shown an advancing tendency, but common and low qualities have sold irregularly and at lower rates. The shipments from Ceylon at the last returns were 714,000 cwts., against 723,000 last season, made up of 545,000 cwts. Plantation and 169,000 cwts. Native, against 510,000 and 213,000, and the quantity now afloat for this country is 13,000 tons, against 18,000 last year. The principal transactions on the spot, with the latest prices paid, have comprised 8,000 casks 2,000 bags Plantation Ceylon, low middling to good bold greens 74s. 6d. to 84s. 6d., low middling to good middling blue 74s. 6d. to 82s., bold 85s. 6d., peaberry 91s. to 95s.; 200 casks 2,500 bags Native Ceylon, fine ordinary bold 64s., good ordinary 59s., small 50s., peaberry 65s. 6d. to 66s.; and 8,000 packages East India—Singapore, ordinary 45s. to 48s., Java 68s. The total deliveries of coffee in Holland from the 1st of January to the 31st of July were 484,694 bags, against 358,397 bags in 1866, and the stock at the end of last month was 525,500 bags, against 530,100 bags.

Cutch.—In fair demand, and 2,000 packages good Pegu have realised 37s. to 38s. per cwt.

Camphor.—China and Japan descriptions are firm, with fair private business at £6 15s. to £7 per cwt.

Gum Benjamin.—The market is steady, and of 56 cases Siam at auction half sold at £24 to £24 15s. per cwt. for fine third quality, and £11 to £11 15s. for dark. Of 42 cases Sumatra three-fourths sold at £8 2s. 6d. to £8 12s. 6d. per cwt. for false packed second quality.

Galls.—The transactions have comprised 100 cases China at 64s., and a small portion Japan at 58s. per cwt.

Manila Hemp.—The market is now firm, with a moderate business at fully the previous rates, 587 bales having been sold at auction at £49 10s. to £50 5s. per ton for fair current quality.

Pepper.—There has been a fair inquiry for black privately, and nearly 3,000 bags have been sold, Penang at 2⅞d. to 2 15-16d., Singapore 3¼d. to 3 5-16d., and Tellicherry at 3¼d. At public sale, 840 bags Penang were all taken at 2⅞d.; also 164 bags Singapore White at 5d. to 5¼d., and 100 bags privately at 5d. cash.

Rice.—A rise in the Corn market, consequent upon the uncertain weather, has been followed by a movement in this article. Owing, however, to the small stock there has been but little in which to operate on the spot, and in consequence the greater part of the transactions have taken place in floating cargoes or parcels. About 18,000 bags have changed hands on the spot at full to rather higher prices, viz., 10s. 9d. to 12s. 3d. for Soft-grain, and 16s. to 16s. 6d. for white Bengal. Of floating cargoes about forty have changed hands, the latest sales being at 11s. to 11s. 3d. for Necranzie, Bassein, and Rangoon, besides parcels equivalent to about 5,000 tons at 11s. 6d. to 12s. 6d. for distant shipment Ballam, and 11s. 4½d. to 11s. 9d. for Rangoon. There has been a moderate demand for Cleaned at about previous rates. The Imports into London to date have been 3,296 tons, against 10,156 and 23,661; the deliveries 27,487, against 30,686 and 43,272, and the stock is 5,609 tons, against 12,771 and 21,611 at the corresponding periods of 1866 and 1865 respectively. To Liverpool the imports to 1st August were 19,287 tons, against 26,159 and 12,841; the deliveries 34,773, against 36,648 and 43,667, and the stock was 7,204 tons, against 17,510 last year and 12,224 in 1865.

Sugar.—There has been a fair demand from the trade, but speculators having done but little in the article scarcely any alteration in prices has taken place, and quotations of most descriptions are about the same as on the 8th ult. Foreign refined continues to be offered at prices lower than to allow the English refiners to compete with profitable results, but as the prospects of supply from the cane-growing countries indicate an out-turn by no means equal to our requirements, it is not probable that any material fall in values will take place, unless, indeed, the production of beetroot sugar should be on a larger scale than hitherto. The deliveries in all the sugar-consuming countries are progressing most satisfactorily, showing a decided and steady increase. The last sale of the Dutch Trading Company took place on the 24th ult., and comprised 39,000 baskets Java; grey and yellow realised the rates current at the May sale, but white sold at ½ fl. decline. The principal transactions on the spot have comprised 14,000 casks West India; 16,000 bags Mauritus; 3,000 bags Bengal; 14,000 bags Madras; 1,500 bags Penang; 33,000 bags Manila; 1,200 casks Cuba and Porto Rico, and 850 bags Guatemala. The imports of sugar into the United Kingdom during the seven months ending 31st July amounted to 341,758 tons, against 322,277; the deliveries for home consumption were 316,846 tons, against 272,761, and for export and coastwise 5,966 tons, against 13,006. The stock on the 1st August was 189,736 tons, against 221,253 at the same date in 1866.

Spices.—At the quarterly sales on the 29th ultimo, comprising 1,260 bales Ceylon, good and fine qualities were difficult to sell, and only partly realised at moderate prices; medium quality brought full rates, and the inferior sorts an advance of 1d. to 2d. on the April sales, viz., fourths 1s. 3d. to 1s. 8d., thirds 1s. 10d. to 2s. 1d., seconds 2s. to 2s. 6d., firsts 2s. to 2s. 9d., and superior 2s. 5d. to 3s. 1d. per lb. Mace continues scarce and firm; 2 cases Penang at auction sold at 1s. 10d. to 1s. 11d. per lb. for medium reddish. Nutmegs are 1d. to 2d. per lb. dearer, with increased inquiry; good business done privately; 14 cases Penang and 87 cases Batavia sold at auction at 1s. 2d. to 1s. 9d. per lb. for ordinary small to middling medium. Sapanwood: Steady, and 9 tons Siam at auction realised £12 to £12 15s., also one-third of 35 tons Ceylon offered, realised £10 15s. per ton.

Tapioca.—At auction 136 bags Singapore were chiefly sold, good middling and good white 4½d. to 5d. per lb.; and 165 bags pearl Tapioca fetched 30s. to 31s. per cwt.

ARTICLES OF EXPORT.

Iron.—The quotations in London are for Welsh bars, £5 15s. to £6; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

Steel.—Swedish kegs, £15 to £15 10s.

Copper.—Sheet and Sheathing, £79 to £83 per ton; yellow metal, 7d. to 7¾d. per lb.

Tin.—£91 for block; £92 for common bars. Tin plates, best charcoal I.C., 30s. to 31s.

Lead, &c.—English pig, W.B., £21 5s.; shot, patent, £23; sheet, £20 15s.; spelter, £20 17s. 6d.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s.

The following is from the Circular of Messrs. French and Smith:—There has been no activity in the Metal Market the past month, the increasing abundance and cheapness of money having apparently no influence. Almost all transactions reported have been for immediate consumption or shipment. Iron: Scotch and Welsh are quoted a shade easier; Staffordshire is steady, with a good demand for the East; as some few of the railways are on the market again for Rails, a firmer tone in this branch of the trade may reasonably be expected. Copper is rather lower than at the beginning of July. The mail, on 13th ult., brought advices of charters for about 1,400 tons Copper, 850 tons of which were Bars. That on the 29th ult. brought advices of about 1,800 tons Copper, of which 1,200 were Bars. Sales of Bars have been made at £67 10s. Prices now quoted are: Burra, £84 to £85; Wallaroo, £82 to £83; English Tough Cake, £75 to £76; Chili Bars, £68 to £69. Tin: A large business was done in Tin during July, principally for immediate delivery; and the quantity of Straits taken out of warehouse here is very large. The consumption in England continues great, especially for Tin-Plate manufacturers, whose works were never more fully employed. The price for fine Straits in July was between £86 10s. and £87; it is rather weak at the latter quotation to-day through some pressing sellers. Banca is steady in Holland at 53 guilders; English firm, at quotations. Tin Plates are in very good demand, and, notwithstanding the large production, prices are rather stronger. The shipments in July were 140,000 boxes, against 165,000 boxes same month in 1866. By the Board of Trade returns, the exports, January to June, were 86,690 tons, against 84,750 tons in 1866, and 30,410 in 1865. Lead is more inquired for, although there is at present no improvement in price. Spelter advanced in the middle of July to £21 5s., at which some small business was done, but has gone back to £20 17s. 6d. The stock on 31st July was 3,627 tons, against 6,808 tons in 1866. Quicksilver unchanged.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£62,375
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	35,665
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

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FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	100,000
Foo-chow-Foo	—	—
Shanghai	—	144,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£48,628	£45,018
To Batavia	6,575	—
To Hong Kong	4 000	5,284
To Shanghai	—	30,408
To Yokohama	—	44,183

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
—	Belpore	Alexander	Rangoon	Off Queenstown.
July 25	William	Foote	Singapore	Cowes.
—	Roslin Castle	—	Do.	Glasgow.
— 24	Helvoetsluis	Rems	Java	Brouwershaven.
— 24	Ida Gertruida	Moerkerken	Batavia	Off Dungeness.
— 24	Martin	Dahl	Bassein	Copenhagen.
— 25	Prinses Amalia	Ryn	Batavia	Brouwershaven.
— 28	Agra	McCauley	Akyab	Falmouth.
— 27	Rifleman	Parson	Nagasaki	Off the Lizard.
— 6	Niemann	Beckwith	Macao	Barbadoes.
— 29	Margaretha	Meyer	Akyab	Falmouth.
— 29	Constance	Kimmerer	Do.	Off Do.
— 30	Batavia	Westendorf	Do.	Do.
— 28	Landbouw	Sissingh	Banjoewangie	Texel.
— 31	Cleopatra	Camelli	Akyab	Falmouth.
— 31	Gustav	Kjar	Do.	Do.
Aug. 4	Warrior	—	Do.	Off the Start.
—	Columbus	Adie	Rangoon	Queenstown.
July 31	City of Manchester	Shand	Bassein	Falmouth.
Aug. 1	Bristolian	White	Akyab	Do.
— 1	Eudora	Barker	Do.	Do.
— 1	Bryn Ivor	Dowdall	Bassein	Do.
— 1	Mandarin	Mutter	Rangoon	Do.
— 1	General Windham	Leslie	Do.	Do.
July 29	Karen	Matern	Akyab	Copenhagen.
— 29	Corn. Wern. Eduard	Swart	Batavia	Brouwershaven.
— 29	Triton	Schey	Do.	Do.
—	Cameo	—	Akyab	Off Queenstown.
— 31	Trio	—	Rangoon	Off Falmouth.
—	Wanderer	—	Do.	Queenstown.
— 31	Admiral de Ruyter	—	Java	Off Dungeness.
— 30	James Paton	Allison	Penang	Off the Goodwin Sands.
— 27	Mary Edey	Efford	Colombo	Gibraltar.
— 23	Lord Nelson	Jeffrey	Do.	New York.
Aug. 3	Alexandra	—	Rangoon	London.
— 3	Freya	Popp	Do.	Falmouth
— 3	Martaban	Fife	Do.	Do.
— 3	Siam	Fischer	Do.	Do.
— 3	Tellus	Magnussen	Akyab	Off Do.
— 3	Agincourt	Ramsay	Do.	Do.
— 3	Manfred	Scott	Rangoon	Do.
— 2	Sultana	Kruise	Batavia	Falmouth.
— 4	Cuba	Hamon	Rangoon	Do.
July 29	Maria Elise	—	Batavia	Off Beachy Head
— 31	John Bellamy	Calvert	Shanghai	Off Falmouth.
Aug. 4	J. G. Fichte	Meyerdieck	Rangoon	Do.
—	Granville	Gallichan	Colombo	Off the Land's End
— 1	Coquetdale	Wood	Sourabaya	Scilly.
— 5	Jesus	—	Zebu	Liverpool.
— 2	Snaresbrook	Wood	Akyab	Queenstown.
July 18	Santa Justa	Ochoa	Macao	Havana,
— 19	J. A. U.	Soltura	Do.	Do.
— 19	Encarnacion	Gardaqui	Do.	Do.
Aug. 6	Roska	Bertelsen	Nagasaki	London.
— 5	Phillis	Gasket	Colombo	Deal.
— 3	Batavia	—	Bassein	Off Plymouth.
— 5	Montrose	McIntyre	Akyab	Falmouth.
— 5	Kate Kellock	—	Do.	Liverpool.
— 1	Bato	Rotgans	Batavia	Texel.
— 1	Herman de Ruiter	Esink	Samarang	Do.
— 1	Peking	Deinum	Padang	Do.
— 1	Eva Johanna	Hordyk	Batavia	Brouwershaven.
— 1	Helena	Knudgen	Singapore	Trieste.
July 5	Altagracia	Landa	Macao	Havana.
Aug. 7	Glenbervie	Dawson	Colombo	London.
— 7	Eastern Empire	Jury	Rangoon	Do.
— 6	County of Lanark	—	Batavia	Deal.
— 7	Eskdale	—	Colombo	Do.
— 5	Koning Willem II.	Besseling	Batavia	Off Dover.
—	Borealis	—	Shanghai	New York.
— 7	Cuico Hermanos	—	Manila	London.
— 6	Alexander	Dempster	Akyab	Falmouth.
— 7	Maraquita	—	Rangoon	Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 25	Charlotte	Fearon	Hg. Kg. & Canton	London.
— 24	Nouveau Nomade	Marchandeau	Singapore	Cardiff.
— 25	Schelde	Hoffman	Do.	Newport.
— 27	Eastern Queen	Milburn	Japan	London.
— 27	Beemah	Wakeham	Shanghai	Do.
— 26	Alvington	Adams	Singapore	Cardiff.
— 29	Peterborough	Orchard	Shanghai	London.
— 27	Bagota	Jones	Singapore	Liverpool.
—	Lina	Opdahl	Hong Kong	Newcastle.
— 27	Heather Bell	Findlay	Singapore	Liverpool.
— 31	Sea King	Clark	Colombo	London.
— 30	Assyrian	Mearns	Shanghai	Cardiff.
— 24	Bristow	Crombie	Sourabaya	Glasgow.
— 31	Sarah March	Merton	Shanghai	Cardiff.
— 30	Aunt Lizzie	Proctor	Do.	Swansea.
— 30	Ocean Rover	Hammond	Galle	Sunderland.

DEPARTURES—*continued.*

Date.	Ship.	Captain.	For	From
July 31	Mary Ann Johnstone	Leader	Manila	Shields.
Aug. 1	Bonnie Dundee	Connor	Galle	Penarth.
— 1	Tres de Mayo	Cabieces	Manila	Liverpool.
— 2	Adolfo	Erquiaga	Do.	Do.
— 3	Helen's Bank	Reid	Penang	London.
— 2	Alaric	Theakstone	Galle	Liverpool.
Jne. 22	Fung Shuey (s.)	Watson	Singapore	Rio de Janeiro.
July 4	Guam	Page	Shanghai	Do.
—	Lichtstraal	Jansen	Batavia	Rotterdam.
—	Johanna and Wilhelm	—	Do.	Amsterdam.
Aug. 4	John L. Dimmock	Howard	Shanghai	Cardiff.
— 5	Ernst Maria	Gennich	Do.	Do.
— 3	Devonshire	Durkee	Do.	Penarth.
— 4	Neckar	Heidom	Batavia	London.
—	Petronella	Liecher	Do.	Rotterdam.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, St. Dunstan. For Yokohama and Nagasaki: Pampero, Broadwater. For Shanghai: Durham, Shakspere, Sir Jamsetjee Family. For Hong Kong: Channel Queen, Sophie. For Hong Kong and Canton: The Tweed, Chaa-Sze, Avon, Albert Victor. For Manila: Aureliana. For Singapore and Penang: Queen of Ceylon. For Singapore: Arab Steed, Coldstream. For Batavia and Sourabaya: William Stewart, Couranto. For Penang: Chaturanga. For Colombo: Seafield, Thames, Hesperia, Palestine, Granville. For Colombo and Calcutta: Clyde, Peeress, Harkaway. For Galle and Cochin: Ann Lucey.

At LIVERPOOL.—For Yokohama: Recife. For Yokohama or Hong Kong: Golden Dream. For Shanghai: Leon Crespo, Alarm. For Singapore: Indian Empire, For Manila: Olano, Feliz, For Batavia and Singapore: Lancastria. For Ceylon: Peter Symons. For Galle: Ongus. For Bangkok: Kalahome (s.).

At GLASGOW.—For Yokohama: Runnymede. For Hong Kong: Suomi. For Manila: Rosa del Turia, Manuel. For Batavia and Sourabaya: County of Bute. For Colombo: Christian Rankine. For Penang: Margaret Falconer.

SPOKEN.

ZEEMANSHOOP, Rotterdam to Batavia, June 28, 9 N., 25 W.
EMILE, Batavia to Rotterdam, April 27, 35 S., 26 E.
PICCIOLA (Hamb. barq.), Hong Kong to Lubec, July 22, 46 N., 22 W.
ARIA AND BETSY, Cardiff to Singapore, June 25, 8 N., 24 W.
JACOB ROGGEVEEN, Amsterdam to Batavia, June 3, 4 N., 24 W.
CYCLONE (ship), Manila to London, May 18, 34 S., 27 E.
REGINA MARIS, Samarang to Rotterdam, July 23, 48 N., 23 W.
ZUSTERS (Dut. ship), Newcastle to Batavia, July 12, 44 N., 13 W.
PALAIS GALLIEN, Saigon to Falmouth, July 20, 39 N., 32 W.
TALCK, Amsterdam to Batavia, June 23, 17 N., 24 W.
JOHN PELHAM (?) Hg. Kg. to London, 50 days out, May 8, 32 S., 42 E.
HENRIETTA, Amstdm. to Padang, 41 days out, 6 S. 31 W.
VILLE DE NANTES, of Newport, for Colombo, June 3, 4 N. (?) 27 W.
OSPREY, London to Hong Kong, June 22, 6 N., 24 W.
SAMUEL, for Shanghai, July 1, 8 N., 27 W.
ONRUST, Macao to Havana, April 18, 13 S., 94 E.
YEAVERING BELLE, Shields to London, June 18, 10 N., 24 W.
EDWARD AND MARIA, Java to Amstdm., June 29, 7 N., 23 W.
SIRIUS, Batavia to Amstdm., July 28, 48 N., 16 W.
ROYAL DIADEM, Swansea to Shanghai, July 3, 12 N., 28 W.
TWEE GEZUSTERS, Newcastle to Batavia, July 12, 44 N., 23 W.
LADY COLLINGS (?) (Brit. bq.), from Colombo, July 17, 36 N., 41 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports remain unaltered; coal freights from the Northern outports continue firm.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meast. To Nagasaki: 50s. weight or meast. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 35s. weight, 40s. meast. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meast. To Ceylon: 25s. to 30s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance from Liverpool or Gravesend to Singapore of about 7 officers, 1 lady, 3 children 106 men, 10 women, and 15 children; from the Thames to Hong Kong of 15 tons (meast.) Snider rifles, 15 tons (weight) asphalte and tar; and from the Thames to Ceylon of 35 tons naval masts and stores, and 36 tons (meast,) Snider rifles and ordnance stores; also of 12 tons (meast.) Snider rifles from the Thames to Japan.

CASUALTIES.

The Aria and Betsy, from Cardiff to Singapore, was spoken 25th June, 8 N., 24 W., with loss of topgallant mast, topmasthead, topsailyard and jibboom.

The Thos. Blyth, MacGiven, of and from Liverpool to Shanghai, foundered at sea 6th July, in lat. 35 S., lon. 30. W., crew arrived at Pernambuco.

The Spirit of the Deep, which sailed from Penang for London 25 May, has been totally lost near Acheen Head, crew saved.

The Minister Pahud, Lipjes, sailed from Batavia for Holland on the 1st Jan., and has not since been heard of.

MISCELLANEOUS.

At ST. VINCENT, C.V.—June 27, Adeline (s.s.), Findlay, from London, and left, 29, for Japan.

The Empress, Strarach, from Colombo did not arrive at Deal July 23, as reported.

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New Harbour, Singapore, June, 1867.

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		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	50,000,000	... £2,000,000
To be paid up	Sept. 15, 1867	10,000,000	... £400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

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DE LA LITTERATURE ARAMEENNE; par Munk de l'Institut (since deceased).

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

DR. J. COLLIS BROWNE'S CHLORODYNE. CAUTION.—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the Government Stamp. Overwhelming medical testimony accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell-street, Bloomsbury, London. The immense demand enables the proprietors to reduce the price; it is now sold in bottles, 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

AGENT: Hong Kong, Mr. A. S. WATSON.

J. T. DAVENPORT, 33, GREAT RUSSELL-STREET, LONDON W.C.

Be not misled by the statements of unscrupulous persons, as the Defendant was termed by the Vice-Chancellor

THE CAPE, INDIA, AND CHINA AGENCY.

ORDERS for GOODS of all descriptions executed, and Shipped by the Overland Route or by Clipper sailing vessels. Consignments Produce realised. The Goods are selected by parties who have had personal experience of the requirements of the markets at the

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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

** Passengers east ward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental. Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month. Passengers by this route are less than ten days in the tropics.

The next departures from San Francisco are:—

GREAT REPUBLIC, 5,000 tons, September 3rd.

CHINA*, 5,000 tons, October 14th.

COLORADO, 4,000 tons, November —.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

* Name changed from "Celestial Empire."

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 93, Leadenhall-street, London; or THOMAS HILL, Southampton.

NEW OCEAN MAIL ROUTE to CHINA and JAPAN, via the Isthmus of Panama and San Francisco.

THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (*Limited*) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departure will be

From LIVERPOOL on the 20th August,

intending to connect, at San Francisco, with the steamer leaving on the 14th October for Japan and China. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

For rates of Freight and Passage apply to the agents, J. M. CURRIE, Havre and Paris; or at the Company's Offices, The Temple, Dale-street, Liverpool, and 117, Leadenhall-street, London, E.C.

ARTHUR B. FORWOOD, Managing Director.

JAPAN AND CHINA, by Mail Steamers throughout.—GOODS for YOKOMAMA, Nagasaki, Hong Kong, and Shanghai can be shipped under through bills of lading, via Panama, by the ROYAL MAIL STEAM PACKET COMPANY'S STEAMERS, leaving Southampton on the 2nd of September, 1867.

Apply to J. M. LLOYD, Secretary.

Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

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CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th.

CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd

INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope, Clipper Ships, weekly.

Prospectuses, with through rates to a thousand places free on application.

G. W. WHEATLEY and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus W., and 32, Regent-street, S.W

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Spindrift(n.cl	A1 14 yr.	E.I.D.	With des.
Hong Kong & Whampoa ...	Chas-sze ...	A1 13 yr.	W.I.D.	Aug. 15.
Hong Kong ...	Channel Qun.	A1 11 yr.	W.I.D	Aug. 25.
Kanagawa, Nagasaki, & Osaca	Broadwater ..	A1 10 yr.	W.I.D	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	The Sir Jamsetjie Family	A1 14 yr.	E.I.D.	Aug. 15.
Ditto	Laloo (new clipper) ...	A1 14 yr.	E.I.D.	To fol.
Ditto	Taeping	A1 14 yr.	E.I.D.	To fol.
Hong Kong & Whampoa ...	Avon	A1 13 yr.	W.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Pampero.....	A1 9 yr.	E.I.D.	Aug. 24.
Singapore and Penang	Anne Dymes	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destinatin.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Bombay ..	Bebington...	889	AA1	E.I.D.	Aug. 20
Ditto	Pegasus.....	1183	A1 7 yrs.	E.I.D.	To fol.
Colombo...	Seafield ...	616	A 1 10 yrs.	W.I.D.	Aug. 20
Colombo...	Granville ...	602	A 1 15 yrs	W.I.D.	To fol.
Colombo...	Spr. of the N.	671	A1 10 yrs.	W.I.D.	To fol.
Galle and Cochin ..	Ann Lucy...	270	A1 11 yrs.	L.D.	Aug. 20

No. 22, Great St, Helen's, E.C.

NOTICE to SHIPPERS to SHANGHAI.—The splendid new clipper ship DURHAM, AA1, 998 tons register, will receive goods in the East India Docks all Thursday, the 15th inst.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

NOTICE to SHIPPERS to HONG KONG and WHAMPOA.—The well-known clipper ship TWEED, A1 15 years, 1,745 tons register, will receive goods in the East India Docks all Friday, the 16th inst.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, E.C.

Regular line of Packet Ship.
To follow the "Tweed."

FOR HONG KONG and WHAMPOA, the nearly new clipper-ship ALBERT VICTOR, A 1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander: lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail August 20.

DIRECT for POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, A1 11 years, 270 tons register; WILLIAM NOBLE, Commander; lying in the London Docks. This fine vessel offers a first-rate opportunity to Shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail August 20.

DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. To follow the "Seafield."

DIRECT for COLOMBO, the splendid British-built ship, GRANVILLE, A1 15 years, 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, well known in the Ceylon trade, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

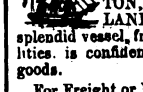
COLOMBO DIRECT, will have immediate despatch, having nearly all her cargo engaged, the beautiful clipper ship THAMES, A1 13 years, 444 tons register; O. J. H. ARNOLD, Commander; loading in the West India Docks. Has splendid accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard; and for Freight or Passage to F. TALLACK, No. 23, Birchin-lane, E.C.

COLOMBO DIRECT (to follow the "Thames"), the clipper PALESTINE, AA1, 608 tons register; T. PARK, Commander; loading in the West India Dock. Has unrivalled accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard; and for Freight or Passage to F. TALLACK, 23, Birchin-lane, E.C.

To follow the "Jessie Gilbert," and will sail August 15.



FOR BOMBAY direct, the fine British-built iron clipper ship BEBINGTON, AA1, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Bebington," and will meet with the usual quick despatch.

FOR BOMBAY DIRECT, the fine British-built clipper-ship PEGASUS, A1 (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, and is confidently recommended to shippers.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, August 13, 1867.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 255.] LONDON, WEDNESDAY, AUG. 28, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	April 26	June 15	June 27
Nagasaki	May 10	July 1	July 3
Hakodadi			
CHINA—Peking			June 22
Tien-tsin			June 24
Chefoo			July 1
New-chwang			
Hankow			June 30
Kiu-kiang			
Chin-kiang			
Shanghai	May 17	July 4	July 6
Ningpo			
Foo-Chow			Not arrived
Formosa—Tamsuy			
Amoy			July 8
Swatow			
Hong Kong	May 26	July 3	July 12
Canton			
Macao			
PHILIPPINES—			
Manila	May 10	June 22	July 5
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			July 15
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			July 15
MALACCA STRAITS—			
Singapore	June 17	July 18	July 20
Penang	June 10	July 9	July 23

The next Mail (French) is due on the 6th September. Telegrams have been received from Hong Kong to 29th July and Shanghai to 25th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Delta, arrived Aug. 26.—From Shanghai: Mr. F. Harvey, Mr. Maertens, Mr. Matthaei, Mr. Rainbow. From Hong Kong: Mr. Still, Mr. May. Lieutenant Fuke, R.N., and five second-class passengers. From Singapore: Hon. J. Buckley, Commodore Hutchinson. From Galle: Mr. and Mrs. Blacklaw and child, and three second-class passengers.

To Suez.—From Galle: Mr. Gower.

To Southampton, per P. and O. steamer, Euxine, expected to arrive, Sept. 3.—From Hong Kong: Commissary-General Nicholas, Mr. and Mrs. Larkens, two children, and servant, Mr. Blaney, and three second-class passengers. From Singapore: Mr. Spencer, Mr. Ponsonby, Mr. Leonewen and child, and one second-class passenger. From Penang: Mr. Eaglesome. From Galle: Mr. and two Misses Vanderspar.

By last Bombay mail, to Marseilles, per P. and O. steamer Tanjore, arrived Aug. 19.—From Singapore: Mr. Beaver.

Per steamer Agamemnon, for London.—From Hong Kong (put back): Messrs. Davison, Pater, and Laurence, Mrs. Dennys, and Mrs. Coventry. Second-class.—Eight naval and military invalids and two children. Third-class.—Twelve naval invalids.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, August 20.—To Shanghai: Mr. A. E. Hippisley. To Ceylon: Rev. J. Pickford, Rev. Griffith, and one 2nd class passenger. To Singapore: Mr. Kellock, R.N., Captain Formochy, Dep. Asst. Comy. Gen. Saunders. To Hong Kong: Mr. Oldknow, R.N., Mr. Loxdale, R.N., Mr. Vercoe, R.N., Mr. Sugden, R.N., Mr. Purkis, R.N., Mr. Smiley, R.N., Navg. Lieut. E. S. Clapp, R.N., Mr. C. May, Miss May, Surgeon Hearn, Asst. Purvr. Burke, Mr. T. Hart, Mrs. M. A. Antey and child. To Calcutta: Mrs. F. Browning, child, and Ayah, Miss Shallow, Mrs. McGregor, child, and Ayah, Mr. E. W. Staples, Mr Robertson, Captain J. Stevenson, Mr. and Mrs. I. de Ruzv, Dr. J. Carroll, Captain S. A. Ward, and one 2nd class passenger. To Madras: Mr. F. East, Asst. Surgeon and Mrs. Faught, Capt. Bromley, and three 2nd class passengers.

From Marseilles, August 28.—To Ceylon: Mr. F. W. Gordon. To Shanghai: Count de Mont Blanc, four Japanese gentlemen, and two men servants, Mr. Dillon. To Hong Kong: Mr. Sinderam. To Calcutta: Mr. and Mrs. Shervinton, Mr. F. Aitcheson, Sir George Cooper, Mr. F. W. Peterson, Mr. J. Cull, Mr. T. Hall, Lieut. Garnault, Mrs. Keell, Dr. J. H. Hughes. To Madras: Mr. and Mrs. Kershaw and child, Capt. J. G. Thomas, Lieut. W. W. Edwards, Mr. and Mrs. Holloway, Mr. Holloway, jun.

Per P. and O. steamer, from Suez, Aug. 29.—To Shanghai via Bombay, Mr. Saml. Rawson.

Per P. and O. steamer, from Marseilles, September 4.—To Hong Kong, via Bombay: Mr. C. J. Alford.

Per P. and O steamer Massilia, from Southampton, September 4.—To Hong Kong: Mr. and Mrs. G. W. Caine and child. Miss M. Middlemist, Mr. T. Woodfield, R.N., Mr. Lucas, Mrs. Davies, Lieut. Spaight, Mr. F. H. Moore, R.N. To Ceylon: Mr. Everard, Mr. L. H. Pierce. To Singapore: Mr. Isemonger. To Shanghai: Mr. E. Price, Mr. R. Bristow, Mr. C. M. Ford, Miss Partridge, Mr. C. W. Everard. To Yokohama: Mr. J. J. Quin, Mr. G. G. Hodges.

From Marseilles, September 12.—To Singapore: Mr. and Mrs. C. Heinszen, Mr. J. W. Miller. To Penang: Mr. L. Zander. To Ceylon: Mr. C. Dowden, Mr. F. H. Campbell. To Hong Kong: Mr. and Mrs. Schwemann, Mr. and Mrs. W. H. Alexander, Mr. E. Schultze.

From Suez to Hong Kong.—The Bishop of Victoria and Mrs. Alford, Mr. E. Alford.

Per P. and O. steamer Ripon, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rudd and two children, Miss Piachand. To Singapore: Mr. Hervey.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn. To Shanghai: Mr. D. Brand. To Ceylon: Mrs. Morris.

Per P. and O. steamer, from Southampton, September 27.—To Singapore, via Bombay: Mr. Cody, Miss Hennessey.

From Marseilles, October 4.—To Hong Kong, via Bombay: Mr. and Mrs. Hartmans. To Singapore: Mr. Pope Hennessey.

Per P. and O. steamer from Marseilles, October 12.—To Ceylon: Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. F. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Ceylon: Mr. P. D. Millie, Rev. C. Merson. To Hong Kong: Miss Caldwell.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child. To Hong Kong: Mrs. J. Haffenden, Mr. T. Pyke. To Yokohama: Dr. and Mrs. Jenkins.

Per P. and O. steamer, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters.

From Marseilles, Nov. 12.—To Ceylon: Mr. F. H. Campbell, Mr. J. F. Dickson.

Per P. and O. steamer, from Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida.

Per the Tweed, from Gravesend, August 19.—For Hong Kong: Mr. and Mrs. da Selva, Mr. and Mrs. George Holmes, Mrs. Edmond Holmes, Mr. Edwards, Miss Paramore, Miss Kate Martyn, Miss Ellen Martyn, Mr. J. Fogarty, Mr. Rowe, Captain Harrington, Mr. and Mrs. Walsh, two children and one servant.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The P. and O. mail of 26th April arrived out on the 15th June, with telegrams to the 14th May from London. Dates are now up to the 27th June. The intelligence is very unimportant.

A mixed Court had been established which, however, seemed to give anything but satisfaction to foreign officials or merchants.

The visit of the Ministers to Osaka has been almost forgotten; but beautiful as was the gloss on everything when they were there, and smooth as seemed the surface of the lately troubled waters of Japanese affairs, there seems to have arisen a very universally felt apprehension in the minds of the trading classes around us that the result of the visit will be, not opening of the ports, but a very determined and even armed opposition to the Shiogoon, unless that Prince permits, at all events, the large Daimios on the seaboard to open their ports and to trade with foreigners.

The *Japan Times* says:—

Politically, commercially, and socially, we have had a very quiet fortnight. In our last we gave considerable details of the state of affairs at Osaka, where a combination of powerful Daimios has placed itself in direct opposition to the Shiogoon. We have received no fresh intelligence thence, but letters from Nagasaki confirm the news we have already made public. The Shiogoon still remains at Osaka, and, in the present unsatisfactory state of politics, it is hardly likely that he will be able to visit his own capital for some time to come.

The French have requested the interference of the Shiogoon in the Corean difficulty and a Japanese embassy to Corea is in course of preparation. This method of settling the existing dispute is by far the best, if its success be possible; France can better afford to let a nation of savages rejoice in the belief that they have beaten her than, in the present state of European politics, to despatch an expeditionary force, which would necessarily have to be of considerable magnitude, to a distant field of action, where nothing is to be gained by success and everything to be lost by failure.

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If we except certain disasters in our small commercial world, of which we cannot with propriety yet give any details, the subjects most occupying our attention during the fortnight have been—an attempt to establish a Japanese Court in the British Consulate, the *Medina* case, and the alleged rapidly degenerating sanitary condition of the settlement, which has compelled a reconsideration of our municipal arrangements. The case of Messrs. Wilkin and Robison *v.* Matsukiya is one of such vital importance to all shippers of goods to Japan, that we have devoted our leading columns entirely to its consideration—giving, in the first article, a history of the case and showing the utter absurdity and injustice of the native judge's decision, and, in the second, discussing the general principles involved. It is curious and noteworthy that this attempt to establish a new tribunal was made without notice, that the Court was opened without proclamation, that no publication was made of its rules of procedure, that no Court of Appeal even was indicated, and that the British Minister only became aware of its existence by reading an account of the first case, that which we have so fully discussed in our local issue. We believe that the originator of the scheme, one of the deeply read legal authorities of our British Consulate, imagined that he was creating a court similar to the Mixed Court at Shanghai. He entirely forgot how widely different are our relations with the Japanese and Chinese. The Chinese have been thoroughly beaten and thoroughly cowed, the will of the Foreign Minister is supreme at Peking, and the consular official who sits with the Chinese Judge in the Shanghai Mixed Court is really that judge's colleague, and a colleague whose lightest word considerably affects that judge's decision. The Chinese judge *dare* not give an iniquitous sentence in his presence. Here, the case is widely different. The Japanese judge has no objection to have an English Consular officer to act as interpreter for him, but he gives his countrymen pretty clearly to understand, by his demeanour, that such Consular officer is in no sense his colleague, and in no way influences his judgment. Whether such a position is one consonant with the dignity of Her Majesty's service is a question which we leave Sir Harry Parkes to decide—to us profane vulgar it is a bitter sight to see any Englishman a servant to the heathen in such mean capacity.

The *Japan Herald* says :—"Amongst our more recent and most important concessions from the Government is the establishment of a Japanese Court for the hearing of complaints of foreigners against Japanese. The first case tried resulted in a decision which has anything but satisfied the former. Our contemporary has dealt very freely with the case, and his articles have led to the two letters upon the subject which appeared in our 'daily' issue and are republished herein. We are very decidedly of opinion that in spite of the transparent absurdity of this first decision, according to European views, the Court will be essentially useful, *i.e.*, if the judges are uncorrupt, as we hope to find that they are."

H.M.S. *Basilisk* is shortly to leave for Hakodadi. H.E. Sir Harry Parkes proposes to go up in her; and Mr. and Mrs. Eusden will also avail themselves of the opportunity.

Our Municipality, so hardly struggled for, so difficult to obtain, and so really useful since it came into existence—is under a cloud. A meeting of land-renters was called on Monday last at three P.M. when the following resolution was proposed to the meeting :—

Resolved that,—

1st. It being evident that with existing receipts only the Municipal Council cannot meet their necessary yearly expenditure, and having no means of levying rates for municipal purposes, it is proposed that they resign office; and the land-renters memorialise the different foreign Ministers, requesting them to call upon the Japanese Government to take upon themselves all the duties of the municipality, proper guarantee being given that the Japanese Government will effectually drain the settlement, carry out all measures necessary for sanitary purposes, maintain an efficient European police, and further that they shall establish a Government office specially appropriated to municipal affairs, at the head of which shall be a European Surveyor of Roads, &c., &c., to whom all complaints about roads, drains, &c., can be referred.

Two amendments were moved; viz., first :—

That the Municipal Council continue to act in its present form; but as the amount granted by the Japanese Government, of 20 per cent. on the ground rents, is totally out of proportion with the expenditure necessary for the proper conducting of the Settlement, a memorial be addressed to the several foreign Ministers, requesting them to obtain from the Japanese Government a grant more in accordance with the amount necessary to carry out the work they have pledged themselves to—say three-fifths of the entire ground rents paid by foreigners.

The second amendment proposed was to the effect that a request should be made to the Government to give to foreigners all necessary municipal powers, including, of course, that of taxation.

The original proposition was carried.

The fine Dutch-built frigate *Kai-yuomar* was handed over to the Japanese Government on the 22nd inst., and now displays the morning sun flag at the peak.

NAGASAKI.

Per *Cadiz*, from Nagasaki, with dates to 2nd July, we learn that Admiral Keppel, in the *Salamis*, had left for Yokohama. The harbour was full of steamers under Japanese flags, sold or waiting to be sold to native Daimios.

Under date 27th, a passenger by the *Kiangsoo* writes from Nagasaki, per *Feeloong*, as follows :—

"The *Kiangsoo* sustained her reputation as a fast boat on the run across. It was 20 minutes past five, you remember, when we left Pootung Point, by seven we were abreast the *Hellespont* wreck (junk), and at 8.25 sent pilot Brandt, in the ship's boat, to the light-ship. It was 9.30 before the boat was back and hoisted up, and then we started with a bound. The weather was fine next day till nearly sundown, when it began to snuffle from the southward and eastward with a heavy swell, and we anticipated a dirty night; so I induced Captain Gregory, who has not been in these regions before, to keep a course to the southward of the Asses' Ears. These we had in sight on the port bow at 2.30 A.M., on Monday—or, less the hour lost in dropping the pilot,—a run of 32 hours; say, from sight of light-ship to Asses' Ears, 29 hours. About 11 we reached Nagasaki harbour, and landed the London mail bags of 10th of May—their 45th day out—a feat which took the Nagasaki-ites by surprise. They had not looked for said mail for a week at least

"The *Cadiz* arrives as I write, and the *Feeloong's* mail closes presently. H.M.S. *Salamis* arrived on Wednesday, and (*on dit*) goes to Yokohama to-morrow. Admiral Keppel's flag is here on the *Pelorus*. Boos are 327 to $100. Three years ago the exchange was 227 only; a difference as wide as having three half-crowns in one's pocket instead of two."

The *Nepaul*, late P. and O. Company's, was bought by an English house here for £20,000 ($100,000), and then, it is said, sold to the agents of a Daimio for nearly the double of it.

The following is an account of the storm noticed in a telegram. On the night of the 14th it rained in torrents and caused a great deal of damage and loss of life; about twenty Japanese are reported drowned or killed by the falling houses. The two large wooden bridges in the town that lead to Desima have been completely washed away, and a great deal of damage has been done both in the native and English settlements by the great quantities of water which have been pouring down from the hills. Many of the godowns have been flooded and much cargo damaged. On the 18th the weather was still very bad; a heavy gale blowing from S.W. accompanied with violent rains. It was one of the severest storms that we have had at Nagasaki for some time. Four or five stone bridges were carried away, houses flooded and destroyed, and a large quantity of rice damageed. One poor woman was found floating towards the *Pelorus*, but Jack had compassion on her, and soon restored her to her native element, for which kind act he got the thanks of the Governor.

The case of Kniffler and Co. *versus* J. Elliot, the master and owner of the ship *Rifle*, has been decided in the Provincial Court. The plaintiffs claimed $750 for the contents of two cases of merchandise shipped in London, and found on delivery in Nagasaki to contain nothing but rubbish. The finding of the Court was as follows :—

This is a claim brought by the plaintiffs for the value of the contents of two cases—M. W. A. 245 and 250, merchandise, shipped in good order and condition in London on board the *Rifle*, but found on arriving at Nagasaki to be filled with rubbish.

On the 17 November last clean bills of lading were signed by the captain for M.W.A. 244 53—ten cases merchandise, and on the 18th Dec. he noted a protest before a notary public in London against a certain robbery which had been committed in the West India Docks, during the supposed lading of the vessel, and which was brought to his notice by the detectives of police, but there was no evidence to prove any connection between the alleged robbery and the cases specified in the above mentioned bill of lading.

Further, the Court was unable to accept the conflicting evidence of the defendant's witness, Captain Robertson, as to the two cases being in the like good order and condition on delivery as when shipped.

The Court is therefore of opinion that the defendant had failed to establish the fact exonerating himself and the owners of the vessel from their liability under the said bill of lading, and finds for the plaintiff for the amount claimed with costs.

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CHINA.

TIENTSIN.

On the night of the 18th June a heavy rain set in which, however, ceased on the succeeding day, and since then the weather has been fair, with no signs of rain. That which fell on the night of the 18th June was soon dried up. The north of China is still suffering much from drought, and all hopes of saving the crops are at an end. It is said that it is difficult for camels even to travel over Mongolia to Russia, owing to the absence of grass and frequently of water on this route. The state of the water routes and the crops have caused the Shanse inland traders for some weeks past to decline buying manufactures and other imports at Tientsin; and we fear that very little business will be done by them during the rest of this year, as the mass of the inhabitants of the north of China will not be in a position to buy clothes, requiring all their money to buy food, which will be very dear.

The market for imports is quite nominal.

In consequence of large numbers of southern, chiefly Shanghai and Ningpo, junks having come to this port with rice, the river has been very crowded, and the navigation for steamers and foreign sailing vessels extremely difficult. Numbers of collisions have occurred, the junks in the generality of cases suffering much damage, and being frequently sunk. Complaints have of course been made to the Consuls representing the flags of the colliding vessels, and collision cases are at present the order of the day at the consulates.

CHEFOO.

A correspondent, under date 1st July, thus writes:—"For the last week or ten days this community has been in a great state of excitement, daily anticipating an attack of the Nienfei rebels, who had crossed the grand canal and surrounded the city of Tsi-nan-foo. A volunteer corps was at once formed among the foreigners, and drilled at the British Consulate, but the martial ardour will soon cool down as the rebels are now in full retreat, having been worsted by the Imperialists. A detachment of drilled troops have left Tientsin and are marching on the rebels at Che-chin-foo, so for the present the alarm is over, the natives are settling down to their trade again, and in a few days it is hoped that business will be resumed as if this rebel incursion had never happened."

NEWCHWANG.

The prospects of the harvest in the immediate neighbourhood of Newchwang are very poor; the drought having been of exceptional severity, and the fields presenting a most parched appearance. The millet, in some cases, is hardly above the ground. Happily the evil is not of large extent, as, a few miles passed over, the aridity is replaced by fresh and thick crops. The present season, in one respect, compares most favourably with preceding ones. Not a single vessel has, as yet, been lost. This fortunate improvement is, of course, to a great extent attributable to the presence of the buoy, and the light ship. A harbour master has been appointed, and the new pilot regulations will soon be inaugurated. The demand for manufactures continues, and trade is generally prosperous. The country is tranquil and quite free from rebels or banditti.

HANKOW.

Heavy and incessant rain fell at Hankow on the 25th June, and the force of the stream increased so rapidly that, about 11 P.M., several tea junks carried away their anchors and were washed with great violence against the bows of the *Rona*, sustaining serious damage. About midnight ten or twelve others which were anchored ahead of the steamer broke adrift, and came down with such violence athwart her that some were literally cut in two. Several lives were lost, and the destruction of tea chests was enormous; a good many, which were floating about in the eddies between the wrecks and the sides of the *Rona*, were saved by the sailors and stowed on board neighbouring junks. The tea, however, must of course have been badly damaged.

The *Hankow Times* says that Sir Rutherford Alcock, K.C.B., H.B.M.'s Minister Plenipotentiary, &c., &c., arrived with his suite at this port in H.M.S. *Argus*. He took up his quarters at the British Consulate, where the local authorities waited on him; but we did not hear that any business of importance was discussed. An attempt was made on Wednesday afternoon to convene a meeting to consider the expediency of addressing him a memorial on the subject of the commercial requirements of the port; but the matter cannot have weighed very heavily on the minds of those concerned, for no one responded to the call, and we are informed that the Minister expressed himself as rather relieved at having at last met with a community who were fortunate enough to have no wants. The Minister is also represented to have been highly gratified with the general appearance of the place, and to have been particularly struck with the busy aspect of the Bund and by-streets, so contrary to what he had been led to expect. He would probably have formed a different opinion had he chanced to visit us at a dull season of the year.

During the temporary absence of the undersigned, John Gibson, Esq., will officiate as H.B.M.'s Consul at this port.—W. H. MEDHURST, Consul.—British Consulate, Hankow, 25th June, 1867.

SHANGHAI.

The French mail of the 17th May arrived out on the 4th July with telegrams to the 7th June. The dates are now down to the morning of the 6th July.

Private letters state that, in addition to the failures already reported, several more are likely to follow. The rumours about a bank in difficulties refer to the Hong Kong and Shanghai Bank's proceeding against Dent and Co.

The Customs Return of trade for May is remarkable for the great falling off shown in the import of almost of every description of soft goods. Only 10,900 pieces of grey shirtings were received, against 166,040 last year; white shirtings have similarly declined from 38,189 to 9,389, and dyed from 15,850 to 4,420. T-Cloths, 3,000 against 8,000; Drills, 2,000 against 5,000; Chintzes, 1,000 against 7,000. Handkerchiefs, 92 dozen against 12,000 dozen. Camlets, 3,700 against 8,900. Spanish Stripes. 1,200 against 4,200. Lustres, only, show an increase from 7,791 to 13,846. The import of coals during the corresponding months has been very nearly identical—about 7,500 tons; sugar also figures at 94,000 piculs brown, and 61,800 white against 98,000 and 52,000 in 1866. Raw cotton has fallen from 4,776 to 949 piculs.

If we may judge from the following prices obtained at the sale of a well-known racing stud, a few days ago, people are beginning to get tired of paying the enormous prices ponies used to command. The Tientsin crack, Sans Peur, realised only 300 taels; The Squire, 210 taels; Ozone, who was bought two years ago for 1,000 taels, went for 40 do; Lottery, 95 taels; Curio, 120 taels; some Griffins realised 110, 90, 70, and 45 taels respectively.

The American portion of the community celebrated their annual festival on the 4th of July. The declaration of independence was read at the U.S. Consulate in the morning; some boat-races took place during the day, and several large dinners were given in the evening.

Voluminous correspondence has passed between the Chamber of Commerce and the foreign Consuls regarding the establishment of a river police. The constant robberies that occur of merchandise passing between ship and shore have long rendered this protection eminently necessary. Every description of theft, from bags of nails to bales of silk, has been perpetrated with impunity, the pawn-shops affording thieves a ready means of disposing of their booty.

The steamer *Island Queen* has been sold by auction for the sum of 10,000 taels. Some dispute having arisen, however, she was to be again offered to public competion at the upset price of 10,000 taels on the 10th July.

Some official changes have taken place at the British Consulate, Mr. Vice-Consul Markham having left for Chinkiang and Mr. Interpreter Alabaster for Chefoo, to which ports they have been respectively appointed in temporary charge by the British Minister. Mr. Interpreter Forrest has relieved Mr. Alabaster as acting Vice-Consul at Shanghai and as British Consular Assessor in the Mixed Court. The title of "Co-Judge," except in Consular notifications, appears to have exploded with its originator.

Mr. John Lloyd is to appear in Hankow for examination on the 1st July. Messrs. Handy and Crawford have received their discharge. Mr. C. Treasure Jones, lately of the Consular Service, having been declared bankrupt, is to appear before the Court on the 15th July.

In the Supreme Court, before Mr. Mowat, acting law secretary, Mr. Reuben (late of Messrs. Moses and Co.'s) was, at the instance of Mr. Cowasjee Pallangee and Co., charged with uttering a forged order for fifty chests of opium, knowing it to be forged. It seems that this order on the *Ariel*, in favour of a Chinaman named Hutsing, was handed to the French bank by Mr. Reuben, in order to obtain an advance upon it of 18,000

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taels, but when the manager applied to the commander of the *Ariel* to transfer the opium to his name the forgery was at once discovered. Mr. Reuben stated in his defence that he did it as a matter of business for a Chinaman named Hutsing, and had no knowledge of the order being anything but correct. He pointed out the Chinaman from whom he received it, who, however, on examination denied all knowledge of the transaction, and stated his name to be Lechow, and that he had never seen the prisoner before. The prisoner was committed for trial, but, after consulting with the chief judge, Mr. Mowat agreed to accept two sureties of $500 each for his appearance.

The new tower which is being built on the French Municipal Hall is creating an unexpected panic among the Chinese. It interferes with the free progress of the Feng-shui, who are stopped by it in their flight and diverted to the right and left over neighbourhoods which would otherwise have escaped them.

The native owner of some peas and beancake imported from Newchwang in the *Miaca*, has failed to obtain a purchaser for his goods. It would seem, therefore, that the combination against the importation in foreign bottoms has not yet been broken up.

A serious accident occurred at the recent sale of Mr. Major's effects, at Ningpo. The verandah gave way in the middle of the proceedings, and several of the gentlemen on it at the time were seriously injured, amongst others H.M.'s Consul and the Commissioner of Customs.

A meeting of shareholders of the Shanghai Wharf Company was held on the 26th June, to consider the position of the company. As it appeared that the Commercial Bank was pressing for payment of the loan of 22,000 taels due to it, it was proposed by Mr. Robinson, seconded by Mr. Winchester, and carried—

"That the directors and agent be and are hereby authorised and directed forthwith to sell by public auction, without reserve, the property and premises of the Shanghai Wharf Company, and to take the necessary steps to discharge the claims against the company, and that this meeting be adjourned until the 2nd of August next."

Mr. Edmund Warden, who has been for many years the agent of the P. and O. Company, was adjudicated a bankrupt on the 25th June. Mr. Thomas Sutherland has assumed the charge of the company's affairs. Messrs. Mackellan and Co., of Hankow, and Messrs. Townend and Co., also of Hankow, have been declared bankrupts. In the bankruptcy case of Rehhoff, Vale, and Co., Mr. Julius Bernard is appointed administrator of the estate from the 1st July. Mr. Robert Meadows, of Ningpo, was to come up for his last examination at Ningpo on the 10th July. Mr. J. W. Malcolm had received his discharge.

In the *Supreme Court and Consular Gazette* we find the following letter addressed to the agent of the P. and O. Company relating to the systematic plundering from bales of silk during the shipment on board the steamers :—

Sir,—We the undersigned residents at this port and shippers of cargo by the ships of the company which you represent, beg to draw your attention to the fact that the constantly recurring complaints from Europe about the plunder of raw silk render it imperative on us to adopt some measures for our protection.

We believe you incline to the opinion that many of these robberies take place on board the lighters and cargo boats which convey our silk to your steamers. Supposing such opinion to be correct, we conceive that an effective river police force would be the best and speediest check to the continuance of a system so ruinous to shippers, and have petitioned through the proper quarter for the immediate establishment of such a force.

We have also arrrived at the conclusion that you will materially assist us in the detection of plunder if you will adopt the system of weighing each bale of silk as it arrives on board your steamers, and recording such weight on the mate's receipt.

We have determined to stamp each bale of silk as it leaves our hongs with the gross weight in pounds in legible characters; and in the event of such weight not tallying with the weight of the bale, as shown on board the steamer, it would be excessively easy to detain the men of the cargo boat where such discrepancy occurred until the matter could be investigated.

We are aware that in the event of 2,000 bales being shipped per mail steamer on the morning of her departure, it would be next to impossible to weigh each bale on its arrival on board, and are of opinion that the necessity for weighing each bale shipped at such time is not so imperative as when silk is shipped one or two days prior to the steamer's departure; for if the system of silk plunder is carried on at all in cargo boats, there is no doubt that the chances of plunder are very much greater in the latter case than in the former.

The following is the official notification of Consular changes alluded to above :—

By order of Sir R. Alcock, K.C.B., H.B.M., Minister Plenipotentiary, the following appointments and changes having reference to this Consulate take effect from the 1st of July, 1867 :—

Mr. Vice-Consul Markham proceeds as Acting Consul to Chinkiang to take charge of the Consulate there, vice Mr. Consul Harvey returning to England on sick certificate.

Mr. Acting Vice-Consul and Interpreter Alabaster proceeds to Chefoo to take charge of the Vice-Consulate.

Mr. R. J. Forrest, lately Acting Consul at Ningpo, is transferred to this Consulate as Interpreter and Acting Vice-Consul.

Mr. Forrest will act as Co-Judge of the Mixed Court, and is in charge of the Land Office.

Charles A. Winchester, H.B.M.'s Consul.

A brutal attack was recently made upon Captain Winchester, of the *Coral Nymph*. He had summoned one of his sailors to the British Consulate for breach of duty, and the sailor happened to be the first at the office. When the captain was coming up the steps he flew at him, knocked him down, and jumped on his body, from which the unfortunate man appears to have sustained a slight concussion of the brain, and his ribs and loins were so severely injured that the greateat care will have to be taken of him for some days. The man was arrested, and is now in prison awaiting his trial.

The following paragraph relating to the Corea, which appears in the *Shanghai Recorder*, is of interest, as showing that the natives are becoming more exclusive even than they have been hitherto :—"We are informed that the Coreans, who formerly purchased a large quantity of European goods from Chinese merchants, have recently prohibited the import of such cargo, and in consequence several Chinese junks have returned with their cargo to ports in the Liautung Province. The Corean officials threatened death to any contravening the regulations prohibiting this trade.

A special meeting of the North China Branch of the Royal Asiatic Society was held on the 26th June at the court room of the Supreme Court, Dr. Winchester, President of the Society, taking the chair. After the usual routine business, the corresponding secretary read an interesting paper by Mr. Elias, Junior, F.R.G.S., entitled "A few notes on the old bed of the Yellow River, and the water supply of the Grand Canal." The writer, who had recently paid a visit in company with Mr. Charles Hay to the locality where the Grand Canal crossed the former bed of the Yellow River, gave a concise statement of the observations he had made accompanied by a chart of the locality.

On the conclusion of the paper Dr. Macgowan made some remarks on what had been read. He was glad that a gentleman able to take scientific observations had at last visited the river; he himself had some eleven years previously been the first to draw attention to the change in the Yellow River spoken of in the paper.

After a few words in explanation by Mr. Elias, Dr. Winchesf ter congratulated him on his interesting paper, the subject o which was one that could not readily be exhausted, and any attempt to elucidate which must result in throwing much light on the science of geology and internal history. He hoped that now the attention of the merchants would be directed to the Yellow River, and thought that if it were possible to open mines at Hangchow-foo, the navigation of the river would tend much to the development of the resources of the North of China. After a few remarks from Mr. Kingsmill, Dr. Winchester stated that a considerable portion of the other paper intended to be read at the meeting having been published in the Hong Kong journals it would not be read that evening; but he called upon Mr. Kingsmill to explain the valuable specimens of the minerals of Shantung which had been presented by the Rev. Mr. Williamon, and after a short conversation, the winter session of the society was closed.

The following notice has been issued :—"During the absence of Mr. John Fogg Twombly, from Shanghai, our business will be left in charge of Mr. Howard M. Twombly, a partner in our firm, and Mr. Silas D. Webb, who is authorised to sign our firm. Mr. James Henry Crutchett is a partner in our 'Store Department,' and in charge of the same. Mr. Harry Alonzo Holcomb is a partner in our 'Auction and Commission Department' and in charge of the same.—H. Fogg and Co. Shanghai, June 21, 1867."

NINGPO.

Mr. W. H. Fittock has arrived out from England, and assumed charge of the Consulate. Sir Rutherford Alcock, in H M.S. *Argus*, arrived on the 3rd July, and is reported to have left for Peking on the 4th. Some important matter must have called him back as he has not visited the Southern ports.

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FOOCHOW.

The following on the subject of the purchase of new teas is from the *Recorder* :—

We have just been cognisant of a piece of information which few know of, no doubt, and which still fewer, we dare say, will believe when we tell it. The teas which we have been buying at 28 taels this year the native merchants purchased at 6 and 7 taels in the interior; and our very crack chops, which we have been ready to give 38 and 40 taels for, have been secured to the vendors at 10 taels. In fact no teas have been bought up country this season at a price above 10 taels, and the bulk of them have been settled to 6 and 7 taels. We were told, and of course we believe it, that the tea market in the interior had opened at 23 to 24 taels, but it turns out that this was all a piece of palming off on the part of the Chinese, and that no such prices were realised.

We are naturally asked for our authority. In answer to this we reply that our authority is something better than the words of compradores or tea brokers, who of course would be the last men in the world to let the secret out of the bag, and who, we have no doubt, will swear point blank that we are wrong, nay most false in our information and all that. Still, we do not regard what compradores or brokers or any of their gulls will say; indeed we accept their stout denials as only compliments paid to the truth, for we go to their own market report, which they keep a dead secret, and we find the figures we have quoted there. Our authority then is the native market report, and surely the figures of a market report, which the Chinese preserve most carefully from foreign eye, which is got up expressly for themselves and with the proviso that no foreigner lays hands on it, is far more reliable than any amount of words they trip on the tongue with the express design of keeping us in the dark.

We shall say no more on this subject at present, but we leave it to the reflection of our readers first, whether the Chinese tea report is safer information than men who are all banded in a trade union in order to cheat and blind us? and second, whether if only 6 to 10 taels have been paid for teas this year, foreigners have not been well let in? Last year the same tea report to which we have referred showed that 28 to 30 taels were paid for the second season's teas, which realised here only 20 to 22 taels, but this year buyers have profited by their last year's losses to such an extent as to almost quadruple their capital in two months or less, a turning of evil to good account the like of which we have seldom heard.

AMOY.

On June 26th an address was presented to Sir R. Alcock at Amoy by the British community resident there against the Mandarin squeezes. The reply of Sir Rutherford was most satisfactory. He has pledged himself to do all in his power to put down the Leekim taxes, and he has already taken measures for stopping the embargo on the Formosa rice trade. We further understand that from what Sir Rutherford said it appears that the tonnage dues are to be set aside to meet the expense of lighthouses, buoys, and harbour police.

HONG KONG.

The P. and O. mail of the 26th May arrived out on the 3rd July, being 37 days from London. Telegrams reached to the 14th June. Dates are now down to the 12th July.

The community have been highly interested in a quarrel between the judge and Mr. Pollard, the latter gentleman being fined $200 for contempt of court and suspended from practice till the fine was paid.

The intelligence respecting the Mint is that employment continues, and about $300,000 had been turned out in the month, and that the same quantity of bullion had been sent in for coining. This at 2 per cent. seigniorage and a proportion of small coin would pay the current monthly expense. Still the Governor is opposed to its being kept open, and waits orders from home to shut it up. These orders, however, have not been sent out.

An advertisement has appeared of an intended meeting of the Chamber of Commerce to consider whether any and what representations be made to Sir R. Alcock respecting the revision of the Treaty. We are well aware of the recently introduced rule which obtains respecting deliberations of the Chamber, by which their results only are communicated to the public through the medium of the local journals. But in this instance we venture to think that the Chamber would be acting wisely by admitting the representatives of the press to be present during so important a discussion. As the views held by members are likely to influence in no smal degree the course of action which those concerned in the revision will pursue, the meeting assumes a political importance which ordinary deliberations of the Chamber do not possess; and those who speak will come prepared to put forth their views, less in the conversational manner usual at such meetings, than in a way befitting the importance of the occasion. We have fully upheld the right usually exercised to consider meetings of the Chamber in the light of private conferences on subjects interesting more immediately to the actual members than the public at large; but in the present case not only Hong Kong, but China and England, will attach importance to the opinions put forth, and we may fairly hope that in view of the importance of the occasion our suggestion will be accepted.

The *China Mail* says :—"If it be true, as alleged by the *London and China Express*, that the East India Telegraphic Company has commenced sending out materials for the proposed telegraph between Hong Kong and Shanghai, it seems somewhat remarkable that people in China should hear so little of the progress which it may be assumed has already been made."

A fine living specimen of the fish called the sea-horse is at present to be seen at the Hong Kong Dispensary. It was caught by Mr. J. de Souza, over at Kowloong, and is a most beautiful and graceful little animal, of about six inches long; its colour is dark green and very light yellowish green, mixed and streaked together. The head and neck have a striking resemblance to the horse, and as the fish courses gracefully round the trough in which it is placed, you can fancy it to be a blood racer. As its propelling power does not depend upon the action of fins, the ease of its motion, with head erect, is all the more remarkable.

The S.S. *Hayo Maro*, George Carnes commander, bound from London to Japan, arrived here on June 28. This vessel is perhaps better known as the Confederate man-of-war *Tallahassee*, which vessel did such damage off New York during the war. She has since received a thorough refit with special reference to the China trade. On her trial trip in London she attained a speed of 15 knots, and has run the distance between Folkestone and Calais (21 nautical miles) in seventy minutes being at the rate of eighteen miles per hour. Her armament consists of four twenty-pounder rifled Blakely guns, and her small arms are also on new principles, both revolvers and rifles. She left Cardiff on the 21st March and has called in at Madeira, Saint Vincent, Cape of Good Hope, and Singapore, at each of which places she remained some time, and she has besides performed the whole voyage either under sail alone or with only one boiler. While off St. Paul's, in the Indian Ocean, she experienced a very severe hurricane, which lasted 24 hours, and in which she received some damage to boats, &c., but in which she proved herself a most excellent sea boat. Off Java Heads she spoke the *Sir W. Wallace* from Cardiff, and in the Straits of Sunda the ship *Fortune*, both for Shanghai with coals. H.M.'s *Satellite* arrived at Singapore on the 18th June, with the Governor on board, and H.M.'s *Urgent* was to sail on the 20th for Mauritius, &c. Crossed the line April 24; left Table Bay May 5. The *Hayo Maro* was 2 days at Madeira, 3 at St. Vincent, 7 at the Cape, 14 at Singapore, and 2 at Anjer; total 28. She was at sea 70 days.

The progress made towards the completion of the new hotel leads us to believe that Hong Kong will before long possess enlarged facilities for those who desire either temporary or permanent accommodation. Whatever may be the advantages presented to those who are visiting or passing through the colony, it must be, we think, conceded that the chief support of the institution will arise from the profits to be derived from the residence of those who would be but too glad to avail themselves of it as a permanet nresidence. Placed in a central position, and within easy reach of the club, the chief mercantile houses, and the Government offices, it will present many advantages. We trust that the tariff for such boarders will come under discussion at the next meeting.

The report laid before a half-yearly meeting of shareholders in the Hong Kong, Canton, and Macao Steamboat Company (Limited), held on the 8th July, states that the company's fleet consists of the same vessels as before—the *Kin-Shan*, *Kiu-Kiang*, *Fire Dart*, *White Cloud*, and *Poyang*. The report, after stating in general terms that the half-year shows highly satisfactory results, goes on :—

"The result of the working of the traffic for the past six months is most

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satisfactory, and affords ample proof of the remunerative character of the shareholders' investment. The accounts are now laid before you, but the board confines itself to stating that after paying all commissions, running expenses, salaries, premia of insurance, interest on loans, and outgoings of every description up to the 30th June, there remains a sum of $97,372 29 in the hands of the company."

"Of this the board propose to appropriate $20,000 to the reserve fund, and assuming that you will agree with them that the best investment of that fund will be the reduction of the loan upon the company's spare boats, they have reduced the account of the loan to $180,000, and propose paying off another $10,000, so as to leave it at the sum of $170,000, which will be considerably reduced by the next six month's earnings, even if not entirely cleared off by the sale of a boat.

"These appropriations will leave the sum of $67,372.29, out of which the directors recommend the payment of a dividend to shareholders of $7.50 per share, being at the rate of 20 per centum per annum on the paid-up capital of the company, which will absorb $56.250, and the balance, $11,122.29, will be carried forward to the next half-year's account."

At the meeting the following gentlemen were elected directors:—Messrs. J. B. Endicott, E. Pettit, R. Deacon, Quok Acheong, J. S. Lapraik, G. F. Heard, E. A. Hitchcock, the Viscount de Cercal, and Mr. E. Cunningham.

A memorial has been presented to the Governor on the coolie traffic.

The following account of the petition in bankruptcy against Messrs. Dent and Co. is from the *Daily Press*:—

SUPREME COURT, JULY 10th.

IN BANKRUPTCY.

(Before Chief-Justice SMALE.)

At the opening of the court the Chief-Justice said that the final discharges of Mr. C. F. Still and Mr. George Maclean, of the firm of Lyall, Still & Co., bankrupts, had been signed and were now ready.

RE DENT AND CO.

This was a motion on behalf of the Hong Kong and Shanghai Banking Corporation to set aside or vary an order of court made in a petition in bankruptcy of one Gomez, for an adjudication of Messrs. Dent & Co., bankrupts.

The Attorney-General said that he appeared on behalf of the Hong Kong and Shanghai Banking Corporation, to move in regard to an order of court made relative to a petition for the adjudging of Messrs. Dent and Co., bankrupts, and to pray that such order might be set aside.

Mr. Pollard, instructed by Mr. Gaskel, appeared for Mr. Gomez, the petitioning creditor, and Mr. Whyte appeared on behalf of Messrs. Dent and Co.

Mr. Pollard wished to take a preliminary objection, and as it would more properly come at this time he would ask leave to take it now.

The Attorney-General thought a preliminary objection was not in order. There had been no previous notice given of such objection, and how could he come prepared for it? His learned friend was always taking preliminary objections as a matter of practice, but he would challenge him to show a case in the books were they were in order without previous notice.

The Chief Justice had never in his experience seen it required that notice should be given of a preliminary objection. They were always taken as now, and he thought in this case it would be much more convenient that he should hear the objection first. If it was desired that he should give a decision in this matter he must have time to consider all the important points that had been raised, but if the parties could agree to any form of order that would protect the rights of the applicant he would make such order without at length going into all the reasons and law of his opinion. Such a form was drawn up by both counsel, and the Chief Justice then said that having regard to all that had been advanced by both sides, he felt that he could not rescind the order, and he was also of opinion that it could not be raised for the present, but he thought that for the protection of the applicants he could make the order proposed. (This gave the applicants the right to seize leasehold in execution of their judgment, but without prejudice to the petitioner or the bankrupt estate, should such be adjudicated.) He thought he might also add that he took it as a very important ingredient that the bank corporation were not judgment creditors at the time the petition was made, and further that under the ordinance collusion in bankruptcy was not illegal. In the matter of costs there would be no costs, but if the bankruptcy should proceed and be adjudicated he would then order that Gomez be paid out of the first assets realized of the estate.

PHILIPPINES.

MANILA.

The London mail, with dates from London to 10th May, and telegrams to 29th, arrived on 22nd of June.

The market for imports has continued without much animation since the departure of last mail, and only a limited business has been done in piece goods.

White Shirtings—36 inches by 40 yards. Dealers are fairly supplied and do not show any anxiety to purchase except a few at reduced quotations. Sales during the fortnight, 3,861 pieces, making a total for the month of 15,053 pieces. Quotations per 40 yards.—12 by 10 $3-12½ to 3-25, 14 by 12 $ 62½ to 3-75, 14 by 13 $3-87½ to 4. 15 by 14 $4-25 to 4-50, 16 by 14 $4-62½ to 4-81¼, 17 by 15 $4-75 to 5, 8 by 17 $5-12½ to 5-37¼, 19 by 17 $5-62½ to 5-75. Grey Shirtings.—39 inches by 38 to 39 yards. For 7 lbs. importers supply the demand at $4, and 8¼ lbs. at $4-75 per 40 yards. The transactions of the fortnight have been 540 pieces, and for the month 3,003 pieces. Gray Longcloths.—39 inches by 36 yards 3,310 pieces have been placed since last report. Total for June 4,210 pieces. Demand is inactive at quotations of $4-50 for 8 lbs.; $4-56¼ for 8½ lbs., and $4-75 to 5 or 9 lbs. per 40 yards. Grey Twills.—27 to 28 inches by 30 to 32 yards.

Notwithstanding a considerable decline in exchange, by which the sterling cost of all articles is greatly reduced, the produce markets show no signs of activity.

Sugar.—The supplies of current on the market have been small, and dealers have established an advance of 12½ cents. per picul, 12,000 piculs having been placed at $2 per picul. Superior current is quoted nominally at $4-37½ per picul, no transactions being reported. Unclayed: Further sales of Taal have taken place at $2-43¾ to $2-50 per picul. A limited quantity of Visayas has changed hands at $2-56¼ per picul. Hemp: The demand is unabated at $8-25 per picul, but there have been no transactions on the spot during the fortnight owing to the absence of supplies. The receipts for June amount to 26,706 piculs, making the total to 30th June 227,316 piculs, against 222,810 piculs last year, and 196,397 piculs in 1865. Cordage: There is fair demand for 1 to 5 inch at $12-50 per picul, and contracts for smaller sizes have been entered into at $16 per picul. Coffee: No important transactions are reported, but Indian is quoted at $14-25 per picul, and Zamboanga at $10 to $11 per picul. Rice: Sales of Pangasinan Current have taken place to some extent at $2-15 per cavan, Zambales is worth $2-40 per cavan. M. O. P. Shells: No arrivals: recent sales have been at $35 per picul, but there is now less demand. Hides and Hide Cuttings: Some enquiry for shipment to America at $11-50 per picul. Indigo: Without transactions, but stocks are held of the article.

STRAITS SETTLEMENTS.

SINGAPORE.

The London mail of the 10th June arrived out on the 11th July, and the French mail of the 19th June on the 18th July. Telegraphic dates extended to the 6th July.

The third Criminal Session of the year opened on the 7th July, for the first time, under the judgeship of Sir William Hackett, the Acting Chief-Justice. The calendar was a heavy one, but has been disposed of by this time. There were two indictments for murder, but a discharge in one case and a committal for manslaughter in the other were returned. The Legislative Council holds its next meeting on the 23rd July. The weather has been hot and oppressive, but with occasional rains.

PENANG.

Dates from this port are to the 23rd July. The *Penang Gazette* has the following items relative to the disturbances among the native population, which have since, according to a telegram appearing in another column, culminated in serious riots:—"A petty warfare is at present going on between the members of the powerful societies of the Toh-Peh Kong and the Ghi-Hin. The animosity which prevails among the members of these societies is so strong that guns and cannons are freely used, and mounted men of both parties traverse the country. A wholesale slaughter has been committed, the most reliable information placing the number of men killed at four hundred, while some increase it to a thousand. The disturbance is at present confined to the interior and country districts, but apprehensions are felt for the safety of the town, and we understand that the Rajah has written to the Siamese Consul at this port to procure assistance from our Government. The quarrel seems to have originated at the tin mines, between the Toh-Peh Kong and the members of another society named the Ho-Seng respecting the right to some water which both required for washing their tin; the Ho-Seng society, consisting of members who had seceeded from the Ghi-Hin, the parent society, was requested by the Rajah to procure a settlement of the dispute, which they endeavoured to do, but only succeeded in drawing the resentment of the Toh-Peh Kongs upon them. The schooner brought a large number of Chinese passengers who have fled to Penang for safety, of whom forty are women.

It is feared by a large section of the community, as well Europeans as Chinese, that the disturbances at Junk-ceylon may affect Penang and awake the animosities of the rival Toh-Peh Kong and Ghi-Hin societies here. The town is at present quiet, but a general feeling of distrust prevails among the native population in town. All parties appear to be apprehensive of a fresh outbreak, and the slightest provocation will not only cause an immediate repetition of the disgraceful rows which we have lately witnessed, but also the loss of much life and property. We notice all the cloth shopkeepers in Chuliah-street are taking measures to strengthen their shop fronts. All the streets which were before alive with people till ten and eleven o'clock at night are now deserted towards evening, and the people who used to walk about the town on moonlight nights such as we have at present, prefer trusting to their houses. Lower Reach-street and Ujong Passir do indeed form an exception, but it must be remembered that these quarters are the stronghold of the Toh-Peh Kong.

Since writing the above we hear that this morning at ten o'clock a Chinaman carrying some fruit was beset by

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about 20 to 30 Chinese at Ujong Passir, and so severely beaten that it is doubtful whether he will recover from it. The Chinaman is a Ghi-Hin, and is reported to have lately arrived from Tongkah. No further reason for the assault can be assigned. As usual in such cases and in the murders which have been lately committed, none of the parties were arrested, nor can any evidence be procured, although the affair took place in broad daylight and in the midst of a thickly populated quarter of the town.

LATEST TELEGRAMS.

(Reuter's.)

JAPAN.

Shanghai, July 20.

Intelligence has been received here from Japan that the Dutch Minister had been fired at by a Japanese in Yedo, but sustained no injury. The assassin had not been arrested.

CHINA.

Hong Kong, July 29.

Grey shirtings, 6½ catty, $3.60.
Water twist, $1.90.
Tea—Export, 40,250,000 lbs.
Exchange on London, 4s. 5½d.
The steamer *Agamemnon*, with new teas, has been obliged to put back with broken shaft, and will probably proceed home under sail.

Shanghai, July 23.

Grey shirtings, 6½ catty, 2.00 taels.
Tea—Congou: firmer prices check to business.
Silk flat. No. 3, 565 taels; settlements in fortnight, 3,000 bales; export to date, 12,000 bales.
Exchange on London, 6s. 3½d.
Freights—Tea, £3.

(Via Kiachta.)

Shanghai, July 25.

Grey shirtings, 2.85 taels.
No. 3 Tsatlee Silk, 540 taels.
Exchange, 6s. 4d.

STRAITS SETTLEMENTS.

Penang, Aug. 9.

Serious coolie riots have occurred here, and all the Europeans are under arms. Tranquillity prevails at present.

H.M. store steamer *Hesper* has arrived from China at Plymouth.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to June 30, 1867		9236608	15952999		2805854	27995461	5895
Corresponding period last season		10426907	18356616		2368289	31151812	2715

Shipments Since.

	Ship.	From.			
June 21 ...	Winfell	Shanghai	... 1,110,775		Included in above totals.
— 23 ...	Everest	Foochow	... 736,000		
— 27 ...	Belle of Southeak	Do.	... 760,000		
— 28 ...	Chusan	Do.	... 1,157,000		
— 29 ...	Emeu (ml. str.)	Shanghai, &c.	... —	609	
July 4 ...	Agamemnon (str.)*	Shanghai	... 2,108,416		
— 4 ...	Silver Eagle	Do.	... 1,123,435		
— 5 ...	Falcon	Canton	... 984,335		
— 12 ...	Behar (ml. str.)	Shanghai, &c.	... —	2,897	

* Put back to Hong Kong.

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1867	...	...	...	...	...	433813	
Corresponding period last season	...	...	...	...	...	442600	75

Shipments Since.

	Ship.	From		
June 16 ...	Benefactress	Yokohama	... 433,813	as above
July 3 ...	Ethel	Canton	... 213,574	

TO THE CONTINENT

							Bales
From June 1 to June 30, 1867	...	...	...	...	...	None	—
Corresponding period last season	...	...	...	...	...		—

Shipments Since.—None.

TO AUSTRALIA.

From June 1 to June 30, 1867 ... ... 315,300 lbs.
Corresponding period last year 872,420

Shipments Since.—None.

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...
„ 1845 to 1846	...	...	...	57,334,200	18,604
„ 1850 to 1851	...	...	...	63,972,000	22,143
„ 1853 to 1854	...	...	...	77,327,800	61,280
„ 1855 to 1856	...	...	...	92,240,300	50,481
„ 1857 to 1858	...	...	...	76,990,255	68,315
„ 1858 to 1859	...	...	...	65,789,792	83,134
„ 1859 to 1860	...	...	...	85,560,452	64,169
„ 1860 to 1861	...	...	...	90,066,160	70,644
„ 1861 to 1862	...	...	...	109,854,040	79,199
„ 1862 to 1863	...	...	...	121,273,580	72,887
„ 1863 to 1864	...	...	...	117,463,586	46,603
„ 1864 to 1865	...	...	...	121,236,870	32,313
„ 1865 to 1866	...	...	...	115,333,042	62,890
„ 1866 to 1867	...	...	...	118,538,408	50,052

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.	4s. 7d.	4s. 7d. to 4s. 8d.
At Shanghai	4 ditto	6s. 3¾d. to 6s. 4d.	6s. 4d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 5½d.	4s. 6d.
At Singapore	4 ditto	4s. 5¾d. to 4s. 6¼d.	4s. 6¼d. to 4s. 7d.
At Manila	6 ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 311 to 312 per 100 taels. At Hong Kong, Rs. 221 to 222 per $100. Bar Silver at Shanghai, tls. 111.3.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 74.5.0 per 100; and exchange on Hong Kong, 28 to 29 discount. Hong Kong and Shanghai Bank shares, 3 to 1½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 19 to 29 per cent., prem.; Union Dock Company, 27 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Coffin—On the 23rd Aug., at 51, Oxford-Terrace, Hyde-park, the wife of Major-General Sir Isaac Campbell Coffin, of a son.
Collins—On the 28th June, at Hong Kong, the wife of Mr. Charles Collins, second clerk, Police Court, of a son.
Droege—On the 29th June, at Shanghai, Mrs. A. Droege, of a son, stillborn.
Durrant—On the 21st August, at 13, Montagu-square, W., the wife of Sir Henry Durrant, Bart., of a daughter.
Evans—On the 21st June, at Hankow, the wife of J. H. Evans, of a son.
Gabriel—On the 5th June, Hill-street, Singapore, Mrs. Gabriel, of a son.
Gwyther—On the 24th August, at Meadowcroft, Lower Sydenham, the wife of Howard Gwyther, Esq., of a daughter.
Haskell—On the 9th July, at Hong Kong, the wife of Capt. F. H. Haskell, of a daughter.
Knevitt—On the 22nd August, at Berwick-on-Tweed, the wife of Commander H. P. Knevitt, R.N., of a son.
Marshall—On the 16th June, at Spottiswoode-park, Singapore, the wife of Mr. W. Marshall, of a son.
Marshall—On the 30th June, at Shanghai, the wife of J. Marshall, Esq., of a daughter.

MARRIAGE.

Dix—Coleman.—On the 15th June, at the British Chaplaincy, Hankow, by the Rev. Thos. McClatchie, William Brownsell Dix, of Briston, to Henrietta Maria Coleman, of London.

DEATHS.

Bonhote—On the 22nd August, at 101, Lancaster-gate, John Lewis Bonhote, Esq., formerly of Java, aged 62.
Cobb—On the 7th June, at Anjer, Java, on his passage to Shanghai, George Cobb commander of the ship Wild Deer, of Glasgow.
De Johns—On the 10th July, drowned at Hong Kong, while bathing in the harbour, John De Johns, seaman, residing at the Sailors' Home.
Galton—Lost, on board the Sunny South, on the voyage from Yokohama to Shanghai, during the typhoon which commenced on the 12th of September, 1866, Howard Allen Tucker, fourth surviving son of E. J. Galton, Esq., of Brixton-rise, Surrey, in the 23rd year of his age, deeply regretted.
Gingell—On the 22nd August, at Hastings, Eleanor, relict of the late Edward Gingell, Esq., of Fulham-road, West Brompton, aged 77, deeply lamented.
Mackenzie—On the 15th August, at Shanklin, Isle of Wight, in the 31st year of her age, Margaret Ruxton, wife of D. Mackenzie, Esq., of Shanghai, China.
Macpherson—At Santa Cospa Coffee Estate, Mercara, Singapore, Duncan Macpherson, M.D., Inspector-General, Madras Army.
McTaggart—On the 13th August, at his seat, Ardwell, Stranraer, N.B., in his 79th year, Sir John McTaggart, Bart., for many years M.P. for the Wigton District of Burghs.
Mallan—On the 10th July, at the General Hospital, Hong Kong, J. Mallan, private, Army Hospital Corps, aged 29, of cholera.
Saunders—On the 4th July, at the Civil Hospital, Hong Kong, T. Saunders, police constable, aged 23 years.
Shaw—On the 29th June, at the Shanghai General Hospital, of apoplexy, Alphens Franklin Shaw, a native of Portland, Maine, U.S.A., aged 39 years.
Shields—On the 28th June, at Hong Kong, William Shields, master mariner, aged 53 years.
Simpson—On the 21st June, at the Seaman's Hospital, Hong Kong, James Simpson, engineer, aged 35 years.
Smith—On the 25th June, at Hong Kong, — Smith, seaman belonging to H.M.S. Salamis, who was found drowned, supposed to have fallen overboard when asleep.
Spooner—On the 20th August, suddenly, of apoplexy, at his residence, Poonah House, West Worthing, Sussex, Richard Spooner, Esq., son of the late Richard Spooner, Esq., M.P., and formerly of the Bombay Civil Service, in the 57th year of his age.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

Hong Kong.—Nos. 16 to 24 Yarn have been in request at former rates, for shipment coastwise, but other numbers are not much wanted, and have slightly declined. Piece Goods have not been dealt in largely, owing in a great measure to the condition of stocks. Grey Shirtings are nominally lower; White Shirtings, T-Cloths, and American Drills dearer; and other descriptions unchanged. Woollens are very firm, but Spanish Stripes alone show any improvement in value. Metals generally are improving. The Ginseng market is lifeless, and sales could only be effected at very low figures. Coal: English and Australian are a little weaker—there is no Anthracite on offer. Flour and Wheat are again dearer, the additions to stock being very limited.

Shanghai.—Cotton manufactures have been in fair demand, purchases having been freely made on Ningpo account, and rates advanced to 2.77 taels for 8¼ lb. Grey Shirtings. Tientsin quotations are less favourable, and Hankow market affected by the suspension of a large house there. Grey Shirtings: There has been a large business done since last mail at gradually advancing rates. Sales from first hands amount to about 100,000 to 120,000 pieces, leaving stocks with *bona fide* imports very bare. The highest point touched has been 2.77 taels per piece for best 8¼ lbs. Eagle Chop, at which rate there are now not many sellers. Prices have been materially assisted by foreign and native speculation. T-Cloths have been in fair demand, ordinary to good cloth being most asked for. Several sales of 7 lbs. are reported at 2.15 to 2.20 taels per piece; but for the few parcels good cloth in stock higher prices are asked. White Shirtings: The lower counts have been in moderate request at higher rates, 56 reed having realised taels 2.45 per piece and 60 reed taels 2.55 to 2.60 per piece. The higher numbers are not wanted. Camlets: Are difficult to place, only the best colours being saleable, ordinary assortments

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may be quoted at taels 13.50 per piece. Spanish Stripes: Good colours are saleable at last quotation and there is some sign of a better demand. Long Ells: Scarlet still in less favour but good assortments maintain their former value. Figured Orleans: Large sales are reported at a decline of about 3 mace per piece on last prices. Metals: The market remains without change. The Dunmail brings about 200 tons of Iron. Nail Rods may be quoted at taels 2 50. Lead at taels 4.90 to 5.10. Coals: The cargoes per Sir W. Wallace and Fusiyama have increased stocks of Welsh and Sydney. The demand is less active for Australian and Japan cargoes, but as stocks on the market, of all descriptions, are light, rates continue very firm.

YOKOHAMA.—We have to note a sale of rifles to the Government of as much as one hundred thousand dollars' worth. In staple imports the activity reported last mail in Yarns and Grey Shirtings remains unaltered. Considerable sales of Black and Assorted Velvets have been made at a reduction on our last quotations. Black Lastings have come into sudden demand. Camlets continue heavy, but a few sales have been made, and other woollens are not inquired for. It is to be remarked that many of the reported sales have been in barter for a portion of what little Silk and Tea has been brought to market. The now excessively high value of the dollar in native coin—the quotation being 388 boos per 100 dollars—of course materially checks business.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—The market has been almost entirely inactive. About 800 piculs of new tea of medium quality have come in, but holders ask higher prices than foreigners are inclined to give, and but 180 piculs have been bought. Quotations remain as per our last.

SHANGHAI.—Black Teas: There has been a little more activity displayed in this market, some demand having sprung up for teas for the steamer Agamemnon, and also to complete the cargoes of sailing vessels that have left during the fortnight. Prices, still irregular, are about on a par with former rates, the value of medium teas having been especially well maintained. There appears to be an unusual absence of fine tea, notwithstanding the very large stock on show. Flavoury Ningchows and Hohow Kaisows have continued to command a preference, the few re-sales of Hankow teas having been at ruinous rates to holders. A large quantity of teas bought at extravagant prices have come down from the river ports in foreign hands to compete with the native stock, and as the second crop had begun to arrive in Hankow, we may expect a still larger increase before the next mail leaves. Our present stock is estimated at about 70,000 chests, against 40,000 at same date last year. Green Teas: The market for the new Pingsueys was opened on the 25th June by the purchase of a chop at 40 taels, the same price as that paid at the opening of the market last year, a fortnight later. Since then arrivals have been taken up eagerly at taels 36½ to 40 for fair to fine chops. The Teas generally are much mixed, and we notice the same absence of strength that distinguishes the Black Teas this season. There is no stock held here, the Teas being shipped up from Ningpo by steamer as sold. One chop of old Fychow has also been settled at 34 taels, bringing the total fortnight's sales up to 12,000 half-chests. The fine Moyunes from Chinkiang continue to be firmly held; these, with 2,000 packages Shanghai-packed, comprise the whole of the stock.

KIUKIANG.—Reported settlements to the 1st July amounted to about 3,200 chests, at 24 to 25 tls. per picul, but a great portion of these were shipments on native account, there being no general desire to buy, except very much below the teamen's ideas. Green Teas were said to be very cheap in the country, good medium chops costing about 25 to 26 tls. laid down in Kiukiang.

HANKOW.—Advices to 28th June state that settlements for the previous fortnight had amounted to 33,000 chests, at advanced rates for medium to fine Oopacks, a few chops having been settled on a par with last mail's quotations. A few musters of second crop Oopacks had just arrived, and were of very indifferent quality. There were no finest teas left. The market closed quietly.

FOOCHOW.—Congou: A large business has been transacted, medium and common grades have been wanted for Australia, and for these kinds prices have been fully supported. Fine has in one or two instances been settled at slightly easier rates. The Teas of the second crop from the lower districts are now beginning to come forward, and appear to be of fair average quality. Souchong: The demand has continued for this description, and taking quality into consideration, somewhat higher prices have been paid. Oolongs: The demand for America has not yet commenced, but the teamen are holding firmly. Flowery Pekoes: A few small parcels have been settled at irregular prices. Scented Teas: Unlike the former ones, those now coming forward are well scented and of very good quality.

CANTON.—During the fortnight a moderate business has been transacted, principally in scented kinds, the chief portion of which was settled shortly after the departure of last mail; the market closes quietly, operators showing but little inclination to continue purchasing at present rates. Country Congous: The entire stock of old season Congou, with the exception of a small chop of 170 chests withdrawn from the market, has been cleared by two foreign houses at from 14½ to 17½ taels. Two chops new season teas have been placed on the market, and others are shortly expected. No bids have as yet been made for these teas. Country Greens: No inquiry whatever exists for the three chops on the market, the extreme prices demanded precluding business. Canton-made Teas: About 1,500 boxes Canton-district Congous have been settled at from 25 to 26½ taels; it is now difficult to meet with parcels possessing sufficient strength to induce purchases to any extent in this class of teas. In Scented Orange Pekoes 6,500 boxes have been settled at from 20 to 32½ taels, and 13,500 boxes Scented Capers at 13½ to 31 taels. Canton Gunpowders: About 2,500 boxes have been settled, as well as 600 boxes young Hysons, the former at from 20 to 24½ taels, and the latter at 20½ taels.

SILK.

YOKOHAMA.—The market has been completely cleared during the fortnight of all Hank sorts, the sum amounting to only about 160 piculs. There remain, perhaps, 100 piculs of low kind in stock, but the bulk of this is unsaleable. We are anxiously expecting supplies of the new crop, of which only one or two bales, much mixed with old silk, have as yet reached us. No estimate can, therefore, be formed of its quality. All native reports concur in stating that we shall have not less than 16,000 bales this season.

SHANGHAI.—Immediately after the departure of the last homeward mail on the 24th June, settlements of Silk were briskly resumed at daily advancing prices, and transactions have rapidly increased until they now reach 2,000 bales, only a small proportion of which are chops. Prices show an advance of fully tls. 10 to 20 per picul for Tsatlees, tls. 5 to 10 per picul for Karshing Taysaams, and tls. 10 to 20 per picul for Yuenfas and Hainings. For Chop Silks the dealers are very firm in their demands for the quotations given below, though for medium and common descriptions they appear, as the mail is closing, somewhat more anxious to realise, and would submit to a decline in prices. This desire evinced by the natives to accept lower rates is owing to the large proportion of our present unsold stock being composed of these descriptions of silk. The late heavy rains are reported to have seriously interfered with the gathering of the second crop, and the yield consequently is not expected to realise former estimates; yet we think it is certain that fully 45,000 bales of silk will be available for export for the season of 1867 and 1868, as the first crop's yield was so successfully collected. The latest advices to hand from the interior report less business transacted.

CANTON.—The arrival of about 90 bales Tsatlees and 120 bales Loongkongs has placed us well in stock. The finer descriptions were eagerly sought after, and a good business has been done in Tsatlees, notwithstanding the excessive rates demanded by holders. Really fine fetched as high as $640 to 660 per picul, good clean round thread $620 to 625, and the usual No. 1 $595 to 600. Prices remain firm, and 20 to 30 bales in stock are held for rates as quoted. The produce of the third crop has not yet been placed on this market; from all accounts the yield is said to have been a fair average one, and the silk of good colour and quality. In re-reels settlements amount to 80 boxes for the fortnight; the demand for this kind of silk is slack, and no buyers are to be found at present quotations. Settlements and quotations are as follows: To Europe, 10 bales Loongkongs and 90 do. Tsatlees, equal to 100 bales; to America, re-reeled Cumchook 80 boxes.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Cardiff, June 19, Nellie Hastings; from Clyd (via Hong Kong, &c.), July 7, str. Dragon (reported by telegram).

At SHANGHAI.—From London, July 1, Vigil; 4, Dunmail; from Cardiff, 4, Sir W. Wallace; from Sunderland, 5, Coral Nymph.

At HONG KONG.—From London, July 2, Naomi; from Liverpool, 8, Sardinia; from Cardiff, 1, Chalgrove; from Newport, 7, Prudhoe; from Newcastle, 7, Luis Henry; from New York, 2, Samuel Russell, Wild Gazelle; from Clyde (via Singapore, &c.), June 28, Hayo Maro, str. from London, Solent (reported by telegram).

At MACAO.—From Lisbon, July 6, D. Maria Pia.

At MANILA.—None.

At SINGAPORE.—From London, July 10, Benvoirlich; from Liverpool, 14, Simoon; from Glasgow, 18, Lamont (str.).

At PENANG.—July 7, Benvenue.

DEPARTURES.

From YOKOHAMA.—For New York, June 16, Benefactress.

From SHANGHAI.—For London, July 3, Silver Eagle.

From FOOCHOW.—For London, July 27, Belle of Southesk; 28, Chusan; for Liverpool, 23, Everest.

From HONG KONG and CANTON.—For Liverpool, July 29, Capriolani; for New York, 4, Ethel.

From MACAO.—For London, July 8, Falcon.

From MANILA.—For Cadiz, June 28, Elena; for New York, 25, Daniel Marcus.

From SINGAPORE.—For London, July 19, Lanercost; for Falmouth, Antilope; for Liverpool and Glasgow, 10, Edinburgh Castle; for Boston, Catherine.

From PENANG.—For London, July 14, Zingra.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Havelock.

At SHANGHAI.—For London, Isles of the South, Elmstone, Coulnakyle, Peter Denny, Anglo-Saxon, Hoang Ho, Jubilee, Lennox Castle, Mary Whitridge, Sovereign of India, Star of China, Helen Nicholson, For New York, none.

At FOOCHOW.—For London, Shunlee, Armadine, Argonaut (all full), Pakwan, Burdwan, Thomas Bell, Morning Star; for New York, none.

At HONG KONG and CANTON.—For London, Alma, Wemyss Castle, Niphon, Passe Partout (filling up at Macao).

At MANILA.—For London, Lady Agnes Duff, Odulia (via Cebu), Trinidad (do.); for Liverpool (via Cebu), Sales; for Falmouth, Chalmers, Evangeline; for Pernambuco, Sir H. Parkes.

At SINGAPORE.—For London, Admiral de Winter, Corneille David, Meg Merrilies.

At PENANG—For London, Benvenue; for Boston, Alexander.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, cotton and tea, £3 to £3 10s. per ton of 50 cubic feet; silk, £4 to £4 10s. To New York, £2 10s. to £3.; per steamer $45 per ton of 40 cubic feet.

At SHANGHAI.—To London the rate is £3 per ton; disengaged tonnage not so abundant, in coasting charters little is offering.

At FOOCHOW.—To London, £3 per ton.

At HONG KONG and CANTON.—To London direct there are no fresh settlements to report; the Charlgrove, however, is expected to take the berth at Canton at £2 10s. per ton. To New York there is no inquiry for tonnage. The number of disengaged vessels in harbour, according to the circular of George Holmes, is, exclusive of Siamese, 17, representing 10,302 tons.

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AT MANILA.—Suitable vessels are scarce, but arrivals are expected. The only settlements in the fortnight have been of Spanish vessels, viz.:—The *Trinidad* for Liverpool, taking dry sugar at £2 10s., and hemp at £3 per ton. The *Sales* goes to Cebu to load for Liverpool at £3 for wet sugar and £3 5s. per ton for hemp, after taking 150 tons wet sugar from this port. The *Odulia* has obtained £3 for wet sugar, and £3 15s. for hemp to load at Cebu for London.

At SINGAPORE.—Freights continue firm, and there is still a great scarcity of shipping in the harbour. The demand for vessels is not large, and a few disengaged ships dropping in would at once weaken rates. Rates to England are firm at £3 10s. per ton all round. The Admiral de Winter, Corneille David, and Meg Merillies, are loading at this rate for London; and the Huntly Castle, daily expected from Penang, is almost fully engaged for Liverpool. Ships are inquired for to load in Java for Europe at £3 10s. per ton, but this offers no inducement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
June 16	Archos	Liverpool	Batavia
— 16	Johanna Mathilde	New York	Hong Kong
— 17	D. Maria Pia	Lisbon	Macao
— —	Caractacus	London	Yokohama
— —	Windward	Hong Kong	New York
— 18	Samuel Russell	New York	Hong Kong
— —	Sardinia	Liverpool	Hong Kong
— 19	Concepcion	Cadiz	Manila
— 20	Kosmos	Macao	London
— 21	Lochnagar	Cardiff	Hong Kong
— 21	Hebe	Buenos Ayres	Batavia
— 21	Titania	Rio Janeiro	Shanghai
— 24	Urgent	Singapore	Mauritiu.
— 25	Solent	London	Hong Kong
— 26	Patriot Queen	Singapore	Liverpool
— —	J. Anthonius	Rotterdam	Ratavia
— 27	Nicolas Witsen	Amsterdam	Samarang
— 27	Niagara	Toulon	Saigon
— —	Northfleet	London	Hong Kong
— —	Presto	Amsterdam	Sam. and Bat.
— —	Taeping	Foochow	London
— —	Flying Buck	New Zealand	Batavia
— 28	False Allam	Bangkok	Bombay
— 29	Edrogue	Cadiz	Manila
— 30	Gentoo	Manila	Boston
— —	Kaliemaas	Hamburg	Hong Kong
July 1	Polmaise	London	Shanghai
— —	Deerfoot	Whampoa	London
— —	Belted Will	Do.	Do.
— —	Fiery Cross	Foochow	Do.
— 2	Crawshay Bailey	Shanghai	Do.
— 3	Sooloo	Salem	Hong Kong
— —	Midnight	New York	Do.
— 4	Lord Clyde	Manila	London
— —	Akbar	—	Do.
— —	Kelso	Shields	Hong Kong
— —	Southern Belle	Cardiff	Do.
— —	Alblasserdam	Do.	Batavia
— —	Ariel	Foochow	London
— —	Tio & Sobrino	Manila	Glasgow
— 5	Nouvelle Perietope	Saigon	Havana
— —	White Adder	Foochow	London
— 7	Invincible	London	Shanghai
— 8	Arracan	Singapore	London
— —	St. Vincent de Paul	Bourbon	Saigon
— —	Carl	Melbourne	Batavia

SHIPS' REPORTS.

SHANGHAI.

British ship Pegasus arrived at Shanghai July 5. March 28th left New York. Experienced first part of the passage strong N.W. and W.N.W. winds up to 20 N. lat. From thence to crossing the Equator, April 18, light E. winds. Off the meridian of the Cape of Good Hope May 11; thence to St. Paul's Island; had W.N.W. gales and heavy seas. May 24, in 38 S. lat., 73 E. long., lost 3 boats and part of bulwark by a heavy sea coming on board; sighted Java Head June 9. 13, anchored at Anjer; 8 p.m., left Anjer; passed through the Straits of Gaspar 14. The latter part of the passage S. winds with squally weather. June 1, in a squall from the S.E., lost main top-gallant mast. July 3, made the Saddle Islands; 4, received a pilot on board, making the passage in 96 days from pilot to pilot. Spoke the following ships in the Straits of Sunda: British barque Meteor, from New York to Shanghai, 90 days out; British barque Baracouta from Liverpool, bound to Japan, 117 days out; British barque Lanercost, from Liverpool to Singapore, 115 days out; British ship Cambura Castle, from Glasgow to Singapore, 97 days out; British barque Naomi, from London to Hong Kong, 98 days out; June 23, passed ship Helen Ritchie bound S.

Sir William Wallace, British ship, arrived at Shanghai July 4th, left Cardiff Feb. 18.; experienced strong S.W. gales till 4th March; in the lat. of Scilly Islands very unsettled weather; had very poor trades till 27th, when experienced westerly gales, losing part of bulwarks; arrived off Java Head June 1st; spoke steamer Hayamaro on 4th; called at Anjer; ship Seawfell passed through bound north; passed Gaspar Straits June 9th, in company with ships Philomela and Dunmail; very squally weather till off Pulo Sapato; June 16th passed ship Belted Will, bound to London; arrived at Light Ship July 2nd.

Dunmail, British ship, arrived at Shanghai July 4th, left London March 9th; discharged pilot on the 11th at the Downs, spoke the ship Raghabmabub in 42 N., 12 W.; 29th, E. Flemming 28 N., 22 W., from Greenwich to Otago; Simoon, from Liverpool to Singapore, 40 days out; April 11th passed the Equator; 16th, lost one man overboard, fell from main top gallant yard; May 8th passed meridian of the Cape; prevailing winds from N. to W.; made the passage from pilot to pilot in 113 days.

HONG HONG.

The British ship Stuart Wortley, reports having left Cardiff on the 13th March, passed the meridian of the Cape May 9. Very heavy weather to the southward, washed away a great part of the bulwarks, and stove in the front of the poop, filling the cabin. On May 21 experienced a perfect hurricane which lasted two days in which the sea struck her stern and started a butt. Passed the ship Roslin Castle hove to. Sighted Amsterdam May 23, after which the wind moderated. On June 1, in lat. 21.42 S., 105.57 E. signalised the barque Lannercost from Liverpool to Singapore 106 days out.

The British steamer *Hayo-Mayo*, reports having left London on the 7th March and Cardiff on the 21st. Experienced strong westerly winds with snow and hail until within one day of Madeira. Anchored in Funchal March 29th, and after coaling left again on the 31st. Steamed to St. Vincent and arrived April 4th, Left again on the 6th after taking in more coal. Crossed the line April 14 in 6 west. Moderate S.E. trades and anchored in Table Bay April 29th. Left again May 5th, and had fine weather to the 21st, when she experienced a severe hurricane, which lasted twelve hours; split sails, lost one lifeboat, stove in engine-room and saloon skylights and smashed the gig. Arrived at Anjer on June 4, and left again on the 5th. Singapore on the 7th, and remained there until the 20th. Calms and fine weather up the China Sea, but was detained on account of being short of coals. The voyage was performed under one boiler, and partly under sail alone. Off Java Head spoke the Sir William Wallace, and in the Straits of Sunda the Fortuna, both from Cardiff for Shanghai.

The British ship Sardinia reports having left Liverpool on March 6. Experienced fine weather down Channel, and heavy gales in the Bay of Biscay. Moderate N.E. trades, and crossed the Equator on April 16, in 25.19 W. steady S.E. trades, and afterwards heavy S.W. gales to the meridian of the Cape, which she passed on May 14, in 40 S. A succession of heavy westerly gales in running down the easting, during which a portion of the bulwarks were washed away. In 41 S. and between 50 and 60 E. experienced a cyclone, in which the barometer fell to 28.48, lasting twenty-four hours, and appeared to be travelling in an E.S.E. direction. During this time it blew a gale from every point in the compass, with a heavy cross sea. Continuous heavy weather to Amsterdam, which was sighted on May 28. Anchored in Anjer Roads on June 19, and experienced light easterly winds from Pulo Sepata to Hong Kong. Spoke several vessels during the passage, but none of them bound for ports in China or Japan.

The British ship Naomi reports having left the Downs on March 5. Crossed the Equator on April 17 in 18.40 W., and the meridian of Greenwich on May 5, in 37.30 S. Rounded the Cape on May 18, in 39 S. Experienced heavy gales until past St. Paul's. Entered Straits of Sund June 9. Light southerly winds and fine weather up the China Sea. Spoke no vessels.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—August 12, at New York, from Nagasaki, Elsabea; 23, off Falmouth, from Rangoon, Germania; 22, at Brouwershaven, from Batavia, Anna; 25, in the Downs, from Colombo, Marie Eliza; from Singapore, Octavia; from Akyab, Natalia; 26, at London, from Macao, &c., Acacia; at Deal, from Colombo, Empress; 27, at Falmouth, from Rangoon, Palmyra.

DEPARTURES.—Aug. 24, from London, for Shanghai, The Sir Jamsetjee Family; for Yokohama and Nagasaki, Pampero; for Colombo and Calcutta, Peeress, Harkaway, Clyde; for Hong Kong and Canton, Chaa-Tze; from Rotterdam, for Padang, Maria Sarah; 23, from Cardiff, for Galle, Dunloe; 16, from Shields, for Batavia, Jacoba; 26, from London, for Cardiff and Galle, Ernesto Parodi; 24, from Cardiff, for Nagasaki, Vulcan (s.s.); for Hong Kong, Ocean Spray; for Singapore, Crested Wave; 7, from Havana, for Hong Kong, Alta Gracia; 22, from Glasgow, for Yokohama, Runnymede; July 16, from Callao, for Amoy, Frederica.

LAID ON.—At London, for Shanghai, Lahlos, Spindrift; at Liverpool for Singapore, Harvest Home. At Liverpool for Singapore, Prince Arthur; for Hong Kong, Arab; for Sourabaya, Fayel; at Glasgow, for Samarang, Jane Spiers; for Hong Kong, Sunrise, (s.s.)

SPOKEN.—Tamerlane, London to Shanghai, July 7, 1 S., 23 W.; Vriendschap (not as before reported), Rotterdam to Batavia, July 8, 6 N., 24 W.; Amersham, from Penang, Aug. 21, 49 N., 6 W.; Aline, Havre to Hong Kong, July 20, 11 N., 29 W.; Java Packet, Amsterdam to Batavia, June 26, 3 N., 24 W.; Colorado, Boston to Hong Kong, June 27, 26 S., 26 W.; Scotland, the Tyne to Galle, July 20, 9 N., 24 W.; Herman de Ruyter, Amsterdam to Samarang, Aug. 14, 46 N., 12 W.; Francina Willemina, Sunderland to Batavia, Aug. 16, 48 N., 7 W.; Robertus Hendrikus, Sourabaya to Rotterdam, Aug. 12, 42 N., 29 W.

A NOVELTY FROM SWATOW.—A document perfectly *unique* in its way has reached us in the shape of an address from the Chinese inhabitants of Swatow to G. W. Caine, Esq., the Consul for that place, who is at present in England, but returns by the next mail. We present to our readers the following extract:—"At the moment of leaving, you were pleased to say that your triumphal return to your noble country would not cause you to be absent from us for more than nine months. Having heard these words the people of Swatow waited patiently for you month by month. Alas, at this time more than ten months have passed away, and no one has yet witnessed the advent of your Excellency! The eager expectation of the merchants and people may truly be likened to the longing of those who 'in time of drought watch for rain.' With one consent, therefore, we join our names together, and write to entreat your Excellency to show indulgence to the circumstances of our case, and to address on our behalf a memorial to the Sovereign of your noble country, praying the Imperial permission to gratify the expectations of the people by returning at once to take up your former post at this port.

CHINESE AND JAPANESE IN CALIFORNIA.—Both Chinese and Japanese immigrants are settling in California in considerable numbers. The San Francisco correspondent of an American journal, in a recent letter, thus speaks of the settlers and the differences between them:—"There is one

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marked difference in the characters of the Japanese and the Chinese which is already becoming apparent to our people. The Japanese are quick to appreciate the advantages of foreign improvements of all kinds, and readily adopt our manners and customs when travelling among us. They are anxious to perfect themselves in all our arts, and to study our institutions in the minutest details. In this they differ from the Chinaman. The latter is 'a law unto himself,' and however long he may remain among us, he remains essentially a Chinaman. His civilisation is older than our world, if the Mosaic account of the creation is correct, and he is perfectly content therewith. In his dealings with us he conforms cheerfully to our laws; and is in this respect a model which our own citizens might study to advantage; but he governs his family, his trade, and all his private and social affairs by the laws of Confucius and the habits and customs handed down to him through countless generations of his ancestors. Every vessel coming from Japanese ports at this time brings a greater or less number of Japanese of wealth, coming to study our customs and learn all which is worth their learning of our laws, institutions and civilisation generally. There are already four Japanese students in our city college, where no Chinaman ever entered even as a spectator, and by the *Colorado*, on her last trip, came a number of Japanese gentlemen who propose to study the art of navigation and marine warfare, as taught at the Mare Island Navy-yard, under Admiral Craven. One of them is a prince, and he daily promenades Montgomery-street with two or three followers, wearing a curious sheep-shed shaped, three-cornered hat of glazed material, and two swords in his girdle. His servants have already adopted the full American costume, and he is making progress in that direction, having already got as far as the pantaloons, coat, vest, and boots. These fellows have a sharp eye to business, and, if they could be promised protection against unjust laws, and the violence which is constantly practised on the Chinese by the half-civilised, ignorant, and degraded portion of our population, native and foreign born, they would soon be here in force. They see thousands on thousands of acres of rich land in the low valleys of the Sacramento and San Joaquin lying idle and unproductive, and would buy it and turn it into rice and corn fields immediately, adding thereby millions to the taxable property of our State. As it is, some of them now offer to contract for 10,000 skilled labourers and artisans warranted superior to the Chinese for field work or workshops, or on railroads, at less wages than the latter now earn, and it may be that the Central Pacific Railroad Company will make a contract with some of them as an experiment. The Chinese have worked so well on the railroad that the company would employ more (they now have 11,000 of them at work) if they could get hem, and may take Japanese instead."

Japanese Emigration to California.—The following is from the *California China Mail*:—"A city contemporary, in remarking upon the Japanese quickness to learn, and readiness to adopt foreign arts and improvements, says:—'The attention of the Japanese who have already visited California is attracted to the great extent and cheapness of our tule lands, which their countrymen would willingly turn into rice fields. Now that the Government of Japan has removed the prohibition of emigration, we may look for the arrival of Japanese labourers, to whom California rates of wages appear very tempting. We understand there are parties in town who offer to supply ten thousand or more skilled Japanese labourers at the rates paid Chinamen, to whom they will guarantee them to be in every respect superior.' We shall be but too glad to see these labourers, and more like them, fairly established among us. The one crying necessity of our State is an industrious population; men fit to build roads, to drain marshes, to cultivate the soil; above all, the last. Of men for the manual labour needed in the cities we are likely to have enough; it is the agricultural population that fails us. Whether superior to the Chinese, or merely his equal, the Japanese is wanted here; there is more than room for all that are likely to come. The remark about our tule lands is very much to the point; the millions of acres of such land now lying useless could be turned to immediate account by both Chinese and Japanese, whose systems of agriculture, according to Liebig, are superior to any others of which he has knowledge. We consider it the true policy to encourage the emigration of these people of every class; but we especially need the agricultural labourers. Many branches of our manufactures may be carried on without Chinese or Japanese labour, but our agricultural future absolutely depends upon them. As tillers of the soil they would add to our wealth in the surest and most solid way; and they would be almost entirely removed from the danger of collision with other labourers, of "superior" race, but decidedly inferior to these Asiatics in the social virtues of quiet and orderly conduct. If the Government could be brought to see what is our true interest, we should suggest that land be offered in full possession to Chinese or Japanese settlers, as it is already offered to European emigrants. Such a measure would effectually knock on the head all schemes in any way resembling the coolie trade, and the State would gain an industrious, energetic population, who would make the rich soil of California outdo everything hitherto related of its wonderful productiveness.

The Oriental Restaurants at the Paris Exhibition.—The Japanese have a couple of pretty-looking toy-structures in the park—the first a sort of summer-house, not unlike a big sandal-wood cabinet, erected by the Daimio Satsuma, one of the few hundred foreign princes who have come to Paris for a holiday; the other a genuine Japanese tea pavilion, situated within a little enclosure which you have to pay five sous to enter. There you generally encounter a party of Japanese loungers—members of the suite of the Shiogoon's little brother, probably. They all wear the national costume. The tea-house is built of bamboo and some choice white wood, and has its little counter, at which tiny cups of tea, with sugar-plums to sweeten it are retailed; and also a tea-room where both tea and liqueurs are supplied to the guests, who, go at what hour of the day you will, are sure to number among them one or more Japanese elegants who have assumed the latest Parisian costume—cutaway coats or spencer jackets, painfully tight trousers, and low-crowned hats, and who, with their neckties, scarf-pins, and watch-chains of the Jockey Club type, would, were it not for their peculiar physiognomy, pass well enough for "gandins" of the Boulevards and the Bois. In an adjoining little salon are three young Japanese damsels with their hair turned up and twisted above the nape of the neck into chignons, which are ornamented with little crape crowns and pierced in a slanting direction with bronze pins. Their tunics and tight-fitting underskirts are of flowered silk; the loose sleeves of the former serving the purpose of pockets. These young ladies, named O-Kane, O-Sato, O-Soumi, drink tea, smoke, play at cards, and laugh, ogle, and prattle with the liveliest of their sex. Like the Japanese tea-house, what is called the Café Chinois stands in an enclosure of its own—a veritable Chinese garden, stocked with real Chinese shrubs and flowers, tended by genuine Chinese gardeners, and entered through a lofty red green painted gateway where a toll of half a franc is exacted of you before you are permitted to pass the barrier. A gradually ascending pathway leads to the tea pavilion, said to be an exact model of the kosque in the garden of the Emperor's summer palace at Peking. The first floor of this gaily decorated pavilion forms the "Café et Restaurant Chinois;" the sole Chinese characteristics of which are, first of all the decorations of the apartment; next its cookery, which does not appear to be much in demand, for the swallows'-nest soup costs twenty francs the portion, and the cheaper dishes range from two francs and a half to three francs the portion. The chief characteristic of the establishment is unquestionably its tea. It is served to you by Parisian garçons, it is true; but as you are informed, "a la Chinois," in cups without handles, but with lips, which you move slightly on one side when you are disposed to drink, so as to escape being choked by a mouthful of tea leaves; for Chinese tea "a la mode de l'Exposition" is made by pouring boiling water upon a little tea put into the cup itself. Adjoining the café is a small pavilion where you can purchase scented tea done up in tinfoil packets of a couple of young Chinese "dames de comptoir," who we are informed came from the province of Fokein.

Russian Tea-houses.—The tea-houses of Russia are quite as characteristic a feature in the manners and customs of that country as those of Japan. Mr. Lumley, Her Majesty's Secretary of Embassy at St. Petersburg, states in a recent report that in the capital alone there are 697 common tea-shops, besides the cafes and restaurants of a superior description, the daily consumption of tea at some of these places being from 80 to 100 lbs. They are the resort of the droschky drivers, carters, and labourers of every description; and it is not without interest to witness the orderly behaviour and polite demeanour of these poor peasants. As they enter the long room in which the tea is served, each man greets the bar-keeper, and, as he passes the sacred image, which is to be found in every Russian room, and before which a lamp is always burning, he reverently doffs his cap, and while in the room all remain uncovered. Numerous tables are ranged along the apartment, at each of which may be seen groups of six or eight sturdy moujiks wrapped in their sheepskin pelisses, which are worn with the fleece inwards, and which, no matter what the heat of the room, are seldom taken off or even opened. A large teapot of boiling water, and a smaller one containing an allowance of tea for each man, are placed on the table; a plateful of small squares of black bread, a saucer of still smaller lumps of sugar cut like dice, one for each man, and a glass of corn brandy constitute the repast. Both teapots are generally replenished as soon as the larger is emptied, but occasionally the larger one alone is refilled, and the liquid becomes tea only in name. The tea is drunk out of saucers, and the sugar is not put into the tea but is held in the mouth; some poor fellows who are still more economical will put a piece of black bread in the saucer, place a lump of sugar on the bread, pour in the tea, and after drinking two or three cups in this way, wrap the slightly diminished piece of sugar in paper and carry it away with them. Time seems to be no object to the tea-drinkers, and at a sitting many will take six or eight and even more cups of tea before turning the cup down in the saucer as the sign that they have had enough. The effect of the atmosphere heated by stoves to 75 or 85 deg. of Fahrenheit, in a low room from which the air is carefully excluded by double windows, combined with these numerous cups of hot tea, on a body wrapped in a sheepskin pelisse, may be easily conceived. The tea-drinker, while imbibing his favourite beverage, is literally taking a modified vapour bath; some men will go on steadily drinking until they have reached a condition which is denoted by the term "Pey do tretiavo pota," to drink to the third degree or expression of transpiration, after which they will sally forth into a temperature of perhaps twenty degrees below the freezing point, and throwing themselves on their sledges, fall asleep enveloped in steam, having thus imbibed, and this no doubt intentionally, a sufficient amount of caloric to last them to the next halt, where a repetition of the tea-drinking takes place on the same scale and with the same effect.

American Telegraph to China.—The *New York Times* has the following, for the encouragement of American enterprise in this direction:—"The completion of the railway tunnel through the Sierra Nevada Range shows with what rapid strides we are clearing a pathway to the Pacific. These gigantic enterprises and improvements, moreover, we have the satisfaction of thinking are to be carried out solely with American capital, and will be permanently controlled by American skill. We want the same to be said of the great telegraphic projects which are to connect our west coast with Asia, and which are bound to penetrate into Asiatic Russia along the coast of Japan, and connecting all the great ports of that country, as well as China, which are now open to American trade. We cannot afford to lead only in the establishment of new steam lines for the East. An American company has got the advance of all others in securing a most liberal charter from the Emperor of China for running a coast telegraph line a distance of nearly 900 miles along what may be called the great marine highway of the Empire. That work the directors of the East India Company in New York find themselves, we understand, in a position to construct at once. Their programme is the purchase of the cable which was made for the Russian Telegraph Company, which is now the property of the Western Union Company, and which lies on board a vessel in Vancouver's Island port. Let us hope the directors of the Western Union Company will find themselves in a position to accept the offer which we hear has been tendered them for the Russian Cable. Whatever expedites the commencement of the China line insures the continuance of its control in American hands. British capitalists are eager to step in, provided only they can secure a controlling interest. The Western Union Telegraph Company are interested in preventing *that*, if possible. The Pacific Mail Company are equally interested in making the China telegraph first, and principally and always tributary to our commerce. Let us urge upon both the importance of having the American Company which secured the charter retain possession of it under all circumstances."

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Suicide of a Japanese Student in the United States.—Ashiwara, one of the six Japanese youths who have been pursuing their studies at Monson, Massachussets, lately committed suicide by hanging. His absence from his boarding-house all night roused suspicion, and search was commenced by a number of the citizens. Twenty-four hours after his disappearance his body was found suspended from the limb of a tree in a retired spot about a mile east of the village, and a little distance from the highway. Beside him on the ground lay his hat, coat, and umbrella, and around his neck was tightly knotted a strip of cotton cloth which he had taken with him from his house, showing that the act was one of mature and deliberate premeditation. His watch was found going, and his pockets undisturbed. His body was immediately removed and the remains prepared in the Christian order for burial, his countrymen assisting in the sad offices. The cause of the act was undoubtedly extreme depression of spirits, resulting principally from a chronic disease which had for many months afflicted him, and from which there was little or no hope of relief. Ashiwara was about thirty years old, and left a wife at his home in Yokohama, whence he came by way of San Francisco, arriving at Monson in November. The deceased Japanese is spoken of by his instructors and acquaintances at Monson as a man of true and unusual nobility of character, and industrious and faithful to his duties. He was sensitive to the last degree on all points of honour or personal reputation, and during his stay in this country had won the esteem and regard of all with whom he had come in contact. During the first few months of his residence at Monson he was often oppressed with home-sickness and earnest longing for his native land, but had lately seemed to overcome in a great degree these feelings, and appeared quite contented.

Music in China.—The Boston *Evening Post* has lately contained some interesting intelligence on the musical capacities of the Chinese, in reference to the statement of "a gentleman in Hong Kong," who claims to be the first to have instructed the Chinese in European music. An Episcopal clergyman, who long resided at Shanghai, upsets the claim without hesitation, and mentions sundry details which are sufficiently curious and instructive. He says that the Episcopal schools at Shanghai have taught European music to Chinese boys and girls for many years with great success, and that Chinese organists are employed both in school and mission chapels. The Presbyterians at Ningpo have done the same, and in 1858 they published a psalm book in Chinese with 250 tunes. But the most remarkable success has been that of the Roman Catholic clergy. Mr. Styles, the Episcopal clergyman who gives the information, says he can vouch for the fact that elaborate mass music is sung by Chinese choristers in the Catholic cathedral at Shanghai, accompanied by an organ made with bamboo pipes. Considering, indeed, the extraordinary imitative powers of the Chinese in general, it would be surprising if they were incapable of taking to European music. But still it is interesting to know the real facts, when they can be got at. Mr. Styles adds that they have a great fondness for anything in the shape of an opera, but condemn the ballet as indecorous.

Naval and Military.

The following troops have embarked at Gravesend on board the chartered troop-ship Coldstream (belonging to Messrs. Teighe and Smith) for Singapore:—Three battalions, two brigades, consisting of four officers and 101 non-commissioned officers and men of the Royal Field Artillery (3rd battery, 2nd brigade), five men of the Army Hospital Corps, and Staff-Assistant-Surgeon Donovan, 10 soldiers' wives, and 15 children. The officers of the above battery are Brevet-Major Talbot, and Lieutenants Hubback, Shippard, and Atchison.

The Rodney, which sailed hence on the 23rd April last, arrived at the Cape on the 12th July, and left again for China on the 18th.

The official account of the receipt and expenditure of naval prize, bounty, salvage, and other moneys between the 1st of April, 1866, and the end of March in the current year shows that the total receipts from these sources amounted collectively to £45,803. Of this sum £12,020 was derived from slave and tonnage bounty, £3,194 from salvage services rendered by Her Majesty's ships, £3,760 from bounty for destruction of pirates, £1,331 from booty captured in China, £1,661 from captures for breach of blockade, and £6,082 from grants for special service in China. There are also sums of £973 derived from Indian prize money, of £1,002 from booty captured in Pegu, and of £8.071 for stores captured at Kertch and Yenikale in 1855, as well as £5,599 derived from unclaimed prize money. From the detailed statement of slave and tonnage bounty given in the appendix, it appears that accounts as to 85 captures are still unsettled, one of which dates back as far as August, 1857. The sum distributed or paid on account of the slave and tonnage bounty amounted to £6.871, and the balance in hand in April of the current year was £5,328.

A statement just published shows that at the commencement of the spring of this year the number of vessels of war employed on foreign and colonial service was as follows:—China station 40, of the aggregate burden of 30,246 tons; Mediterranean station, 20, of the aggregate burden of 34,617 tons; North America and the West Indies, 29, of the aggregate burden of 34.827 tons; south-east coast of Africa, 9, of the aggregate burden of 7,647 tons; the East Indies, 7, of the aggregate burden of 7,590 tons; the Cape of Good Hope, 3, of the aggregate burden o 3,078 tons; West Coast of Africa station, 19, of the aggregate burden of 13,179 tons; the Pacific station, 14, of the aggregate burden of 19,342 tons; and Australian station, 6, of the aggregate burden of 6,793 tons. The China station absorbs a larger force than any other.

The double screw composite gunvessel Beacon, 2, 464 tons, 120-horse power, intended for service in China, has been docked at Chatham, after receiving her masts, a number of shipwrights and other workmen being employed on her to bring her forward for commission. The Beacon is of exceedingly light draught of water, drawing only 3ft. forward and 4ft. aft.

Her Majesty's double screw gunboat Plover, 3, 663 tons and 160-horse power, built at Deptford and completed for service at Woolwich, has made a trial trip to test the temperature of the engine-room, which, since her former trip, has undergone some alterations in order to improve the ventilation and reduce the degree of heat. The average rate of speed is given as 10.7 knots per hour. The temperature was quite satisfactory. She returned to the outer basin at Woolwich, in order to make some slight alterations in her screw propeller, after which another trial will be made again to register her rate of speed, preparatory to her being commissioned for service. Staff-Commander Dillon took charge of the vessel during the trial, and Mr. Patridge superintended the working of the engines on behalf of the Admiralty officials.

Parliamentary Intelligence.

MAIL COMMUNICATIONS.

(Aug. 12th.) Mr. D. Griffith gave notice that he should on an early day ask a question of the Chancellor of the Exchequer as to whether he intended to do anything during the recess with regard to the contract with the Peninsular and Oriental Company for the conveyance of the India mails. (15th.) Mr. Laird asked the Secretary to the Treasury whether before coming to any decision as to accepting tenders for the conveyance of the East India, China, and Australian mails, Her Majesty's Government would afford the House an opportunity next session of giving an opinion on the subject; and if, in consequence of postponing the decision, any temporary arrangement might be requisite for the conveyance of the mails, whether Her Majesty's Government had made or were prepared to make such arrangement; also, whether the hon. gentleman knew what was the nature of the arrangement contemplated by the Government with the Messageries Imperiales with regard to the conveyance of the China mails.—Mr. Hunt replied, in reference to the first question put by his hon. friend, that no question had yet arisen with regard to the Australian mail, as no notice had been at present given to terminate that contract. The only question which arose had reference to the India and China mail. The position of affairs was as follows:—The present contract would, in pursuance of the notice which had been given, terminate in the beginning of February next - he believed on the 2nd of that month. In consequence of the contract expiring at that period of the year, the House of Commons would not have an opportunity of expressing an opinion on the subject until after the new contract had come into operation. That result, he believed, was not foreseen at the time the notice was given to the company; but even if it had been foreseen it could not have been avoided, because the Government before giving notice had received a notice from the Peninsular and Oriental Company to the effect that they would give the Government notice if the Government did not give them notice. In consequence, however, of the expression of opinion on the part of many members of the House of Commons to the effect that it was undesirable that the contract should be entered into before the House had an opportunity of discussing the matter, Her Majesty's Government were anxious to ascertain whether some temporary arrangement could not be made. Immediately after the debate in that House communications were opened with the Peninsular and Oriental Company, who were asked whether they were willing to continue the service for another six months, notwithstanding the notice. Yesterday a communication was received from the company saying that they were willing to continue the service, but on terms which, he thought, the House would deem to be totally out of the question. They asked for 10s. per mile, which would amount to about a quarter of a million a year. The Government thought these terms exorbitant, and declined to accept them. He was glad to answer the question with reference the China mails and the French company, because considerable misconception had arisen at home and abroad regarding the Government's intention. The recommendations of the Select Committee which sat last year were taken by the Government as its guide in this respect, and Government had done nothing beyond acting on those recommendations. The committee thought it advisable that this country should avail itself of the services of the Messageries Imperiales in respect of the Japan mails, and the Government, although it endeavoured to act on that advice, had no intention of offering the whole service to the French company. It was hoped that if the Messageries Imperiales could induce the French Government to alter the times at which the mails should be carried both the French and English mails could be carried once a fortnight to China and Japan, instead of only once a month, and to secure this end the Post-office sent forms for tenders to the French company, and semi-official communications had been carried on with the French Government on the same point. If this could be managed it would put an end to the ruinous competition now going on between the two companies, both would have a handsome subsidy, neither would be treated unfairly, and the arrangement would be economical to the Government and tend largely to the convenience of the public. The Government would willingly accord the House the desired opportunity of giving an opinion on the subject.—Mr. B. Cochrane asked whether the Government had considered the important question which would arise if the contract with the Peninsular and Oriental Company were to cease before other arrangements were entered into.—Mr. Ayrton asked whether the Government had contemplated a failure in their negotiations, and the chance that the Peninsular and Oriental Company would take advantage of the circumstances by asking an exorbitant price, and whether the Government had thought of availing itself of the transport vessels plying between India and Suez, for the purpose of carrying the mails. His impression was that the arrangement he had suggested would prove the most economical that could possibly be made.—Mr. Hunt would prefer answering that question at another time.—Mr. Laird asked whether the Government would lay before the House the particulars of any arrangement to be entered into.—Mr. Hunt said that depended on whether the Government was able to make a temporary arrangement. It would do so if possible, and then Parliament could consider it as the probable basis of all future contracts.—Mr. Childers asked whether the Government anticipated making any arrangements with the French company.—Mr. Hunt repeated that the Government wished to have all the different schemes before it and to consider them on their merits; in asking for tenders the Government had distinctly stated that it could not be bound at present.

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The London & China Telegraph.

LONDON, WEDNESDAY, AUG. 28, 1867.

THE LABUAN COAL COMPANY.

THE failure of any legitimate attempt to develop the resources of our Eastern possessions must be a matter of deep regret to all who take any genuine interest either in the extension of trade, the spread of civilisation, or the maintenance of British supremacy in that quarter of the globe. No one can doubt the expediency of establishing a company to work the valuable coal mines known to exist in Labuan, the position of that island, midway as it were between the Straits, China, and Manila, rendering it peculiarly convenient as a coal depot; and the partial failure of this company to fulfil the anticipations of its promoters has therefore been viewed with regret, not only by those immediately concerned in the venture, but by disinterested persons also. We say *partial* failure, because, although the company is at present in process of liquidation in order to form a new company, such a fair prospect of future prosperity has now opened up that, under careful and economical management, ultimate success appears to be no longer a matter of doubt. It is almost certain, indeed, that had an able, clear-headed and energetic man like Mr. PRICE been sent out earlier to take the management of the company's affairs, the series of disasters that have placed the shareholders in their present unpleasant position might have been altogether avoided. Nor does it appear that the directors are in any degree responsible for these disasters, except so far as regards their arrangement with Mr. SINCLAIR, a step doubtless taken in good faith, but one that proved most unfortunate. The report recently received from Mr. PRICE — which is so explicit, and is written in such a truthful and candid spirit that it carries conviction in every line — shows clearly enough the lamentable results of the imprudence and mismanagement that have prevailed. There is no attempt in this report to gloss over the evil state of things exposed by his investigation. The shareholders are plainly told how their late manager expended the funds of the company in making fresh openings into the immense coal field of which the whole island is but a portion; neglecting to provide enough coal from the existing openings, as he might easily have done, to secure a constant supply for sale at Singapore and other ports, where it would have realised sufficient funds to cover all expenditure, and thus avoided heavy drafts on the company during the whole of the disastrous year of 1866. This and other particulars of mismanagement are set forth without any disguise, as well as the disorganised state of affairs that followed as a necessary result.

So much for the dark side of the picture; let us now look at the reverse. Under Mr. PRICE'S supervision, that which before was chaos is now being rapidly restored to a state of order and regularity. The entire force available is concentrated on those parts of the mine that will be immediately productive. Labour—the most important element of success—has of late been wanting; a simple and certain method has now been put in operation to obtain an ample supply of it. The large European staff, the support of which has not only been a superfluous and useless expenditure, but an element of discord in the establishment, has been reduced to reasonable proportions at a saving of some £1,200 per annum. The management under which all these losses have occurred, is now replaced by one already proved to be thoroughly efficient, Mr. MOREL, the successor of Mr. SINCLAIR, having shown himself during a probationary period to be not only competent, but zealous to preserve the company's interests; and, finally, Mr. PRICE, after having examined every person in the island from whom any information could be extracted, arrives at the conclusion that there are no difficulties in the way of ultimate success that cannot be surmounted. So far, this is very satisfactory, but there still remain three great desiderata which we hope yet to see fulfilled. The first of these is regular direct communication between Labuan and Singapore, and this Messrs. A. L. JOHNSTON and Co., who have fortunately been chosen as the company's new agents at the latter port, consider of vital importance to enable them to supply the funds needful for carrying on the works. The second is the employment of machinery for cutting the coal, an innovation strongly recommended by Mr. MOREL, who asserts that it would help to solve the labour difficulty, besides economising time and money. And the third is the employment of screw colliers so as to ensure regular supplies of Labuan coal to those ports where a market can be found for it. These must be vessels specially adapted for their work, a condition not fulfilled by the steamers at present possessed by the company. The intended sale of these vessels appears to be a very proper measure, as it will relieve the shareholders of a considerable responsibility, while it brings in (doubtless at some sacrifice) a supply of the much needed ready money. An impartial review of the circumstances of the undertaking as we have here recapitulated them certainly justifies the belief that a season of prosperity is at hand, and it is an additional source of satisfaction to learn that Mr. POPE HENNESSY, the newly-appointed Governor of Labuan, has formed a favourable opinion of the undertaking, and is disposed to do all in his power to promote its development.

COCHIN CHINA.

"FROM this day forth there will be one authority, one administration, in Lower Cochin China; the six provinces of which are, *and will remain*, FRENCH." So says Admiral DE LA GRANDIERE, in a proclamation announcing the annexation of the three remaining provinces of Cochin China, in which, to quote his own words, he has now "substituted the dominion of France for that of the kingdom of Annam," and accomplished this operation morever, without either violence or bloodshed. French dignitaries are generally oracular; Admiral DE LA GRANDIERE is prophetic also. Divested of the florid embellishments peculiar to Gallic composition, this proclamation means simply, that the French have got a secure footing in Southern Asia, and that they mean to hold it against all comers, and make it, in fact, the nucleus of an Indian Empire, destined—perhaps—to rival our own. For the sake of the poor Annamites, however, we are glad to find (on the indisputable testimony of the Admiral's own proclamation) that the victorious French army was led to the shores of Cochin China solely by considerations of philanthropy and benevolence. No sordid ideas of political prestige or territorial aggrandisement influenced the chivalrous Gauls; like the knight-errants of old, they were actuated purely by "sympathy with misfortune," and an irrepressible desire to "protect the interests" of the people. Having partially fulfilled their errand of mercy by subduing three of the six provinces (after a long period of harassing warfare, which however is scarcely worth mentioning, as the end of course justified the means), they next proceeded, we are told, to introduce "a civilisation based upon religion, justice, "and a respect for all rights." (The King of ANNAM, it seems, hadn't any rights at all.) The natural result of bestowing these inestimable blessings on the population soon manifested itself in "new wants and aspirations," springing up among the enraptured natives, to satisfy which their kind protectors have been compelled—apparently with much modest reluctance—to swallow up the remaining provinces. They have certainly made two bites at their cherry; but the second half seems to have been much easier of digestion than the first.

The Admiral's mission, he tells us in the concluding paragraph of his prospectus—we beg pardon, proclamation—will now resolve itself into developing the welfare and prosperity of the country, which we are glad to hear, as it must include among other things the promotion of commercial industry. At present, trade does not seem to thrive to the extent that might be expected under the wing of so paternal a Government; and late advices from Saigon represent the necessity for a British Consul there as being more pressing than ever.

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THE PACIFIC MAIL ROUTE.

THE new steamer *China*, sister ship to the *Great Republic*, is announced to leave San Francisco for Japan and China on the 14th October. The *China* is the vessel that was originally intended to be called the *Celestial Empire*, and the change of name is certainly to be commended on the score of brevity. Communication with the above vessel from England will be effected by the Royal mail steamer leaving Southampton on the 2nd September. Passengers by the Pacific line will henceforth have the choice of another route from Europe to Panama by the vessels of the French COMPAGNIE GENERALE TRANSATLANTIQUE, a company of high standing, subsidised by the Imperial Government. This company already has an efficient line of steamers running from St. Nazaire to Colon, and arrangements are now in progress to make these work in conjunction with those of the Pacific Mail Company. The through rates from St. Nazaire by tickets issued in London are to be—for first-class passengers to Yokohama £126, and to Shanghai and Hong Kong £136; second and third-class in proportion; while goods are to be taken at a uniform rate of £21 per ton of 40 cubic feet. These rates of passage-money, it will be observed, are somewhat higher than those of the P. and O. Company to Shanghai, although a saving is effected as regards Yokohama. The steamer in connection with the *China* will be the *Imperatrice Eugenie*, leaving St. Nazaire on the 8th September; and it is expected that the entire distance to Yokohama will thus be performed in about 54 days.

From the *San Francisco News Letter* we learn that the *Colorado* on her third voyage took an unusually valuable cargo for Yokohama, including a large quantity of firearms, and valued altogether at $272,000. For China she had a much smaller quantity valued at $38,000, including 1,000 flasks of quicksilver. She took also treasure to the extent of about $220,000, and no less than 514 passengers. The homeward steamer leaving Hong Kong about the middle of August and Yokohama on the 22nd of that month, is due at San Francisco on the 13th September, about which date we may therefore expect to receive telegrams through the Atlantic cable.

THE POSTAL SERVICE.

MR. LAIRD, in a recent debate in the House of Commons, succeeded in eliciting some further explanations of the proceedings of the Government with regard to the new contracts for the India and China mails. It appears that as notice has been given to terminate the existing contracts on the 2nd of February next, and the House will have no opportunity of expressing an opinion on any arrangements that may be concluded in the interval, it was thought advisable to invite proposals from the P. and O. Company for a temporary continuance of the present service for an additional six months; but for this the company demanded an increase of subsidy which the Treasury considered exorbitant, so that the question still remains open. With regard to the French company, it seems that the Treasury conceived an idea that if they could be induced to alter their dates of departure to suit ours, one English mail a month might be made to suffice, as the mails could then be despatched by an English and a French steamer each alternate fortnight. MR. HUNT considered that by this means a great saving would be effected, while an amicable co-operation would be substituted for the ruinous competition at present going on between the two companies. There seems little likelihood of this ingenious but somewhat Utopian theory being put into practice; and in the meantime the whole question must remain in an unsettled state, until all the tenders have been received and deliberated upon. In the meantime we hear that Captain Tyler, R.E., has left London for Paris to make further inquiries as to the practicability of coming to an arrangement with the French Post-office authorities respecting the transmission of the Eastern mails through France and Italy to Brindisi. Captain Tyler will subsequently proceed to inspect the works of the Mont Cenis Railway, the opening of which for traffic is expected to take place next month.

THE EAST INDIA TELEGRAPH COMPANY.

WHILE various schemes are on foot for providing increased facilities for telegraphic communication between Europe and the Far East, the American Company formed for the purpose of constructing a system of local telegraphs on the coast of China has not been idle. Mr. RITSO, the London agent of the East India Telegraph Company, has received information by Atlantic cable, that the company has concluded the purchase, from the Western Union Telegraph Company, of some 525 nautical miles of cable, that was originally intended to be laid across Behring's Straits, but which will now be sent from San Francisco to China, to be laid on such portions of the coast between Hong Kong and Shanghai as may be considered advisable. It is expected that the ship *Egmont*, with this cable, will be ready to leave San Francisco about the end of the present month, and she will convey an efficient staff of engineers and electricians to superintend the operations. A further quantity of cable, sufficient to complete the intended system (which we have fully described in a former issue) will shortly be despatched by Mr. RITSO from this country.

DENT AND CO. AND THE UNION INSURANCE SOCIETY.

THE announcement of a deficiency in the funds of the Union Insurance Society, which appeared in our last issue, gave rise to the following comment in *The Times'* city article on the 15th:—

"A paragraph appeared in the *China Telegraph* of the 13th which might lead to the supposition that the Union Insurance Society of China is seriously compromised by the failure of Dent and Co. It is positively stated, however, that such is not the case, the bulk of the assets of the society being in this country."

There was, however, no intention of implying that the capital of the society was in any way jeopardised, or even the premia on policies payable in London; the deficit comprised local premia only, collected by the firm at Hong Kong and other ports. We are assured that policyholders need entertain no anxiety as to the safety of their risks, the London agents, Messrs. DENT, PALMER, and Co., being prepared to pay all losses. The Union is now placed under a committee consisting of Messrs. KESWICK (JARDINE, MATHESON, and Co.), DUNCAN, SON (GIBB, LIVINGSTON, and Co.), FOSTER (RUSSELL and Co., NISSEN (SIEMSSEN and Co.), and SASSOON (DAVID SASSOON-) SONS, and Co.).

SIR JOHN BOWRING has now received his credentials as Envoy Extraordinary and Minister Plenipotentiary from the King of Siam to the Courts of Europe, and Mr. CHARLES KENDALL has been appointed Siamese Consul in London. We understand that the Siamese Ambassadors who lately left Paris succeeded before their departure in obtaining a settlement of certain questions regarding the frontiers of Siam and Cambodia.

A PARIS paper states that the SHIOGOON, being childless, has decided, in accord with the chief Daimios, that his younger brother, Prince MIM-BOU-TAYOU, now in Paris, shall be declared his legal successor. In order that this heir to the Japanese throne should receive an education suitable to his high position, the SHIOGOON has requested the Emperor NAPOLEON to appoint a governor for him, whose duty it will be to direct his studies during the four years which the Prince is to pass in France The EMPEROR accordingly has named Lieutenant-Colonel VILETTE Aide-de-Camp to the Minister of War, to be governor to the Prince.

A "FRANCO-AMERICAN TELEGRAPH COMPANY" has been formed for the purpose of laying a cable between Brest and New York. Of the proposed capital (£900,000, in £10 shares) two-thirds has already been subscribed, and it is expected that the remaining one-third will be taken up privately. This will put London in direct communication with New York, and will still further facilitate the transmission of messages between Europe and China.

THE *Gazette* announces that the Queen has been pleased to direct letters patent to be passed under the Great Seal, granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland to Harry St. George Ord, Esq., Colonel in Her Majesty's Army, Lieutenant-Colonel in the Corps of Royal Engineers, C.B., Governor and Commander-in-Chief of the Straits Settlements.

NEW VESSELS FOR THE FAR EAST.

The attention of shipowners and builders continues to be directed towards China and Japan, and we have to record the departure of several new steamers and clippers in that direction. On the 13th instant there sailed from Southampton for Japan a fine screw gunboat named the *Henda*. She is a wooden vessel, built by Mr. Dudgeon, and commanded on the outward voyage by Captain Swainson. Her dimensions, &c., are as follows:—Length on the water line, 120 feet; beam, 22 feet; depth, 9 feet; tonnage, builder's measurement, 275; horse power, 60; rig, three-

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masted schooner. The Borneo Company (Limited) recently despatched for Siam a beautiful screw steamer named the *Kalahome*, built by special order for the Siamese Government. She takes out a general cargo for Singapore and Bangkok, and will fit her screw at Singapore, the voyage out being so far performed under sail alone. A full-powered screw, of 738 tons and 140-horse power, called the *Hiogo*, is announced to sail on the 20th proximo for Yokohama, &c., under the command of Captain Bainton; this vessel is intended, we believe, for sale to the Japanese. Two additions have lately been made to the already large fleet of China tea-clippers. The *Lahloo*, to sail next month for Shanghai, belongs to the same firm as the *Taeping*; she is 799 tons register, and commanded by Captain J. Smith, late of the *Min*. The *Spindrift*, whose launch we noticed in a late issue, belongs to the owners of the *Serica*, and is now loading for Shanghai. A new screw steamer is being built for Holt's line, from Liverpool, and will be launched some time in November. The next departure by this line will be the *Ajax*, which is expected to arrive from China with the new season's teas about the 10th proximo, and will be despatched again about the 15th of October. The *Pasig* steamer has sailed from Glasgow for Manila.

MANDARIN EXTORTIONS.

The *Produce Markets Review* has the following remarks on the illegal exactions to which foreign merchants are subjected by the mandarins at Amoy and elsewhere, as detailed in a letter from Messrs. Boyd and Co., that appeared in a recent number of the *London and China Telegraph*:—

The illegal exactions practised upon British merchants by the Chinese mandarins have frequently been commented upon in the columns of this journal; but a letter dated Amoy, May 27th, which appeared in the *London and China Telegraph* of July 27th, places these exactions in a much clearer light than we were able to do, from the fact of the writers of the letter being themselves eye-witnesses of the circumstances, besides being sufferers to a considerable extent from the prohibitory taxes levied by the Chinese officials in direct violation of the treaty of Tientsin. There is no doubt that our trade with China could be increased to ten times its present dimensions could the Chinese officials be brought to look upon an extended commerce in the same light as Europeans; that is, as an advantage to be obtained by all fair means rather than as an evil to be deprecated. Over and above the tariff duties and transit dues, it appears that nearly all British goods pay a considerable mandarin tax, amounting in some instances to as much as 40 and 60 per cent. on the value of the article, and in one case to 90 per cent. Chinese notions of trade are so different to those which are recognised amongst all European nations, that it would be useless to point out to them how prejudicial to their real interests such underhand extortions must always prove; but we can take stronger ground, by insisting on a rigid compliance with the provisions of the treaty of Tientsin, the twenty-eighth article of which was specially framed to obviate the very evils of which complaint is now made. "In the face of the stipulations contained in this treaty," say Messrs. Boyd and Co., in the letter above alluded to, "it is an undoubted fact that the taxes we complain of are exacted under the very noses of our consuls. If we are right in our interpretation of the above article, it follows that a grievous wrong has been suffered by British merchants here for the last two years in the diminution of their business; and if we are wrong, the sooner the treaty is altered the better; for under it, as it now stands, it would be competent for any mandarin to put a stop to all trade in imports by simply placing prohibitory taxes upon the consumers of our goods. In any case, the matter is one of great importance to all who have vested interests in treaty ports, or are in any way interested in the China trade." Until some improvement is made in this respect, even the comprehensive scheme said to be about to be adopted by the Chinese Government of throwing open all its ports to European commerce will realise only a partial success. "This measure," says one of the French papers, "cannot fail to augment the trade with China; but in order that it may receive all the development of which it is capable, the navigation and customs' dues must be moderate, and merchants must enjoy personal security. We fear, however, in any case, that the trade of France with China will remain insignificant. Our productions cannot compare in that country with those of the English, and the articles we take in return are of little importance, with the exception of silk, which in Great Britain and the United States is taken in considerable quantities. Our customs' returns show that in 1866 France received £320,000 worth of goods from China, and sent her £220,000 worth. This is very little compared with the £32,000,000 of the English."

THE IMPROVEMENT OF YOKOHAMA.

(To the Editor of the *London and China Telegraph.*)

Sir,—Will you excuse me if, for the credit of the land-renters of Yokohama, I trouble you with a few facts, called forth by the article in your issue of the 27th of July, headed "The Improvements of Yokohama?"

When Yokohama was first settled, in the latter part of 1859 and first of 1860, there was no system of drainage, and the few foreign compounds were much scattered over the ground then set apart by the Japanese Government as a foreign location; in fact, any one who desired to settle had only to signify such desire to the Customs officials, point out the lot he fancied, and squat down at once.

According to the land regulations the Japanese Government undertook the formation, repair, and cleansing of the streets. On a further new concession being granted to foreigners, about the latter end of 1860, surface drains were constructed at each side of every street, measuring about one foot and a half wide by the same depth, the material being pine inch-deals for the sides, supported in their places by pegs about a yard apart, and having no bottom but the soil. They were thought so unserviceable that few if any private drains were run into them. This state of affairs lasted till about the commencement of 1863, when a grand system of surface drainage originated either in the brain of one of the foreign consuls or the Japanese land officer. About that time the residents were surprised to find several of the streets impassable on account of large ditches being dug on each side, the diggings from which were thrown into the middle of the streets. On inquiry it was found that large stone-faced drains of two feet width and depth were being constructed without the slightest regard to grading, but following the undulations of the streets! The community, inclusive of the then British Chargé d'Affairs, protested against their construction before they were half finished, which was met by an assertion from the consuls, on the part of the Japanese authorities, that they would be found to work admirably. Experience proved how ill-founded such assurance was. Said drains when finished looked very well, but besides taking about six feet at least off streets of no great width, they were found quite inefficient as drains, and most dangerous as man and horse traps, one or more men having been killed and injured by falling into them on dark nights, and several having bones broken by their horses getting into them. However, the community seeing a legitimate outlet for refuse water from their cook and bath houses, ran their private drains into the street ones, the result being that the bottoms of the latter were always covered with a few inches of stagnant filthy water, which had no chance of running off. I have no doubt in my own mind, and I believe most of the residents will agree with me, that the settlement was at that time in more danger from diseases arising from malaria than since, as at that time large surfaces of stagnant water were exposed, whereas since, as I shall hereafter explain, these surfaces were reduced to about one tenth, or even less, of their original extent. The municipal government of the settlement at this period was handed by the consuls into the hands of a municipal council duly elected by the land-renters by ballot. The ground rent paid by foreigners to the Japanese Government on all land held in the settlement is at the rate of about five hundred and twenty Mexican dollars (about £120) *per acre per annum*, out of which the foreign Ministers agreed to accept a return of 20 per cent. from the Japanese Government, said funds to be employed in doing what the Japanese undertook at first to do—viz., to maintain a police, and keep the roads and drains in order. This amount was objected to by a majority of the land-renters as being much too small for the requirements, but they were politely informed that the matter had been arranged between the Ministers and the Japanese Government, and that they must take what they could get and their self-government into the bargain. At the first meeting of this new council, somewhere about May, 1865, two working committees were formed of a portion of the members—viz., a police committee and a road and sanitary committee. Both committees got voted to them by the council what funds they applied for, the Road and Sanitary Committee only applying at first for sufficient funds to keep up a gang of coolies for the purpose of cleansing the settlement, *i.e.*, keeping the streets clean, and carrying off refuse water from the drains and emptying it into the sea, which was done regularly every day. Tenders were invited for the construction of an efficient underground system of drainage, but the amount required was far beyond the means at the disposal of the council, so it was decided to keep the settlement clean with the existing drains so far as practicable. The scavenger corps found great difficulty in gathering up the refuse water scattered over the whole extent of the large drains, so it was proposed in council and carried unanimously that all the street drains should be filled up excepting a few feet left at the outlet of each private drain as a reservoir to collect the refuse waters, such reservoir to be covered over and emptied every day into the sea by means of coolies and covered tubs. This was done, and the streets assumed a respectable appearance, not being disfigured by those eye-sores the *Consul-erian* drains. I believe it was the opinion of most civilians and all medical men that the above was the best system to be adopted short of underground drainage. So far as I am aware, this system is still in operation, and if you or any of your readers interested in Japan matters can recommend anything better I am sure the land-renters of Yokohama would be glad to adopt it. Having tried to explain the present sanitary arrangements of Yokohama, I will give you an idea of attempts made at municipal improvements by the land-renters previous to the formation of the present council. About the commencement of 1862 a few gentlemen where chosen by the land-renters as a municipal committee to assist the consuls in the municipal matters of the settlement by pointing out to them what was necessary for its welfare, such wants to be represented to the Japanese authorities by the Consuls. This committee made several suggestions to the Consuls, such as "a proper system of drainage, construction of a reservoir above the settlement for the accumulation of water for flushing drains, in case of fire, &c., lighting the streets, and the removal of slaughter-houses out of the settlement," but with the exception of the latter no benefit resulted from those suggestions. After a few months' labour, and a large amount of correspondence without any good results, the Consuls declaring that they could not get the Japanese to do anything that was required, this committee called a meeting of land-renters and resigned office. About the latter end of 1863, finding that the Japanese were not keeping the settlement in a proper sanitary condition the land-renters in a full meeting requested three gentlemen to act as a sanitary committee, and voted about three or four hundred dollars per mensem for the purpose of forming a coolie scavenger corps to keep the settlement in somewhat better condition than the Japanese Government had been doing, at the same time not waiving our claim on them for the proper fulfilment of their contract. These gentlemen did their work well and continued in office till the formation of the present Municipal Council, when their duties were assumed by the Road and Sanitary Committee of said Council. If by the insertion of these few statements in your next issue the stigma of apathy regarding their sanitary welfare is removed from the land-renters of Yokohama, my end in writing them will be fully served. There may be some slight inaccuracies of date and detail, as I have no memoranda in this country to refer to; but the main facts are correct. I am pleased to see by late papers from Yokohama that the land-renters are reminding the Ministers of the duty of the Japanese Government. With them, and not the residents, rests the blame of the present state of the settlement, and if they had been pushed hard by our diplomatic agents to fulfil their contract in the land regulations as faithfully as the land-renters have had to fulfil theirs, there might not now have been the complaints there are about the sanitary condition of Yokohama.—I am, Sir, yours truly,

M. S.

August 12, 1867.

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THE P. AND O. COMPANY.

The following article on the position in which the P. and O. Company is placed by the uncertainty that exists regarding the mail contract question is from the *Daily News*. Our own opinions on the subject have been fully expressed in our late issue:—

It is to be hoped that before the House of Commons is dismissed from its labours the position of the Peninsular and Oriental Company will be clearly defined. At present it must be admitted that the opinion and designs of the Government as to the overland mails are by no means either consistent or very intelligible. The Secretary of the Treasury, in the House of Commons, seems to adopt one view, while the Postmaster-General, in the House of Lords, adopts another. All we desire is that the public shall be informed which of these views is to prevail.

To a man of ordinary understanding it is certainly very difficult to attach any other meaning to the speeches of the Secretary of the Treasury than that, when the present contract for the conveyance of the mails should terminate, it is probable that if the Messageries Imperiales make the cheapest offer the contract will be transferred to that foreign company. But the Duke of Montrose repudiates this idea, and declares that "to throw everything into the hands of a foreign Government would be extremely impolitic, although (he adds) we might in the first instance do these duties at a cheaper rate." The view thus stated by the Duke certainly appears to be the more sensible of the two, and the grounds upon which this opinion rests are almost on the surface. If the only object of the people of this country were to get the mails conveyed to India at the cheapest rate, it might be unnecessary to consider the character and circumstances of the agency which undertook the duty. But the question which has excited so much attention is very different. In the first place, it must be observed that regularity and permanence are quite as essential as cheapness, and that any arrangement which would be liable to unexpected interruption ought to be carefully avoided. Now apply this test to the case of the Overland Mails. At present they are conveyed by a British company possessed of a splendid fleet, commanded by admirable British officers, and manned by picked British seamen. This company has earned a character for punctuality and safety, and has proved of the utmost benefit to the Empire during the Indian mutiny and the Crimean war—periods of no common anxiety and danger. So long as the Indian Empire subsists the connection between India and this country must be kept up; and if that connection were interrupted for many months, the doom of our Eastern Empire would be practically sealed. England maintains her position in India by force of arms; and it is a principle both of war and of common sense to take efficient means to keep open the lines of communication between the base and the field of operation. To abandon the present system of subsidising a private company would be to abandon those advantages which experience has proved to attend it; to employ a foreign company exclusively would be practically to transfer the lines of communication into hands which might some day prove hostile, and that without a moment's warning.

It is impossible to contemplate without a shudder the consequences which might result if the Government should ever neglect to maintain its own means of communication with the East. If war should arise, it might be difficult enough to keep up the communication even with a fleet so well appointed as that which now exists. But if the fleet upon which this country relied were in the hands of a foreign Power, what would be the consequence? In the first place all communication would at once cease. A new mercantile or postal fleet would have to be organised, and this would not be rendered more easy by the fact that at the same time other fleets would have to be equipped and manned to meet the enemy. Nor, it should be observed, would this result arise in one case only. If, indeed, the Société Impériale should obtain the contract, a war between this country and France would directly produce the consequences to which we have alluded; but the same consequences might follow if France should be at war with any other country, Great Britain remaining neutral. The French sailors might be withdrawn to other duties, or the Société might suddenly come to an end. These are not contingencies to which this country or the Indian Empire should be exposed. It is, indeed, impossible to provide with perfect certainty against them. But there are no better means of securing this result than by keeping with scrupulous anxiety the means of communication by the Mediterranean in the hands of the British Government. There is only one route to India at present, and the sole question is—How is this route to be kept open for England? If, indeed, the route to India by the Mediterranean were closed, let us ask ourselves whether any other route equally convenient can be found. If not, and if our communication with India is worth preserving, let the project of transferring the overland mails into the hands of the French Government be at once abandoned. At all events, let us hear what Ministers intend to do on the subject.

CHINA STEAMSHIP AND LABUAN COAL COMPANY (LIMITED).

A general meeting of shareholders was held on the 15th inst., at the London Tavern, to receive and consider the reports of Mr. J. Spencer Price and the company's agents in the East; also a statement of accounts, and to pass such resolutions with reference to the affairs of the company as might be thought fit; Sir James Elphinstone occupied the chair.

The published reports of Mr. Morel, who in April last succeeded Mr Sinclair in the management of the company's works at Labuan, and of Mr J. Spencer Price, the managing director, who arrived in that island on the 8th of June, were placed before the shareholders.

The Chairman, in descanting upon them, and referring to the question whether the undertaking should be carried on or not, said it was his belief that the company had overcome their difficulties, and that they had now a good prospect of success. The value of their property had very much increased, and as the labour question was in process of solution, it was to be hoped the enormous amount of coal at their command would be utilised. If it seemed proper to continue the management and to instruct the liquidators to proceed as rapidly as they could with the liquidation of the company, because, come what might, the company must pay their debts either by calls or loans, or in some other way, so as to get the Labuan Coal Company into operation, he thought the property would do well. That morning the directors had had an interview with the under secretary for Colonial Affairs, at which Mr. Pope Hennessy, the new governor of Labuan, and of whom he (the chairman) entertained the highest opinions, was present. The object of their visit to Mr. Adderley was to impress upon him the desirability of instructing the governor not only to do his own duties, but in some degree to be able to report to his government on the progress of this company. Mr. Hennessy's views with regard to them were of the most liberal description, and he (the chairman) was certain that instead of the Government of Labuan thwarting them as had hitherto been the case, a new era would be established in that respect, and he was sure they would find in Mr. Hennessy a friend who if anything was going wrong with their affairs would let them know. The chairman also stated that there was reason to believe that the claim arising out of the collision between the *Mona* and the *Agamemnon* would be settled without litigation.

A statement of the company's accounts was then read, and showed the following figures:—Paid-up capital, £328,000; vessels (estimated value), £44,000; Labuan property, £222,068 3s. 8d.; debts owing to the company, £16 159. 11s 2d.; arrears of calls on existing shares, £30,013. 10s.; arrears of calls on forfeited shares, £11,453.

Mr. Miller moved a resolution expressing the satisfaction of the shareholders with the information received from Labuan, and at the admirable prospects of the company.

An amendment was introduced but it found no seconder.

Mr. M'Kenzie, the solicitor of the company, replying to the remarks of several shareholders, said that the company's debts were £45,000. Of the £44.000—the amount of the arrears of calls—he believed fully one half was a good asset. He recommended a call of 30s. a share, and if the debts were disposed of he thought it was not at all unlikely that the £50,000 debentures for which they were liable would be transferred to the new company.

The resolution was then put and carried, with four dissentients.

A second resolution, requesting the liquidators to carry out the recommendations made in the reports, was also carried; as well as an addendum to the effect that no further call ought to be made until the ships are sold

The proceedings then terminated.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Aug. 23.

On the 16th inst. the session of the States-General was closed in the usual manner by the Minister of the Home Department, and, of course, the papers make use of the opportunity to give a history of the past session.

His Majesty has appointed Mr. G. C. C. Pels Rycken, Minister of the Marine Department, and Mr. J. A. van den Bosch, Minister of War, Commanders of the Order of the Netherlands Lion. As soon as the new sitting of the States-General is opened, the last-named Minister will bring in a Bill to modify the law referring to the militia. According to the Ministerial paper, *De Amsterdamsche Courant*, the annual conscription is to be increased by 3,000 soldiers, so that the total of the budget will be augmented by 270,000f. The rights of the substitute (*remplacer*) will be much limited; but, on the other side, fashionable youths will become possessed of the right to choose in what regiment they wish to become incorporated; they may live in furnished apartments, wear most exquisite clothes, whilst they will not receive any payment from the State. With regard to our National Guards, the Minister will propose that they all must be in active service. I need not add that the first as well as the last measure is highly condemned.

Notwithstanding the necessity is urged by a great many papers that the Government is obliged to help most liberally those who sustained losses by the last earthquakes in Java, nothing has yet transpired as to whether the Government intends to give ear to this just pressure. As to private endeavours to collect some money on behalf of these unfortunate ones, I have only to state that a commission has been instituted in Groningen, and that it has made a first appeal on the Dutch generosity, but neither here nor at Amsterdam do we hear of any endeavours to help. I think it is their duty that the first assistance should be provided by these commercial towns. But in general the public is not much animated, and we must wonder ourselves still more over this coolness, because India showed itself not only always most generous when Holland was vexed by any plague, but the welfare both of the State and of private persons is due for the very greatest part to India. Of course this indifference and want of affection must make a very bad impression in India.

In my former I stated that some sporadic cases of cholera occurred in this town, but since the disease has become of a more epidemic character. Not only are the fatal cases increased to 16 a day, but several towns and villages in the neighbourhood have been attacked, so that it is feared that if temperature continues to be so very warm (85 to 90 Fahr.) the disease will spread more and more. The illness has also a very malignant character, so that those who are attacked die mostly within a period of three to five hours. From Veenhuizen (an asylum for vagabonds) we hear that leprosy has broken out, but that only four to five persons were attacked.

The reports about the rinderpest are more favourable. Only some sporadic cases still occur, but it may be regarded that this plague has passed away.

Some days ago a general annual meeting was held at Amsterdam by the Society for Common Benefit (*tot nût van t' Algemeen*), which numbers now 13,816 members. At this meeting it was resolved to spend 3,500f. for the purpose of publishing a work, in which the India culture-system should be described in a most simple and useful manner A premium of 500f. will be proffered to the author. The volume may not exceed 160 printed pages. A commission of seven gentlemen (*specialites*) is appointed to adjudge the premium.

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On Tuesday last the members of the association for the benefit of the Javanese met at Arnhem. The chairman, Dr. W. Bosch, stated that the association had still more and more success, so that every day the number of members augmented. Resolutions were voted that henceforth meetings are to be held in every town and village, in order to promote the knowledge about India and the necessity of Liberal Reforms.

On Sunday last the Evangelical Alliance held its first meeting at Amsterdam, where deputies from England, France, Germany, Switzerland, &c., assembled to speak about church matters.

His Majesty the King, the Queen, and Prince Alexander have started for the Royal seat, "het Loo," whilst the King and Queen of Sweden, who visited their parents, Prince and Princess Frederic, at the Hague, started with the last-named, *via* Berlin, to Muscau, the seat of his Royal Highness. In a short time the Queen will visit England. The war-steamer *de Valk* is equipped on purpose to bring her Majesty on the other side of the Channel.

Amongst the number of eminent men who have visited our country during the past few days are M. Victor Hugo and Clam Gallas. The last-named resides at our beautiful watering-place, Scheveningen, where more strangers are assembled than ever was the case before.

The strike of diamond-cutters at Amsterdam, which lasted about three weeks, has finished.

The Minister of the Marine Department has ordered in England several men-of-war, viz:—At Birkenhead, an ironclad, *de Stier*; at Glasgow, an ironclad, *de Buffel*; two monitors at Birkenhead, *de Panter* and *de Krokodil*; and one at Glasgow, *de Tyger*.

According to official returns, the sum of 4,489,523f. was spent in 1865 for the education of the lower classes.

Mr. van Heiden Reinesteen being appointed Royal Commissioner in the province of Groningen, an election for a member of the Second Chamber of the States-General will take place at Assen on the 16th September. As candidates are named—Messrs. P. P. van Bosse and Oldenhuis Gratama.

COMMERCIAL.

Coffee.—Of private imports 1,000 bales Java, ex Kanagawa, were sold at Amsterdam, and 250 b. Padang, ex Aletta Augusta, at different prices. 1,950 b. Java, ex Landbouw, fine good ordinary white greenish W. J. quality changed hands at 42 to 44½c.; and 4,550 b. do., ex Kanagawa, fine good ordinary white yellowish Preanger quality, from 43½ to 47¾c. The valuation of the 93,721 b., offered in auction by the Dutch Trading Co. on the 21st inst., was 40c. for good ordinary Java. The yellowish and brown sorts were mixed in this sale, whilst white and yellowish white were very scarce. This caused much demand for these sorts. The result of the sale is as follows:—The Menado Coffee was sold at the valuation to 2c. higher; Padang ½ to 2c. above the valuation; white and Malang at the valuation to 1c. higher; the unclean sorts at the valuation to ½c. higher; greenish at the valuation.

Sugar (Raw).—5,000 baskets Java imported by several ships were sold here and at Amsterdam at ½ to ¾f., we think, under the prices of the July sale. The market is unaltered and firm.

Rice.—Uncleaned is unaltered. The imports include 6,200 b. Java, ex Sultana; 2,897 pic., ex Coquetdale; 5,000 b. Necranzie, ex Bristolian; the last parcel was sold at 7½f.

Spices.—The valuation of the Dutch Trading Co. sale is as follows:—Nutmegs No. 1, 100c.; No. 2, 90c.; No. 3, 70c.; No. 4, 45c.; Macassar No. 1, 95c.; No. 2, 85c.; No. 3, 45c.; No. 4, 40c.; Mace E, 108c.; F, 103c.; Amboina Cloves No. 2, 30c.; No. 3, 29c.; Java Cinnamon No. 3, 145c.; No. 4, 135c.; Black Pepper, 16c. The 240 casks Amboina Cloves imported per Maria Elise will be sold also on the 28th. Last week there was a good demand for nutmegs. No. 1 was sold at 100 to 102c.; No. 2 at 90c. The biddings for Mace D was higher, so that 116c. is quoted now; E, 110 to 111c.; Java Cinnamon No. 3, 145c.

Tea.—At Amsterdam 1,252 ½, 729 ½, and 319 1-12th ch. Java of different qualities will be offered on sale for private account on the 13th September. The market for Java and China is unaltered.

Java Tobacco.—Without transactions. On the 12th of September 5,115 b. will be offered for sale, they are of the following marks:—

761	bales Javs,	PA.	207	bales	Kidol.
464	,,	GB.	278	,,	VR.
52	,,	Kemoening	626	,,	ETB/Malang.
15	,,	KG.	571	,,	Djaiah/Malang.
604	,,	LS.	225	,,	H&A/Kedirie.
44	,,	G&C.	219	,,	H&A/Blitar.
648	,,	Blitar	2387	bskts.	Java (Apenhaar).
209	,,	S.	110	bales	Sumatra P vd A.
82	,,	SS.			

Arrack.—At very firm prices were sold 105 casks and 50 half casks Batavia, ex Jessie Ann; 25 casks Sourabaya, ex Nydia; 60 do., ex Anna and Sophie, were offered but not sold. At Amsterdam, 148 casks, ex China, and 95 do., ex John Fraser were sold.

Indigo.—Is in a very good position with much demand. The different imports of last week will find a very good market.

Cotton.—The transactions were unimportant, but at the closing of the market there was some more demand at firmer prices; fair Scinde 40c., middling fair, 36½c.

Manufactures.—The market is firmer, and the position somewhat better; the quotation is for 6¼ Madapollams and Calicots, f.5.20; No. 28, Warps 14¼d.; and No. 14, 13½d.; No. 30, Cops, 12¾d.; and No. 16 12d.

Banca Tin.—3,000 slabs were sold at 52¼f., 800 slabs at 52½f., and 1,000 slabs at 52¾f. The rather nominal quotation for Billiton is 52f.

Hides.—Of Java were sold 1,000 ps. Malang cow, weighing from 3¼ to ½ kilo., and 313 ps. Buffalo, 7½ No., ex County of Lanark.

Drugs.—Camphor with some transactions and a little higher in price. Cassia Lignea 67c., cubebs unaltered. Gum Benzoin: 138 ch. imported from Padang per Aletta Augusta were sold. The market closes firm. Gum Damar: 700 ch. per Electra were sold floating.

Rattans.—In the first hand were sold—205 pic., ex Kanagawa; 418 pic., Cœur de Lion; 200 pic., ex Sirius; 230 pic., ex Charlotte; 250 pic., ex Maassluis; 75 pic., ex Zes Gezusters.

Money.—The business in the market for stocks was very limited, but prices in many instances closed at a decline. Money is less abundant, but the courses is unaltered. Dutch Two-and-a-Half per Cents., 53; Three per Cents., 63⅝; Four per Cents., 84.

Exchange.—London, 3 mo., f.11.86; 2 mo., f.11.88; short, f.11-92. Hambro', 3 mo., f.34.95; 2 mo., f.35; short, f.35.10.

SHIPPING INTELLIGENCE.

Arrivals.—August 15, at Texel, from Banjoewangie, Coquetdale; 17, from Batavia, Medea; 18, at Brouwershaven, from Batavia, Mary and Hillegonda; 20, at Texel, from Sourabaya, Kensington; 21, at Brouwershaven, from Batavia, Professor van der Boon Metsch; at Hellevoet, from Sourabaya, County of Ayr.

Departures.—August 12, from Brouwershaven, for Batalia, Maria Sarah; 15, from Texel, for Singapore, *via* Sunderland, Laura and Adele; 14, from Veere, for Singapore, *via* England, Burgemeester van Middelburg; 17, from Texel, for Batavia, Holland.

Passengers Inward.—From Java: Per Medea, Mrs. van der Stok and family, Mr. Breukma and family, Messrs. Deketh, Tennissen, and family, and Heyting and family. Per Mary and Hillegonda, Mr. H. E. de Vogel and family.

Passengers Outward.—For Java: Per Holland, Mr. Vaarenkamp and family.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 23.

All the Imperial and Royal visiting and interchange of courtesies that has been going on this summer has not prevented proper attention being paid to business,—at least in Germany, where so many things are new that there is more to be done than in any other European States whose organisation is complete. The general elections for the whole of the North German Confederation are fixed for the 31st inst., and the Parliament will be opened the second week in September. In the meantime, the *Bundesrath*, or Federal Council, has already been convened, and is busily engaged in working up the drafts of laws to be laid before Parliament. Amongst these are the reconstruction of the Zollverein; the Federal Budget; the incorporation of all the now separate post-offices of different States as one Federal establishment, with a tariff of postage common to all; a law for the appointment of Federal Consuls abroad, and the powers to be accorded to foreign Consuls in Germany; a law concerning the nationality of merchant vessels; a law for the uniformity of weights and measures; the abolition of the passport system; and a law permitting the right of removal of families from one State to another. The Bill respecting the Federal Consuls abroad is based on the principle that hitherto the Prussian and other German Consuls were not clothed with as much juridical authority as those of other Powers; nor was this possible to obtain, as by far the greater part are of the mercantile profession, and unacquainted with even the fundamental principles of international law. The Consular service is in future to be organised as a distinct and subordinate branch of diplomacy; and in order to obtain appointments it will be necessary to pass an examination in geography, history, languages, and, above all, in international law, and a knowledge of the commercial laws of different foreign countries.

On the 1st of October next the Hamburg Contingent will be incorporated with the German Federal army, but very few of the officers feel induced to transfer themselves to the new service. The field officers have expressed their intention of retiring altogether on the pension to which they are entitled, and the subalterns will give up the military profession and devote themselves some to commerce and others to the study of law.

Mr. W. Pustau, and two other merchants of Altona, have just returned from Berlin, whither they went as a deputation of the mercantile body of our neighbours at Altona, to represent to the Prussian Government the inconvenience and inexpediency of the new regulation by which foreign bills of exchange on Altona, even when made payable in Hamburg, are liable to a stamp duty, and to endeavour to get the order rescinded, but without success. Count Bismarck received them with his usual courtesy, and regretted that it was not the intention of the Government to make an exception in their favour. In consequence of this and other charges that have been imposed on commercial undertakings, a good many of the Altona merchants are taking steps to remove their establishments altogether to Hamburg.

I regret to state that the postponement of the long-talked of Austrian expedition to the Far East is confirmed, and that it will certainly not take place this year. The reason assigned by the official organs is that no provision was made for the expense of the expedition in the estimates when the Budget for this year was passed by the Austrian Parliament. I believe this to be formally correct; but where there's a will there's a way.

The annual fair at Nijni Novgorod was officially opened on the 27th ult. by hoisting the flag, accompanied by the usual formalities, but the real business has not yet commenced. It is not yet known where the tea and other China goods will be located this time, because the bridge opposite the flagstaff leading to the go-downs is not yet passable.

A letter has been received at Berne from Herr Brennwald, the Swiss Consul-General in Japan, announcing that the conflict with the Prussian diplomatic representative on account of the piece of land granted to Dr. Lindau, formerly Consul-General for Switzerland, but now claimed by him as his personal property, has been amicably adjusted in a manner satisfactory for both parties, the Government of Japan having generously given to Switzerland another plot of ground on which to erect the buildings of the Consulate-general. It is stated that the Federal Government is by no means pleased with the conduct of Mr. Brennwald, in consequence of which he has been recalled, and will be replaced by Herr H. Sieber, of Zurich.

The Prussian naval budget for 1868 is fixed at six millions of dollars. The administration of the navy, which has hitherto been carried on as a branch of the War-office under General von Roon, is to be organised as a separate service; and Rear-Admiral Jackmann, who gained his flag for the gallantry he displayed in attacking a Danish squadron against their very superior force in the Baltic during the late war, will probably be the new Minister for the naval department.

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The Russian squadron lately returned from the North Pacific station, consisting of the screw steam frigate *Svetlana*, with the flag of Rear-Admiral Kern, the corvettes *Askold* and *Variague*, and the clipper *Izoumrood*, are ordered to be paid off, and are now being dismasted at Cronstadt, where they will be laid up in ordinary and thatched over for the winter. The admiral has just been decorated with the Grand Cross of the Imperial Order of St. Stanislaus. On the other hand orders have been received at that port to fit out the steam frigate *Khabri* for service in China and Japan, and vigorous exertions are being made to get her ready for sea, so that she may be enabled to leave the Baltic before the frost sets in.

A special paragraph of the North German Confederacy (sec. 55) provides for the creation of a Federal flag for the mercantile navy, and says simply that the colours are to be "black, white, and red,' but nothing further is mentioned as to the proportions of each or the combination intended. As the old German flag was back, red, and yellow, in horizontal stripes of equal dimensions, it is assumed that this will be the arrangement for the new flag, and already a good many are seen here, but chiefly on buildings and for pleasure boats; there are, however, some vessels rash enough to sail under the new flag, though by the laws of nations they are liable to be treated as pirates for wearing a flag not yet legally in existence, the creation of which must be duly notified to all other maritime States, and formally recognised by them. Nevertheless, we learn from Antwerp that a few days ago a festival was celebrated by the German merchants and skippers at that port in honour of the new Federal mercantile flag.

On the other hand the war flag is decided on, and a royal decree on the subject has been published. It consists of a white field divided into four quarters by a black St. George's cross, in the centre of which is a white medallion containing the black Prussian eagle. The upper quarter nearest the mast to display the Federal colours, black, white, and red, in which is the Prussian Iron Cross. It is further ordered that the old flag is to be hauled down at sunset on the 30th September, and the new flag hoisted at sunrise on the 1st of October. As, however, no other German State has any ships of war, this new flag will only be carried by vessels belonging to the Prussian royal navy.

The *Bundes-Rath*, or Federal Council, is convened for the 15th inst., their functions being chiefly confined to drawing up the Bills to be presented to the German Parliament when the sessions opens, which will probably not be for a month or two, as the day for the general elections has not yet been fixed. The three members for Hamburg elected at the last Parliament having declined to serve again, the Liberal and free-trade party have resolved to put in nomination Mr. Edgar Ross, of the firm of Ross, Vidal, and Co., and Mr. E. von Melle, both merchants of this city. The third candidate is Mr. Richter, a mechanic.

In consequence of the introduction of the new German Mercantile Code of Laws (*Handelsgesetzbuch*), which is now compulsory for all the States of the Confederation, several modifications and alterations in the conditions required for marine insurances have become necessary. The revision having been accomplished, fresh forms of policies have been printed, and the associated underwriters and insurance companies at Hamburg give public notice that on and after the 1st of January next they will only sign policies containing the new conditions.

Mr. J. A. T. Meadows has been appointed Danish Consul for Tientsin and the ports of Taku and Chefoo, by Royal Patent dated Copenhagen, August 2.

Mr. Carl H. Cramer, hitherto Consul at Singapore for the Grand Duke of Mecklenberg-Schwerin, has tendered his resignation, which has been accepted.

Mr. R. Lindau, merchant at Nagasaki, is appointed Prussian Vice-Consul at that port, Vice Kniffler resigned.

COMMERCIAL.

Cassia Lignea continues in good request, and full prices are paid. Pepper commands more attention, and several parcels of Singapore have changed hands at a trifling advance. In Spelter there is no alteration in value; a few thousand centners were sold at 13 mks. 13 sch. banco. Discount as last reported.

SHIPPING.

SAILED.—Aldebaran to Hong Kong; Saturnus, to Shanghai; Pudel, to Penang and Singapore; Energie, to Hong Kong.

Monetary and Commercial.

The advices from Shanghai and Hankow state the excessive purchases of tea and silk has produced considerable difficulty, and re-sales had been attempted at a great loss. The banks are said to be careful in their advances on bills and produce, but in some cases the margin is not sufficient. The old standing houses have held back from shipping at the excessive rates current. They will have their opportunity at lower rates, and have exchange if they will only have patience and allow the wild purchasers to run themselves out.

It appears to be an accepted fact that all hopes of resuscitating the Commercial Bank of India have been abandoned, and notices will be issued to the shareholders that the authority of the Court will be applied for on the 7th Nov. to enforce a call of £10. The full amount for which the shareholders are liable is £25 per share, and even this will not suffice to pay all the creditors' claims in full. For the balance they must wait the realisation of assets in India and China, which may range over three or five years. When all is realised, however, it is expected that besides paying the creditors' balances, there will be a surplus at least sufficient to recoup the present call on the shareholders.

All persons having claims against the Bombay Royal Insurance Company, the Bombay Cama Insurance Company, and the Cama Constituents Insurance Company, which are now in course of winding up, are required to present them for payment to Messrs. D. D. Cama and Co., of London, by the 31st of December.

Messrs. Baring have issued a notification that they are authorised by the Spanish Government to carry out the conversion of the several classes of the Passive debt. If the conversion be made within 30 days the new bonds will carry interest from 1st of January last. If it be deferred till after the 24th September they will carry interest only from the 1st of July. On the 31st of December the conversion will be closed. The terms offered are those that were unhesitatingly rejected at the recent meeting of bondholders.

The biddings for £270,000 in bills on India were held on the 21st at the Bank of England. The amounts allotted were to Calcutta, £162,300; to Madras, £7,700; and to Bombay, £100,000. The *minimum* price was fixed, as before, at 1s. 11d. on all the Presidencies. Tenders at 1s. 11¼d. on Calcutta and Madras will receive about 90 per cent., and on Bombay about 47 per cent. All tenders above that price will receive in full. The terms thus obtained are again about ¼ per cent. higher than those on the previous occasion, and indicate to that extent an increased demand for means of remittance to the East.

The Mexican dollars by the West India steamer have been disposed of at 59d. per ounce, showing a decline of ⅛d. The demand for China has very much slackened, owing to the receipt of telegrams quoting lower exchanges, and a further large supply of dollars is expected to arrive at the end of the month.

The bar silver brought by the West India packet has been sold at 60⅜d. per ounce, showing a decline of ⅛d. per ounce from the price realised for that by the previous arrival.

Advices from Manchester announce the failure of Messrs. Nichols and Ashton, spinners and manufacturers, of Darwen, and carrying on business at Baxenden under the title of Ashton and Co. Their liabilities are estimated at nearly £40,000. At a meeting of creditors held last week, a majority agreed to accept a composition of 6s. in the pound, payable in three instalments, two of 2s. 3d. each, in two and six months, and a final one of 1s. 6d., in nine months, the last to be guaranteed.

The dividend next month to the creditors of Overend, Gurney, and Co. (Limited), is expected to be 4s. in the pound, which will make 10s. paid. The debts over which it will have to be distributed are about £4,000,000, so that the total disbursed will be £800,000. The pending call upon the shareholders has thus far been extremely well met, although it has caused much suffering, and has perhaps necessitated many sales of Consols that have influenced the market during the past few days.

The eighty-fifth half-yearly meeting of the shareholders in the General Steam Navigation Company was held yesterday at their offices, 71, Lombard-street, when the report of the directors was read and unanimously adopted. The customary dividend of 14s. per share was declared.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 20th inst., was, in gold, to Madras, £1,000; in silver, to Hong Kong, £855.

The following relates to a joint-stock enterprise in Egypt:—

"London, Aug. 20.

"Sir,—In the year 1864 a company was brought out under the auspices of the Egyptian Commercial and Trading Company, entitled the Société Agricole et Industrielle d'Egypte. The direction was to reside in Egypt, with a London committee composed of the following gentlemen:—M. Ed. Dervieu, Le Colonel de Kiss, Mr. J. W. Larking, Mr. J. E. Horn, Mr. A. Tod. This company paid one dividend at the rate of 10 per cent. At the end of 1865 the shares were called up in full for the purpose, as the shareholders were informed, of completing several public works and contracts of importance for the Viceroy and his Government. In November, 1866, however, without any previous communication, slips of *The Times* were sent to the shareholders, containing advertisements informing them that it had been decided to wind up this company; and from that day to this not a word has been vouchsafed to any one on the subject. It appears to me that shareholders have a remedy against the London committee for neglect. At all events, I trust that this letter will call forth the explanations, which it is impossible otherwise to extract from these gentlemen.—I am, Sir, your obedient servant, A SUFFERER.

The following is from the London Stock and Share Company:

At the auction of the London Stock and Share Company the following sales were effected:—Westminster Improvements Commission Bond, £500, at £8; London Glasgow Engineering and Iron Shipbuilding Company (Limited), £25 paid, at £5 10s.; Land Mortgage Bank of India, £4 paid, at £1 8s.; Rossa Grande Gold Mining Company, 12s. paid, at 8s.; South Wales Colliery Company, £11 10s. paid, 5s.; International Hotel Company, £5 paid, at 8s. 6d.; Guildhall Taverns Company, £10 paid, £3 15s.; English and American Bank, £10 paid, £4 15s.; and Rossa Grande Gold Mining Company, £1 paid, at 14s.

The creditors of the Empire Assurance Corporation (Limited) are required to send their claims to Mr. A. A. James (of the firm of Edwards,

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James, and Stone), the official liquidator, by the 21st day of September, the 31st day of October having been apppointed by the Vice-Chancellor Stuart to adjudicate thereon.

Messrs. C. F. Kemp and H. Chatteris, the liquidators of the English Joint-Stock Bank (Limited), have issued a report to the present date of the progress of the winding up. It shows that the creditors' claims, which were originally about £600,000, have now, by the payment of dividends amounting in all to 16s. in the pound, been reduced to £143,768, exclusive of any amount for interest that may be claimed by depositors, while the assets remaining are estimated at £146,505. The latter include £17,421 in cash, and £34,000 as the value of the bank premises in Clement's-lane, at cost price. Every exertion will be made to realise the outstanding properties to the best advantage, and looking at the amount of the dividends already paid, a belief is entertained that the creditors will forbear for the present from urging a further call upon the shareholders, who have already suffered severely.

The report of the London and Glasgow Engineering and Iron Shipbuilding Company (Limited), to be presented on Wednesday, shows, after writing off £1,000 from preliminary expenses, and making reserves for depreciation, an available total of £9,098. A dividend of £1 per share, being at the rate of 4¼ per cent. per annum, is recommended, which will absorb £4,557, and leave £4,541 to be carried forward. The amount of the proposed dividend has been limited by the consideration that the present depressed condition of the trade is likely to continue for some time, and it is added that "the balance remaining, with the present available capital, will be sufficient to enable the directors satisfactorily to conduct the business of the company."

The report of the Northern Assam Tea Company (Limited), to be presented on the 30th inst., states that the directors, with a view to a reduction of expenditure and to institute a more efficient working of the estates, requested the managing director to proceed to Assam in October last, and that they believe he has succeeded, "by his presence on the spot at the most critical period of the past year, by his local influence, by the abandonment of unprofitable cultivation, reductions in expenditure, and a thorough reorganisation of the working operations of the company, in placing its affairs on a sound, effective, and economical basis."

The report of the Millwall Freehold Land and Docks Company states that the Docks will be ready for the admission of water by the 29th inst., and will be shortly afterwards fit for the reception of vessels. The stagnation of business has temporarily checked the great increase in demand for waterside premises which was anticipated when the works were commenced, and the board therefore recommend the appropriation of part of the docks for import and export trade, as well as for all the general purposes of commerce. This will necessitate the erection of warehouses and sheds, and in order to raise the money for the purpose it is proposed to put forth such portion of the preference shares as remain unissued and as the proprietors may think fit to sanction. Mr. G. R. Birt, who for ten years was superintendent of the Victoria Docks, has been appointed general manager. The total paid-up share capital of the company is £584,622.

The report of the Southampton Dock Company shows an available total of £10,062, including a previous balance of £1,037, and recommends a divvidend for thehalf-year at the rate of 5 per cent. per annum, which will leave £1,054.

The London Steam Collier and Coal Company (Limited), have declared an interim diidend for the last six months at the rate of 10 per cent. per annum.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Aug. 16th	Prices Aug. 27.
£10	Agra Bank, A shares	6	—	—
10	Do. B do.	—	—	—
25	Bank of Egypt	All	—	—
20	Chartered Bank Ind., Aust., & China	All	—	—
25	Chartered Merc. of India and China	All	28 to 30	30 to 31
20	City Bank	10	12 to 13	12 to 13
50	London and County	20	52 to 54 x.d.	55 to 57 xd.
50	London Joint Stock	15	37 to 38	37½ to 38½
100	London and Westminster	20	70 to 72 x.d.	71 to 73
25	Oriental Bank Corporation	All	42 to 43	41¼ to 43½
50	Union of London	15	38 to 40	38 to 40
	MISCELLANEOUS.			
5	Bombay Gas	All	4½ to 4⅝	4½ to 4⅝
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	102 to 104	102 to 104
—	Do. Do 1878	100	108 to 110	108 to 110
—	Do. Do. 1872	100	104 to 106	104 to 106
20	Ceylon Company	10	2⅛ to 1⅛ dis.	2⅛ to 1⅛ dis.
20	Do. A shares	5	2⅛ to 1⅛ dis.	2⅛ to 1⅛ dis.
20	China Steamship & Lanuan Coal Co	15	13½ to 12½ dis.	13½ to 12½ dis.
10	Credit Foncier & Mobilier of England	9	5⅛ to 5⅛ dis.	5⅛ to 5⅛ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4½ dis.	4½ to 4½ dis.
10	General Credit & Discount Company	7½	2⅛ to 2⅛ dis.	2⅛ to 2⅛ dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
50	International Finance Society	5	2⅛ to 1⅛ dis.	2⅛ to 1⅛ dis.
5	Oriental Gas	All	5⅛ to 5⅝	5⅛ to 5⅝
10	O. Inland Steam	All	—	—
50	P. and O. Steam Company	All	47 to 49	47 to 49
50	Do. New 1855	All	47 to 49	46 to 49
50	Do. Do. 1867	5	3 to 2 dis	3 to 2 dis.
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do	All	1 to 3	1 to 3
100	West India Steam Company	60	88 to 90	90 to 92

EXPORTS TO THE FAR EAST.

We have received Mr. Sam Mendel's tables containing the quantities and value of Cotton Yarns and Goods exported from London, Liverpool, Southampton and the Clyde, to Hong Kong, Shanghai, Japan, the Straits Settlements, Batavia, Manila and Ceylon, during the month ended 16th August, 1867, and the eight months ended 16th August of the years 1865, 1866, and 1867:—

To Hong Kong.—For the month ended 16th Aug., 1867: Plain Cottons, 1,775,861; Coloured Cottons, 168,410; Printed Cottons, 800 yards; Cotton Yarn, 367,090 lbs.; total value of Cotton Goods, £69,238. For the eight months ended 16th Aug., 1867: Plain Cottons, 22,585,695; Coloured Cottons, 1,462,307; Printed Cottons, 389,347 yards; Cotton Yarn, 3,598,466 lbs.; total value of Cotton Goods, £871,971. Decrease in value for 1867 against 1866, £211,933. For the eight months ended 16th Aug., 1866: Plain Cottons, 27,285,801; Coloured Cottons, 2,918,868; Printed Cottons, 508,110 yards; Cotton Yarn, 3,433,788 lbs.; total value of Cotton Goods, £1,083,904. For the eight months ended 16th Aug., 1865: Plain Cottons, 17,170,133; Coloured Cottons, 1,670,576; Printed Cottons, 333,336 yards; Cotton Yarn, 1,090,555 lbs.; total value of Cotton Goods, £537,301.

To Shanghai.—For the month ended 16th August, 1867: Plain Cottons, 6,057,465; Coloured Cottons, 352,951; Printed Cottons, 170,602 yards; Cotton Yarn, 113,800 lbs.; total value of Cotton Goods, £140,596. For the eight months ended 16th August, 1867: Plain Cottons, 59,293,868; Coloured Cottons, 7,421,466; Printed Cottons, 3,218,716 yards; Cotton Yarn, 264,932 lbs.; total value of Cotton Goods, £1,438,839. Decrease in value for 1867 against 1866, £595,445. For the eight months ended 16th August, 1866: Plain Cottons, 71,661,892; Coloured Cottons, 8,594,169; Printed Cottons, 3,256,521 yards; Cotton Yarn, 48,800 lbs.; total value of Cotton Goods, £2,034,284. For the eight months ended 16th August, 1865: Plain Cottons, 50,505,692; Coloured Cottons, 3,746,143; Printed Cottons, 1,061,071 yards; CottonYarn, 72,580 lbs.; total value of Cotton Goods, £1,219,748.

To Japan.—For the month ended 16th August, 1867: Plain Cottons, 1,101,250; Coloured Cottons, 78,539; Printed Cottons, 68,000 yards; Cotton Yarn, 220,596 lbs.; total value of Cotton Goods, £89,491. For the eight months ended 16th August, 1867: Plain Cottons, 12,071,645; Coloured Cottons, 2,594,637; Printed Cottons, 600,302 yards; Cotton Yarn, 1,646,949 lbs.; total value of Cotton Goods, £456,085. Decrease in value for 1867 against 1866, £245,736. For the eight months ended 16th August, 1866: Plain Cottons, 19,085,196; Coloured Cottons, 2,202,703; Printed Cottons, 2,087,431 yards; Cotton Yarn, 1,177,410 lbs.; total value of Cotton Goods, £701,821. For the eight months ended 16th August, 1865: Plain Cottons, 8,328,894; Coloured Cottons, 789,213; Printed Cottons, 765,768 yards; Cotton Yarn, 212,100 lbs.; total value of Cotton Goods, £250,767.

To Singapore and Penang.—For the month ended 16th August, 1867: Plain Cottons, 4,585,924; Coloured Cottons, 681,085; Printed Cottons, 298,961 yards; Cotton Yarn, 168,190 lbs.; total value of Cotton Goods, £121,302. For the eight months ended 16th August, 1867: Plain Cottons, 37,680,274; Coloured Cottons, 6,376,496; Printed Cottons, 3,036,573 yards; Cotton Yarn, 1,360,807 lbs.; total value of Cotton Goods, £1,086,798. Decrease in value for 1867 against 1866, £5,598. For the eight months ended 16th August, 1866: Plain Cottons, 33,477,162; Coloured Cottons, 4,732,418; Printed Cottons, 2,870,015 yards; Cotton Yarn, 1,083,113 lbs.; total value of Cotton Goods, £1,092,396. For the eight months ended 16th August 1865; Plain Cottons, 24,084,481; Coloured Cottons, 3,313,259; Printed Cottons, 1,227,347 yards; Cotton Yarn, 960,485 lbs.

To Manila.—For the month ended 16th August, 1867: Plain Cottons. 2,150,890; Coloured Cottons, 1,448,500; Printed Cottons, 91,696 yards; Cotton Yarn, 13,600 lbs.; total value of Cotton Goods, £88,309. For the eight months ended 16th August, 1867: Plain Cottons, 11,231,654; Coloured Cottons, 11,401,864; Printed Cottons, 726,464 yards; Cotton Yarn, 100,626 lbs.; total value of Cotton Goods, £581,475. Increase in value for 1867 against 1866, £265,002. For the eight months ended 16th August, 1866: Plain Cottons, 5,097,418; Coloured Cottons, 6,526,744; Printed Cottons, 105,593 yards; Cotton Yarn, 33,750 lbs.; total value of Cotton Goods, £316,473. For the eight months ended 16th August, 1865: Plain Cottons, 8,331,311; Coloured Cottons, 9,051,934; Printed Cottons, 871,472 yards; Cotton Yarn, 66,952 lbs.

To Ceylon.—For the month ended 16th August, 1867: Plain Cottons, 1,326,612; Coloured Cottons, 39,533; Printed Cottons, 295,271 yards; Cotton Yarn, 74,500 lbs.; total value of Cotton Goods, £39,000. For the eight months ended 16th August, 1867: Plain Cottons, 11,996,433; Coloured Cottons, 1,003,157; Printed Cottons, 1,921,190 yards; Cotton Yarn, 167,995 lbs.; total value of Cotton Goods, £348,522. Decrease in value for 1867 against 1866, £129,540. For the eight months ended 16th August 1866: Plain Cottons, 10,847,523; Coloured Cottons, 1,183,451; Printed Cottons, 3,376,607 yards; Cotton Yarn, 614,857 lbs.; total value of Cotton Goods, £478,162. For the eight months ended 16th August, 1865: Plain Cottons, 4,901,105; Coloured Cottons, 1,009,691; Printed Cottons, 737,032 yards; Cotton Yarn 142,349 lbs.; total value of Cotton Goods, £187,591.

ARTICLES OF IMPORT.

Tea.—We have still a very great depression to report, the great reduction going on in our stocks being more than neutralised by the very heavy shipments reported from China. The pressure to sell has continued, and at the public auctions and privately a further decline has been established in nearly all kinds, the trade still only buying for immediate wants. Congous: Siftings show but little change, and the demand is limited. Fair to good common have sold at 11½d. to 11¾d. per lb., being rather lower. Fair to good flavory kinds have sold at a further reduction of ½d. to ½d. per lb. Good Kaisows have sold ½d. to 1d. per lb. lower; fine to finest meet with a slow sale at a similar reduction. Pak Lings, much as before. Common blackleaf Congous have sold from 11½d. to 11¾d. per lb., being ½d. per lb. decline. Fair to good have sold ½d. to 1d. lower. Fine to finest have sold at 1d. per lb. reduction. In new-make Cantons prices show but little change. Common to fair Oolongs have been difficult of sale, but fine continue in demand. In Souchongs but few transactions, and prices as before. In Flowery Pekoes nothing new. Scented Capers unaltered. Foochow Scented Orange Pekoes have been firm, but Canton kinds difficult to move. In Uncoloured Japans no alteration. Green Teas: The principal portion of the cargo of the John Bellamy has found buyers at full prices for both Ping Suey and Moyune kinds, but the Japan kinds have not

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been so readily taken, as they came to hand when a good portion of those of direct import, per Rifleman, were still on the market. Canton kinds show no material change, there being no fresh supplies. The public sales, which began on the 20th inst., comprised 23,691 packages, of which 22,938 packages were sold, the whole being offered without reserve.

SILK.—The tone of the market is still depressed, with a further reduction in prices, the best No. 3 Tsatlee having been sold at 28s. In Japans a few forced sales have been made. Deliveries from 1st to 23rd inst.: China, 1,753 bales; Japan, 661 bales.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	29	0	to	30	0
,, No. 3	27	0	to	28	0
,, Hangchow	23	0	to	26	0
Yuenfa and Hamin, No. 1 & 2	25	0	to	27	0
,, ,, ,, No. 3	22	0	to	24	0
Taysaam, No. 1 & 2	24	0	to	27	0
,, No. 3	22	0	to	23	0
Long Reel	17	0	to	22	0
Skems	19	0	to	20	0
Canton	17	0	to	23	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	31	0	to	34	0
No. 3	29	0	to	30	0
Ida, Bricks, No. 1 & 2	28	0	to	31	0
No. 3	25	0	to	26	0
Sodai, No. 1 & 2	27	0	to	30	0
No. 3	24	0	to	26	0

COTTON.—The market continues dull and quotations are again ¼d. lower. The sales have been extremely limited.

COFFEE.—Although the supplies brought forward have not been excessive, and the report of the Company's sale in Holland is favourable, the sales of Plantation Ceylon have passed off without spirit, and prices in some cases are again easier. A small business has been done in Native privately at the previous value, and 1100 bags Singapore have been placed at steady prices. Of Ceylon 1210 casks 235 barrels and bags Plantation, sold, ordinary to fine fine ordinary 67s. to 74s. 6d., low middling to middling 75s. to 79s., good middling 80s. to 85s.; 117 bags Native were withdrawn.

COIR YARN.—Since our last report 28 bales 44 tons Ceylon Yarn chiefly sold at abont previous rates, very fine £51 5s.; fine, £38 5s. to £42 15s.; good middling to good, £30 10s. to £34 15s.; common to middling, £26 5s. to £28, and 69 cwt. Ceylon Fibre, good, £30 to £32 15s., ordinary coarse, £20. 560 coils Ceylon Rope withdrawn and 8,697 pieces (19 tons) Ceylon Junk bought in at £22 10s. to £23 10s. per ton.

GUM BENJAMIN.—Of 39 cases Sumatra 18 cases middling to good middling seconds sold at £8 10s. to £8 15s., 2 cases fair brown thirds at £6 and 8 cases fourths at £2 11s.

JAPAN WAX.—At auction 32 bags mealy saucers partly stained realised 70s.

MANILA HEMP.—For arrival 500 bales June shipment per Sarah Scott from Zebu have been sold at 47s. per ton.

PLUMBAGO.—33 barrels Ceylon sold at a further advance; good middling lump 27s., chips 17s., small chips 12s. 6d., dust 11s. per cwt.

PEPPER.—The demand for Penang continues, and about 2,000 bags have been sold privately at 2 15-16d. to 3d., also 1,098 bags in public sale at 2¾d. to 3d.; 278 bags Singapore were only partly sold at 3¼d. per lb.

RICE.—The tone of the market has of late been more decidedly quiet, and sales could only be effected on rather easier terms. In auction 77 bags cleaned Java bought in at 27s. Privately, for arrival 550 tons middling Ballam, August and September shipments, at 11s., and 300 tons white at 13s. 3d. to 15s. 9d. A cargo of 1,300 tons Rangoon arrived off the coast has been sold at 11s. 6d. for the Continent; one of 700 tons Necransie, sailed the middle of April at 11s. 3d., also for the Continent.

SUGAR.—Considerable stagnation continues to prevail in the market; buyers still hold back, and sellers rarely seek to increase business by accepting lower offers, so that transactions have again been small, but rather more disposition to treat for low qualities at easy prices has become apparent. Floating cargoes have continued to be but little inquired for, and the few sales effected have been on rather easier terms. No public sale of East India has been brought forward, and inquiries on the spot have applied almost exclusively to Manila, of which 1,300 bags clayed (duty 9s. 7d.) have been sold at 30s., and 8,500 bags unclayed at 25s. per cwt.

SPICES.—Cloves: 15 cases Penang sold at lower prices, good bright 11¾d. to 1s., middling 11½d., low middling 11d. Mace: 17 cases Penang chiefly of fresh import sold readily at advanced prices, fine pale 3s. 9d., good reddish 3s. to 3s. 2d., good middling 2s. 8d. to 2s. 9d. Nutmegs: 8 cases Penang of fresh import sold at a further advance, 65's at 3s. 11d., 84's 1s. 9d. to 1s. 10d., 88's 1s. 8d., 8 cases Penang and 5 boxes Singapore in second hands sold, ordinary small at 1s. to 1s. 3d., middling 1s. 9d., and 1 cask Java at 1s. 5d. There has been a good demand privately, and about 50 cases have been sold at a further advance, 107's at 1s. 4½d., 85's at 1s. 9d., and 80's at 1s. 11d. short prompt.

SAPANWOOD.—At auction 15 tons Siam sold—mouldy at £10 15s. to £10 17s. 6d, sea-damaged £10 2s. 6d. to £10 10s.; 42 tons Manila bought in—slightly dirty at £11, second pile at £9 10s.

TIN.—A decidedly upward movement has been established in this article, especially in Straits produce, in which extensive sales have been daily effected at rising prices, principally on speculative account, the week's contracts amounting to fully 600 tons, the prices on the spot advancing from £86 cash to £87 10s. and £88 with short prompt, with sales for arrival at £87 10s. up to £88 10s. Banca quoted £92 to £92 10s. per ton.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £5 15s. to £6; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £82 to £83 per ton; yellow metal, 7d. to 7¾d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; sheet, £20 15s.; spelter, £20 17s. 6d. to £21; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s., in bottles of 75 lbs. each.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£62,375
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	36,520
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4 000	5,284
To Shanghai	—	46,288
To Yokohama	—	46,343

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11½

MANCHESTER MARKETS.

The market has again relapsed into a very depressed state, and sales are difficult even at the low rates quoted. Quotations are:—Grey Shirtings, 7 lbs., 8s. 4½d. to 8s. 9d.; 8½lbs., 11s.; Cotton Yarn, Nos. 16-24, 1s. 2d. to 1s. 3d.; Nos. 28-32, 1s. 3d. to 1s. 4d.; Maddapollams, 3s. 9d.; Long Cloths, 9s. 9d.; T-Cloths, 6s; White Spot Shirtings, 11s. 10½d.; Damasks, 21s.

Messrs. Jorss and Co.'s Circular, dated Leeds, Aug. 26, says:—The slightly improved tone of the last fortnight continues, though no advance in prices could be established; buyers continue to act with great caution, and only cover their immediate wants. The general opinion prevails that Wool has reached its lowest point, though no one seems to have sufficient confidence to make purchases to any extent. For Yarns there has been some inquiry by export buyers; however, the prices offered were generally too low to tempt spinners to accept of them. The demand for the Continent is still below the average.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 6	Regina Maris	Ouwehand	Java	Off Dungeness.
— 6	Sirius	V. Rees	Do.	Do.
—	Inez	Duverdier	Saigon	Palais, B.I.
— 8	Coquetdale	Wood	Akyab	Falmouth.
— 6	Palais Gallien	Robert	Saigon	Gironde.
— 7	Electra	Landweer	Batavia	Texel.
— 7	Edouard and Marie	Kolff	Tjilatjap	Do.
— 7	Picciola	Kroll	Hong Kong	Cuxhaven.
— 8	Calumet	Pope	Banjoewangie	Texel.
July 27	Cyclone	Pike	Manila	Boston
Aug. 9	Mentor	Beckwith	Padang	Texel.
— 12	Antiope	—	Rangoon	Liverpool.
— 8	Æolus	Schumacher	Do.	Bremen.
July 22	Eulalia	Aldarnis	Manila	Havana.
— 22	Alavesa	Dobaran	Macao	Do.
Aug. 1	Borealis	Henderson	Shanghai	New York.
— 17	Eastern Star	Kirkaldy	Singapore	London.
— 16	Berwickshire	Thomas	Rangoon	Deal.
— 16	Florence Barclay	Jeffery	Colombo	Do.
— 16	Mary Edey	Efford	Do.	Off Dartmouth.
— 16	Sarah Newman	Congdon	Akyab	Falmouth.
— 17	Diebhur	Purdy	Rangoon	Do.
— 16	Metis	Korster	Akyab	Off Do.
— 16	Cornelis Smit	Weidenaar	Do.	Do.
— 15	Coquetdale	Wood	Sourabaya	Texel.
— 6	Helena	Hedger	Manila	New York.
— 6	Rocket	Adams	Padang	Boston.
— 19	Geffrard	Francis	Manila	London.
— 19	Dorothy	Bruce	Rangoon	Do.
— 19	W. E. Gladstone	Jones	Galle, &c.	Do.
— 18	Caroline Hutchins	Cother	Colombo	Do.
— 18	Golden Eagle	Muir	Rangoon	Falmouth.
— 18	Trade Wind	Chapman	Do.	Do.
— 18	Trevanion	Werry	Bassein	Do.
— 19	Charmian	Grozier	Rangoon	Do.
— 19	Codun	Kirschstein	Akyab	Do.
— 19	Natolia	Oakden	Do.	Do.
— 18	Beloochee	Hughes	Rangoon	Liverpool.
— 18	Shackamaxon	Watson	Do.	Do.
— 18	Hippolyta	Follett	Do.	Do.
— 17	Minnehaha	Leask	Bassein	Queenstown.
—	Formby	McAuley	Akyab	Off Do.
— 17	Maricita	Gordon	Bassein	Do.
— 17	Mahratta	Brown	Rangoon	Do.
— 20	Creole	Jensen	Do.	Off Falmouth.
— 19	St. Fillan	—	Akyab	Liverpool.
—	Marseilles	Clements	Do.	Off Queenstown.
— 14	Hypatia	Thompson	Do.	Lisbon.
— 2	Ephrem	—	Macao	Havana.
— 20	Mangalore	—	Akyab	Liverpool.
— 20	Clymene	—	Rangoon	Do.
— 17	Medea	van Teuten	Batavia	Texel.
— 18	Mary and Hillegonda	Walters	Do.	Brouwershaven.
— 20	Fortunata	Mathieson	Rangoon	Off Falmouth.
— 22	Willy	Grafiunder	Singapore	London.

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ARRIVALS—*Continued.*

Date.	Ship.	Captain.	For	From
— 21	Gazelle (brig)	Seewerts	Nagasaki	Deal.
— 21	Elizabeth Laing	Jones	Colombo	Do.
— 19	County of Ayr	Spittal	Sourabaya	Off S. Foreland.
—	Espana	—	Manila	Queenstown.
— 22	Kennington	Howard	Sourabaya	Texel.
— 20	Merle Blanc	Feydt	Akyab	St. Nazaire.
— 22	Hooghly	Jenkins	Rangoon	Off Falmouth.
— 24	Espero	—	Manila	Queenstown.
— 24	Southern Belle	—	Colombo	London.
— 24	Sarah Newman	—	Akyab	Downs.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug. 6	T. B. Ord	Husband	Galle	Sunderland.
— 7	Francina Wilhelmine	Winkel	Batavia	Do.
—	Coringa	—	Hong Kong	Liverpool.
— 9	Arab Steed	Walker	Singapore	London.
— 7	Glenlee	Dunn	Hong Kong	Newport.
—	Christian Rankin	—	Colombo	Clyde.
— 8	Elliotts	Douglas	Galle	Sunderland.
— 5	Australie	Jochims	Batavia	Nieuwe Diep.
— 12	Ann Lucey	Noole	Galle and Cochin	London.
— 7	Annie Comrie	Young	Galle	Shields.
— 8	Alice	Pounder	Penang	Do.
— 8	Queen of the Ocean	Ellison	Hong Kong	Do.
— 10	Lorton	Nelson	Shanghai	Liverpool.
— 9	Gateshead	—	Do.	Shields.
— 10	Isabella Ridley	Watson	Do.	Cardiff.
— 12	Nieuwland	Ruhaak	Sourabaya	Do.
— 10	Triton	Schmidt	Singapore	Liverpool.
— 11	Kalahome (s.)	Embleton	Bankok	Do.
—	Baltimore	Brakke	Batavia	Amsterdam.
— 13	Hinda (s.)	—	Japan	Southampton.
— 15	Sophie	Radden	Hong Kong	London.
— 15	Cecilie	Schmidt	Cardiff & Singapore	Do.
—	Vrede	Huiger	Batavia	Amsterdam.
— 13	Madagascar	Henry	Singapore	Penarth.
— 14	Oxus	Reid	Galle	Liverpool.
— 14	Vice-Admiral May	Stiffry	Batavia	Sunderland.
—	Durham	Vaux	Shanghai	London.
— 16	Shakspere	Dalgleish	Do.	Do.
— 5	Crested Wave	Rensuf	Singapore	Guernsey.
— 19	The Tweed	Stewart	Hong Kong & Canton	London.
— 12	Emperor	Smith	Java	Sunderland.
—	Azamatka (?)	Mathias	Galle	Bremen.
— 19	Hesperia	Jarvis	Colombo	London.
— 14	Suomi	Nordberg	Hong Kong	Glasgow.
— 18	Lady Elma Bruce	Owen	Do.	Newport.
— 17	Gaspe	Alexander	Shanghai	Penarth.
— 19	Gazelle	Meyer	Do.	Cardiff.
— 21	Gladiator	Angus	Cardiff and Singapore	London.
— 20	F. Reck	Denker	Shanghai	Cardiff.
— 17	Pasig (s.s)		Manila	Glasgow.
— 22	St. Dunstan	Toovey	Yokohama	London.
— 22	Coldstream	Ponsonby	Singapore	Do.
— 22	Monkchester Hastings		N'port, H.Kg., & Valp.	Do.
— 21	George Shotton	Bailey	Shanghai	Cardiff.
— 20	Isabella	Cooper	Do.	Penarth.
— 20	Cornelia	de Boer	Batavia	Do.
— 21	Roslin Castle	Alexander	Singapore	Glasgow.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama, Rifleman. For Yokohama and Nagasaki: Pampero, Broadwater. For Shanghai: The Sir Jamsetjee Family. For Hong Kong: Carmarthenshire, Channel Queen. For Hong Kong and Canton: Chaa-Sze, Avon, Albert Victor. For Manila: Aureliana. For Singapore and Penang: Queen of Ceylon, Anne Dymes. For Singapore: James Paton, Eastern Star. For Batavia and Sourabaya: Couranto, Herzogin von Brabant. For Penang: Chaturanga. For Colombo: Seafield, Thames, Palestine, Granville. For Colombo and Calcutta: Clyde, Peeress, Harkaway.

At Liverpool.—For Yokohama: Recife, Emily Flynn, Mary Warren, Bilbaina. For Shanghai: Leon Crespo, Alarm, Mermaid. For Singapore: Indian Empire, For Manila: Olano, Feliz, Jesus. For Sourabaya: Maria Regina. For Batavia and Sourabaya: Emma. For Batavia and Singapore: Lancastria. For Cheribon and Sourabaya: Anthony v. Hoboken. For Galle and Rangoon: Marion.

At Glasgow.—For Yokohama: Runnymede. For Manila: Rosa del Turia, Manuel. For Batavia and Sourabaya: County of Bute. For Singapore and Penang: Kate Carnie. For Penang: Margaret Falconer.

At Greenock.—For Bombay and Batavia: Hope.

SPOKEN.

Nazarine, Milford to Shanghai, July 6, 12 N., 26 W.
Glenheten, Shields to Shanghai, 36 days out, July 5, 9 N., 25 W.
Palma, Cardiff to Hong Kong, July 26, 50 N., 7 W.
Auguste, Amsterdam to Batavia, July 3, 11 N., 26 W.
Van der Palm, Shields to Hong Kong, June 22, 19 S., 32 W.
A. R. Falck, Amsterdam to Batavia, June 23, 17 N. 24 W.
Johanna Hendrika, Sourabaya to Amsterdam, May 18, 26 S., 60 E.
Hollands' Trouw, Rotterdam to Batavia, June 27, 16 S., 38 W.
Aletta Augusta, Amsterdam to Batavia, July 3, 11 N., 26 W.
India Packet, Amsterdam to Batavia, July 6, 8 N., 24 W.
Steffana (?), Manila to London, June 14, 36 S. 17 E.
Majpore (?), Sanghai to London, July 26, 46 N., 13 W.
Golden State, New York to Shanghai, July 8, 11 N., 28 W.
Min (ship), Macao to London, June 15, 15 N., 110 E.
Willem der Nederlanden, Cardiff to Singp., July 7, 14 N., 26 W.
4th D. P., No. 50, Colombo to London, 80 days out, 13 N., 27 W.
Gamecock (ship), New York to Manila, July 16, 12 N., 33 W.
Robert Carter, Liverpool to Galle, July 20, 45 N., 9 W.
Castilian, Liverpool to Japan, July 7, 10 N., 28 W.
South Sea, Ceylon to London, June 1, 25 S., 50 E.
Ozanam (French ship), Cardiff to Galle, July 5, 8 S., 24 W.
Freedom, Rotterdam to Java, July 1, 20 S., 34 W.
Prime (French bq.), bound to Batavia, June 25, 1 N., 27 W.
Queridan (?) Cardiff to Singapore, July 7, 23 S., 31 W.
Princess of Wales, Cardiff to Shanghai.
Lovely Sally, Amsterdam to Batavia, July 14, 12 N., 25 W.
Ridderkirk, Amsterdam to Batavia, July 14, 12 N., 25 W.
Tjilingsie, Amsterdam to Batavia, June 15, 35 S., 17 E.
Admiral de Gunter, Batavia to Amsterdam, July 4, 33 N., 36 W.
Efford, Manila to London, July 18, 18 N., 28 W.
Asteroid, Macao to Havana, May 7, 29 S., 42 E.
Maria Adolfina, Cardiff to Singapore, June 29, 6 S., 31 W.
Johanna and Willem, Amsterdam to Batavia, Aug. 12, 49 N., 5 W.
Friendschap (Dutch ship), Rotterdam to Batavia, July 8, 6 N., 24 W.
Professor van der Boon Mesch, Bali to R'dm, Aug. 16, 48 N., 10 W
Nederland, Amsterdam to Batavia, July 12, 7 S., 31 W.
Julia (barq.) Rotterdam to Singapore, July 14, 15 N., 27 W.
Petcheler, Liverpool to Hong Kong, July 15, 16 N., 27 W.
Pauline Constance Eleanor, N'castle to S'pore, July 4, 9 N., 24 W.
Scinde, Manila to London, July 25, 32 N., 39 W.
Maria y Dolores (Dt. bq.) Manila to Q'stown, July 23, 13 N., 28 W.
Englishman, Falmouth to Hong Kong, July 8, 5 N., 22 W.
Overmann (Hamb. bq.), Hamburg to Hong Kong.
Frances, Colombo to London, June 30, 38 S., 10 E.
Mary and Eliza, Colombo to London, June 30, 38 S., 10 E.
Adame (?), Colombo to London, May 19, 18 S., 62 E.
Coquimbo, Liverpool to Galle, July 17, 12 N., 25 W.
Zephir (Dutch barq.), Rotterdam to Batavia, July 19, 10 N., 25 W.
Hans (Pruss. barq.), Cardiff to China, July 22, 11 N., 25 W.
Parana, Glasgow to Yokohama, July 6, 12 N., 24 W.
Chetah, London to Hong Kong, July 11, 1 S., 27 W.
Hindoostan (barque), Newcastle to Shanghai.
Music (schr.), of Hong Kong, outward bound, July 24, 29 N., 39 W.
Van Bosse, Sourabaya to Rotterdam, Aug. 10, 41 N., 34 W.
Ortelius (Dut. ship), Amsterdam to Batavia, July 21, 9 N., 26 W.
Birch Grove, Canton to London, June 5, 8 S., 104 E.
Ymuiden, Cardiff to Singapore, July 1, 23 S., 31 W.
Enoch Barnard, Rio Janeiro to Shanghai, July 8, 35 S., 16 E.
Salatiga, Batavia to Rotterdam, July 4, 30 S., 35 E.
Andromeda, Batavia to Rotterdam, July 8, 36 S., 24 E.
General Michiels, Java to Liverpool, July 26, 19 S., 4 W.
Benkether, Colombo to London, July 6, 31 S., 13 E.
Hendrika, Batavia to Rotterdam, July 15, 20 S., 2 E.
Boyne, Colombo to London, July 3, 33 S., 14 E.

FREIGHTS AND CHARTERS.

Coal freights from the northern outports rule somewhat lower.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Hong Kong: £46. For Singapore: £36. For Shanghai: £55. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 13s. For Shanghai: £2 12s. 6 l. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance of 7 tons naval masts and 36 tons naval stores, from the Thames to Trincomalee; also of 8 tons (weight) small arm ammunition and 1 ton (meast.) handspikes, &c., to Hong Kong.

CASUALTIES.

The Helena, Hedger, from Manila, arrived at New York, Aug. 6, with loss of maintopsail, &c.

The Spanish ship, J. A. U., which arrived at Havana from Macao, July 19, was discovered to be on fire; she was towed from her anchorage at the town of Casa Blanca to the the flats of Santa Clara, where she burned to the water's edge. The cause of the fire is unknown.

A telegram from Hong Kong, July 29, states that the Agamemnon, str., from Shanghai to London, with new teas, had put back with main shaft broken.

The Hinda (s.), Swainson, which left Southampton Aug. 13 for Japan, arrived at Falmouth 23rd with foremast sprung.

Advices from Capetown, dated July 20, state that the Galilei (Dutch ship), from Banjoewangie to Amsterdam, was towed out of Algoa Bay on the afternoon of July 11, but about dusk she cast off the tow-line and returned to the anchorage, the cause of which had not been explained, rainy and squally weather having prevented communication with the shipping.

MISCELLANEOUS.

At Ascension.—July 5, George Lee, from Batavia and sailed for Belle Isle.

Off Ascension.—July 24, Twee Cornelissen, from Java for Rotterdam; Cesambre, from Colombo for London; Aug. 1, Balmacarra, from Ceylon for London.

At St. Helena.—July 16, L. J. Enthoven, Koens, from Batavia; 17, Verdandi, Lofquist, from Sourabaya and sailed for Falmouth; 18, Stad Leyden, v. d. Poll, from Batavia and sailed for Amsterdam; Albrecht Beyling, v. d. Bey, from Batavia and sailed 19 for Schiedam; 19, Maria Catharina, Westenenk, from Batavia and sailed for Amsterdam; 20, Her Majesty, Seymour, from Manila and sailed 22 for London; 22, Niphon, Vuyck, from Batavia and sailed for Rotterdam; 25, Suzanne, Nadeau, from Singapore and sailed for Bordeaux; 27, Willem Poelman, Hoogenstraaten, from Batavia.

At Simon's Bay, July 6.—Royalist (s.) Halksworth, from Glasgow, for Singapore; 7, Island Queen, Dickson, sailed for Singapore.

At Pernambuco, July 26.—Europa, Hansen, from Manila, and sailed, 27, for New York.

At Mauritius, July 16.—Herald, Gardner, sailed for Manila.

The Adeline, Finlay, from London, put in at Rio de Janeiro, July 20, for provisions, and sailed, 21, for Singapore.

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New Harbour, Singapore, June, 1867.

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To be paid up	Sept. 15, 1867	10,000,000	... £400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

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CHINA STEAMSHIP & LABUAN COAL COMPANY (LIMITED).

AT a MEETING of the CHINA STEAMSHIP and LABUAN COAL COMPANY (Limited), held at the London Tavern, on THURSDAY, the 15th August, 1867,

Sir JAMES H. D. ELPHINSTONE, Bart., in the Chair,

the Reports of Mr. J. Spencer Price and Mr. Morel, and the other letters from the Company's Agents in the East, having been read, and the chairman having made a detailed statement of the position and affairs of the Company,

Proposed by Mr. MILLER, M.P., seconded by Dr. CAMERON, and resolved,—"That this Meeting heartily congratulates the shareholders on the most satisfactory statements contained in their reports, and on the excellent prospects which now seem undoubtedly in store for the Company."

Proposed by H. H. LINDSAY, Esq., and seconded by the Hon. J. DRUMMOND, and resolved,—"That the Liquidators be requested, and they are hereby authorised and empowered to carry out the requirements and recommendations referred to, and made in their reports and letters, in such manner as they deem expedient, and it is the opinion of this Meeting that no further call ought to be made until the ships are sold."

Proposed by Dr. CAMERON; seconded by W. BLOUNT, Esq., and resolved,—"That this Meeting having confidence in the present liquidators, requests them to continue their services."

Proposed by Mr. ETLINGER; seconded by Mr. BENNETT, and resolved,—"That the best thanks of this Meeting be given to the Chairman for his courteous conduct in the chair."

JAS. H. D. ELPHINSTONE, Chairman.

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DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any ervice in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	May 17	July 10	July 14
Nagasaki			
Hakodadi			
CHINA—Peking			July 10
Tien-tsin			July 12
Chefoo			
New-chwang			
Hankow			July 13
Kiu-kiang			—
Chin-kiang			
Shanghai	May 27	July 13	July 19
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	June 10	July	July 25
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			July 30
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			
MALACCA STRAITS—			
Singapore			Aug. 2
Penang			

The present mail was 19 days from Galle to Suez, which accounts for the late arrival. Telegraphic advices from Japan, via San Francisco, to about the 25th August, are due in London on the 14th inst. Telegrams have been received from Shanghai to the 3rd, and Hong Kong to the 12th August. This mail will probably be in about the 28th inst.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Massilia, from Southampton, September 4.—To Hong Kong Mr. and Mrs. G. W. Caine and child. Miss M. Middlemist, Mr. T. Woodfield, R.N., Mr. Lucas, Mrs. Davies, Lieut. Coates, Mr. F. H. Moore, R.N., Mr. F. W. Bower. To Ceylon: Mr. Everard, Mr. L. H. Pierce, Mr. W. C. Johnson. To Singapore Mr. Isemonger, Mr. E. Armstrong. To Shanghai: Mr. E. Price, Mr. R. Bristow, Mr. C. M. Ford, Miss Partridge, Mr. C. W. Everard. To Yokohama: Mr. J. J. Quin, Mr. G. G. Hodges. To Calcutta: Col. and Mrs. Lewis, Miss Barrow, Mrs. Blechynden and two daughters, Miss Graves, Mr. P. Swaries, Mrs. Z. Mathews, Miss Fallon, Mr. J. L. Robertson, Mrs. A. Sneddon, Captain W. Strahan, Staff Assist.-Surgeon Hale, Staff Assist.-Surgeon Major, Staff Assist.-Surgeon Gardner, Mrs. Gardner, Lieut. and Mrs. Oldham, Mrs. Cleworth, Lieut. A. J. Wallace, Mr. P. Maitland, Mr. T. Higham, Mr. H. Joll, Mr. E. W. Oates, Mr. T. F. Mackenzie, Mr. W. B. Bromley, Mr. J. Stewart, Mr. Beresford, Mr. A. Grant, Mr. T. Beatty, Mr. J. Heinig, Mr. W. A. de Crettes, Mr. D. Wallace, Mr. R. King, Mr. D. Noyes, Mr. and Mrs. Martin, Mr. Bunbury, Miss Hœrule, Mr. R. Morris, Mr. Ayres, Mr. Veevers, Mr. J. G. MacLeod, Lieut. Jasper Burne, Lieut. P. Smith, Mr. Fallon, and three second class passengers. To Madras: Capt. A. F. Curtis, Major H. L. Christie, Lieut. Murrough, Mr. C. J. Peters, Mr. R. W. Norris, Mr. G. D. Whybrow, Capt. J. C. Hay.

From Marseilles, September 12.—To Singapore: Mr. and Mrs. C. Heinszen, Miss E. Racine, Mr. J. W. Miller. To Penang: Mr. L. Zander. To Ceylon: Mr. C. Dowden, Mr. F. H. Campbell. To Hong Kong: Mr. and Mrs. Schwemann, Mr. and Mrs. W. H. Alexander, Mr. E. Schultze, Mr. F. Blake, the Bishop of Victoria and Mrs. Alford, Mr. E. and Mr. R. Alford and servant. To Calcutta: Mr. R. Allardyce, Captain and Mrs. Jenkins, Rev. B. T. and Mrs. Atlay, Mr. S. H. Clarke, Mr. J. Stewart, Rev. W. West, Mr. E. Johns, Mr. and Mrs. Moss and three children, Mr. and Mrs. McAlpine, Mr. and Mrs. S. Smith, Lieut. Thomas, Mr. Bell, Mr. J. Schmer, Mr. A. Yardley, Mr. S. J. Southey, Mr. B. Wilmans, Mr. W. Ebbs, Mr. F. Harper, Capt. J. Nowise. To Madras: Dr. and Mrs. J. Murray, child, and servant, Capt. and Mrs. A. G. Murray, Mr. F. Peele, Mr. Webster, Mr. S. Hall, Major G. Palmer.

Per P. and O. steamer Ripon, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Rudd and two children, Miss Piachand. To Singapore: Mr. Hervey. To Hong Kong: Mrs. Bradfield and child.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn, Mr. Shambler. To Shanghai: Mr. D. Brand, Mr. Hockley. To Ceylon: Mrs. Morris, Mr. Blackett.

Per P. and O. steamer, from Southampton, September 27.—To Singapore, via Bombay: Mr. Cody, Miss Hennessey.

From Marseilles, October 4.—To Hong Kong, via Bombay: Mr. and Mrs. Hartmans. To Singapore: Mr. Pope Hennessey. To Yokohama: Mr. W. Strahan.

Per P. and O. steamer, from Southampton, October 4.—To Ceylon: Rev. C. Mersom.

From Marseilles, October 12.—To Ceylon: Viscount Downe, Earl of Gosford, Sir Samuel Hayes, Bart., Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. F. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Ceylon: Mr. P. D Millie, Mr. Blackston. To Hong Kong: Miss Caldwell. To Singapore: Mr. C. B Twindale. To Yokohama: Mr. C. G. Dunlop. To Shanghai: Mrs. Lewis.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child. To Hong Kong: Mrs. J. Haffenden, Mr. T. Pyke, Mr. F. Rowett. To Yokohama: Dr. and Mrs. Jenkins. From Gibraltar to Hong Kong: Miss Burton. From Suez to Penang: Mr. E. Fredericks.

Per P. and O. steamer, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson.

Per P. and O. steamer, from Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida, Miss Reneaud.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The P. and O. mail of 10th May arrived out on the 29th June; the French mail of the 17th on 10th July. Dates are now down to the 14th July. The regularity in the arrival of mails is specially noticed.

The political intelligence by this opportunity is extremely meagre.

On the 2nd July one of those dastardly and cowardly attempts at assassination for which the Japanese have rendered themselves so famous occurred at the Dutch Legation in Yedo. H.E. the Dutch Minister, Mr. Van Polsbroek, was sitting in his verandah, when a Japanese deliberately pointed a pistol at him and fired. Happily the aim was imperfect, and Mr. Van Polsbroek escaped without injury. Although, it is asserted, every effort has been made to find the villain who thus made the attempt it has been ineffectual.

The new admiral, Sir Henry Keppel, has arrived in H.M.S. *Salamis*. He made no stay in Yokohama, but started at once for Yedo, where he was the guest of the British Minister. He returned to Yokohama on the 11th July. H.M.S. *Perseus* left on the morning of the 6th for Hakodadi, with Mr. and Mrs. Eusden as passengers. About the 18th the admiral proposes to visit Hakodadi and the inland sea; H.E. Sir Harry Parkes intends to make an official visit.

Much satisfaction is expressed at the prospect of having so fine an ironclad as the *Ocean* attached to the China fleet. The Admiralty have done well in selecting a powerful one whilst they were about it; as although no one anticipates trouble in these waters to an extent to call for ironclads, still there is no knowing what may turn up.

The American Fire Company have received from San Francisco, per brig *Brewster*, their new fire engine, the Volunteer, and gave her a preliminary trial. The weather was very unfavorable for showing what she could do, the wind blowing strong at the time, notwithstanding which she threw an inch stream horizontally nearly 150 feet, and perpendicularly about seventy feet. Her cylinders are 6½ inches diameter, with 15 inch stroke.

The American celebration of the 4th July was duly performed. At noon a salute of 37 guns was fired by the men-of-war, Kanagawa Fort, and at the U.S. Consular grounds, and sunset was marked by a parting salute from an American ship in the harbour. Falling as it did on one of the days of a great Japanese holiday, on which every man, woman, and child seemed to be out of doors, all in gala costume, the day appeared more gay and holiday-like than has been witnessed here for some time.

Messrs. Hansard and Black, the proprietors of the *Japan Herald*, it is stated, have been declared bankrupts, and the

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paper will be continued by Messrs. Scott and Co. as the *Japan Chronicle.*

The rifle match between the officers of the 2nd 9th Regiment and the members of the Yokohama Rifle Association took place on Thursday. The weather was, compared with most we have lately experienced, exceptionally fine; in fact, until about half the 400 yards shooting had been gone through, it was quite perfect for the purpose. A bright clear atmosphere with a cloudy sky was accompanied by just enough wind, blowing from behind the marksmen, to carry off the smoke. At the last the clouds broke, and gleams of bright sunshine interfered with these conditions in some measure. Under these circumstances a heavy score might have been expected, but, as will be seen below, this was hardly the result :—

9TH REGIMENT.

	Yards.				
	200	300	400	500	Total.
Daunt	18	8	10	9	45
Gipps	15	18	15	6	49
Smyth	8	9	8	9	34
Glennie	12	12	10	5	39
Bruce	15	16	8	7	46
Clogston	9	12	7	6	34
Elmhurst	16	8	11	3	38
	93	78	69	45	285

YOKOHAMA RIFLE ASSOCIATION.

Tripp	9	10	16	9	44
Lucy	12	13	8	3	36
Hegt	15	16	4	11	46
Milsom	15	11	11	14	51
Barnard	14	17	18	13	62
Stearns	13	9	10	6	38
Geogheghan ...	10	6	6	3	25
	88	82	73	59	302

Two rowing matches took place on the afternoon of Thursday, 4th inst., the first between the pinnaces of the *Perseus* and *Basilisk*, in which the former won by two lengths; the second between a boat pulled by sailors belonging to the *Ganges* and one pulled by Japanese belonging to Capt. Mason, of the *Tiptree*. The Japanese crew came in first, winning by any distance they liked.

The *Dragon* sailed from Glasgow March 15, arrived at St. Vincent, 28, sailed the 1st, and arrived at Cape of Good Hope April 25, sailed, 30, arrived at Singapore June 5, sailed, 13, and arrived at Hong Kong evening 27th ultimo. Light airs and calms to Van Dieman's Straits; June 3 and 4 encountered strong gales with high sea running, since calms. The *Dragon* has performed what has not been done before; the last place she coaled at being the Cape of Good Hope, and having actually been at sea only eighty-nine days. Taking into consideration that she is heavily laden, she has completed a wonderfully quick passage. Her engines are of the most modern construction, embracing latest improvements, being high and low pressure, with four cylinders. She condenses sufficient water for all purposes, and can run ten knots an hour with the consumption of six tons of coals a day—or eight knots an hour upon four tons per twenty-four hours.

COMMERCIAL.

The following is the report of the *Japan Herald* :—

We commence a new year from the 1st July, as the old Tea and Silk season closes on the 30th June, and the new crops thenceforward claim the greatest attention. The export of both Tea and Silk during 1866-7 compare favourably with the preceding year, and although the average range of prices has been somewhat lower, yet the difference of exchange between dollars and native coin (314 boos against 255 boos per 100 dollars) has left a large advantage with the native sellers. It may be expected that this will bear fruit in increased supplies; and as both the Teamen and Silk merchants speak of good crops we have no doubt that the export of 1867-8 will show a considerable advance.

In imports the exchange has very materially interfered with operations. The buyers have striven hard against paying more boos—the sellers against taking fewer dollars; but although both have had to give way in order to do business the buyers have done so in less degree than the sellers. The low rate of boos, however, has rendered business very heavy; and more than once during the year, when there seemed a likelihood of some improvement, the Japanese Government have had to throw lacs and lacs of boos into the market to buy dollars to obtain the means of paying for purchases of ships, dockyard materials or other things which they had ordered in Europe, the payments for which fell due.

IMPORTS.—Grey Shirtings and Cotton Yarn more inquired for, and good sales are expected when dollars are more plentiful. Velvets, White Shirtings, Lawns, are all lower and difficult of sale. Camlets: Small parcels of very good assortments are saleable at quoted rates. For Metals a small inquiry exists.

EXPORTS.—The New Season Silk has opened at $800 for Maibash; the quality is not first-rate. The Japanese freely admit that the crop is larger and the cocoons of better quality than last year. At the same time they state that silk is held in the interior at prices which give them no inducement to bring it to this market. In fact, arrivals, both of old and new silk do not amount since the beginning of the month to more than 80 piculs. Tea: About 700 piculs new have arrived, and sold at $22 to $32. The Havelock, for New York, takes 299,217 lbs. tea and a few packages silk.

NAGASAKI.

The following is from Messrs. Alt and Co.'s Circular, dated July 1 :—

IMPORTS.—Our markets, as is usual during the rainy season, are in a very depressed state; native merchants, however, assure us that in a few weeks a more active demand will set in for manufactured goods. Camlets: Small sales have been made at quotations. Turkey Red Prints: Large patterns wanted. Grey Shirtings are in heavy stock, with little demand. Cotton Yarn in small demand; stocks light. Lustre Orleans are also wanted, at quotations. Tientsin Cotton: Prices quoted can be realised of Shanghai, however, there are heavy stocks. Metals show a slight improvement. Nail Rod Iron: Small sizes are wanted; as also is Round Bar and hoop. Lead: A demand is again springing up. Coal (English) None in the place.

EXPORTS.—We have again to report a dulness in our produce markets. Only a few sales of Tobacco have been reported; stocks are small and prices firm. There have been a few settlements at advancing rates. Galls have been taken only in small quantities, and are in fair supply. In Tea we hear of no purchases for cash, nor are any settlements of new crop leaf reported. The parcels of new Tea which have so far been offered are only of indifferent quality, no fine Teas having apparently arrived from the country.

CHINA.

PEKING.

In the *Peking Gazette* of 28th June there is an edict relating to the famine in the North of China, but more particularly in this province of Chihli. It orders the Governor-General and prefects to find out the distressed families, and give them rice or money to keep them from starving to death. We are going to see dreadful times this year in the north. The rebels hitherto in Honan province have come into the Shantung province and into the south of this province, causing great alarm in Chefoo and to the Tientsin mandarins. The steamer *Shanse* took 564 men of the Chinese Rifles to Chefoo (leaving here on the 2nd) to protect that place. I fear the whole of the north of China is likely to be in a disturbed state by starving people and rebels.

A late number of the *Peking Gazette* contains a very severe reprimand to Li-hung-chang, because of his want of success against the Nien-fei. His negligence is represented as a crime against the Government, and he is ordered to exterminate them at once if he does not wish to be proceeded against. The Futai of Hu-peh, and the Fantai of Shangtung have lost their buttons for similar reasons.

At Chefoo H.M. gunboat *Insolent* and French *Mirage* were in harbour, and the U. S. corvette *Wyoming* had visited *Tengchow*, a place were American missionaries reside, to protect the foreign inhabitants. Parties of rebels had advanced as close as forty-five li to Chefoo, and the native inhabitants were in the usual state of funk. At this port Mr. Alabaster, late Acting Vice Consul at Shanghai, has assumed the reins of office as Acting Consul, and is distinguishing himself by endeavouring to reassure the people and bolstering up the courage of the officials. He is, as he formerly was at Shanghai, a most determined anti-rebel and believer in the infallibility of the Manchu authorities, by whom he has been *decorated.*

The latest arrival from these northern ports is the *Nanzing*, on the 17th July; Sir Rutherford Alcock, in the *Argus*, arrived at the outer anchorage of Taku on the 7th; from there he was conveyed on his way to Tientsin in the *Manila.* This vessel managing to get ashore, his Excellency and suite had to disembark and perform the remainder of their journey, some twelve miles, on ponies, arriving at H.M. Consulate Tientsin on the night of the 8th, and departing for Peking on the succeeding day.

SHANGHAI.

The P. and O. mail of 27th May arrived out on the 8th July. Telegraphic advices via Galle reached to the 14th June, and *via* Kiachta to the 18th. The *North China Herald* has the following summary of news dated 19th July :—

We have very little local news to record since our last issue. Perhaps the occurrence which has excited most interest has been the trial and conviction of a broker named Reuben on a charge of forging and uttering a false opium delivery order on the

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Ariel. He was sentenced to two years' imprisonment in Hong Kong and subsequent deportation.

The well-known Fuh-ho property, covering about 5½ mow of land, a portion of which is unlet, and the remainder bringing in a rental of 3,470 taels per annum, has been sold for 20,400 taels. Five shares in the Shanghai Gas Company have realised 60 taels each; and three shares in the General Hospital 25 cents each! Two lots of Chinese house property in Tientsin Road have also been sold; a lot measuring 5m. 5f. 3l. 1h., for 7,400; and another, measuring 7m. 5f. 1l. 1h., for 11,600 taels.

The Taotai has collected 500 taels from the villages on the Woosung Road, 300 taels from the Pao-shan, and 200 taels from the Shanghai districts, towards the expense of repairing the bridges.

The Taotai has officially notified the various money dealers that, after the 6th instant, the restrictions regarding the sale of dollars on time bargains, by people without capital, will be strictly enforced.

Wang-tsung-lien, who has long been an incubus in the post of Che-hsien of Shanghai, has been superseded by Yeh Tung-chun, who is favourably known to foreign officials as one of the Chinese police committee. The Fantai, we learn, has discharged Wang for not properly restraining his constables. The head constable was lately summoned to Soochow, and instead of sending him the Hsien took him in his train, to show that he partly identified himself with the man's case and meant to shield him. The Che-hsien was politely treated by the Fantai and asked to take a seat "on the bench," as we would say. The case was investigated, and being found proved, the man had 300 blows there and then administered in his master's presence. This was taken by the Che-hsien so much to heart that he shut himself up and refused food for two days. His attempt to use his influence on behalf of his constable has proved his ruin. Yeh, the new man, is well known among the natives as a sort of Haroun Al Rashid, who goes about in disguise and finds out grievances.

The French Consul-General has notified that a Custom-house exists at Woo-sueh at which foreign vessels have to stop and have their papers examined, with a view to prevent contraband trade in arms and munitions of war.

A serious accident occurred to the steamer *Fenella* on her way to Ningpo. One of the boilers burst, badly injuring the engineer and several Chinese. The injuries sustained by the former have since proved fatal. The steamer is not much damaged.

The sailor who committed the assault on Captain Winchester, of the *Coral Nymph*, has been sentenced to one year's imprisonment with hard labour at Hong Kong.

Difficulties continue in selling cargoes of bean cake from Newchwang by foreign vessels.

The P.M.S.S. *Costa Rica*, a description of which we gave in our last issue, arrived from Hong Kong on July 8, and left for Yokohama *via* Nagasaki. This company has fixed the rate for the round voyage at the really moderate figure of $150, an example which we trust the other steam companies will not be slow to follow.

The failure of Messrs. Mackellar and Co., of Hankow, has caused more excitement in Hankow and Shanghai than has been known in the commercial world for some time past.

Writing on this subject a contemporary says:—

"We are informed that the failure of Messrs. Mackellar and Co., of Hankow, caused very great excitement in the Settlement. The Chinese tea dealers, who had sold their goods to the house shortly before the suspension was announced, manifested the utmost hostility, and invaded the private dwellings of the bankrupts, saying that they had come to dinner, that the house and all about it belonged to them. The Taotai of Hankow, it is also stated, has suggested the punishment of the insolvents, and has identified himself with the tea merchants in a similar manner to that in which the Shanghai Taotai took up the cudgels respecting the Chuquai silk business. Mr. Myburgh has left for Hankow, we understand, in connection with this business, and the whole of the matter may, therefore, be expected shortly to be brought before the Court at that port."

The losses likely to accrue from the failure are reported to be from 200,000 to 300,000 taels, all or nearly all of which will fall upon the native merchants, who naturally speak rather strongly on the subject. We have heard a touching account of the behaviour of the teamen who crowded the *Fire Queen* on her last passage from Hankow, sitting disconsolate on their own tea chests, their own yet not their own, bought and shipped, but not paid for, before the failure was announced.

The Shanghai New Dock is to be roofed in to form a swimming bath; the water to be frequently changed and cleansed with alum. A platform five feet deep is to be constructed in part of it for the benefit of non-swimmers. The outlay of 1,000 tls. required to complete this is to be raised by an entrance fee of 10 tls. each member, and the annual subscription will not exceed $3. The lease of the building known as the Shanghai Club is, by order of the mortgagees, to be sold by auction on the 10th August.

The steamer *Island Queen* has been sold at auction for 10,000 tls.—purchaser, Capt. MacFarlane.

The new seaman's church at Pootung is now nearly completed. It will be a very handsome little building and form a pleasing spectacle to the promenaders on the Bund and Consular mud flat.

We understand that there is a deficiency in the church funds of about Taels 15,000, and that the new building must come to a stand unless a loan is arranged by the trustees.

Sir R. Alcock is professing to want all suggestions with reference to the revision of the treaty and tariff, but the all-important want is the bonding system; though probably some houses prefer things as they are, and don't mind a lock-up of duties so long as it will exclude others from the trade; and perhaps they are right from past experience. New ports will be asked for, but the extension of branches must cease, and new agencies will be established if honest men can be found.

IMPORTS.—Grey Shirtings are being returned from Tientsin to this port. There has been a fair business done during the fortnight at rates slightly higher than those current last mail. Sales from first hands, however, have not been large, and the deliveries for re-export have been only on a moderate scale. Prices now are taels 2.75 to 2.82 for 8.4 lbs., and taels 2.35 to 2.45 for 7 lbs. T-Cloths: The demand has fallen off for all but the best makes, and prices show a fall of 7 cents per piece. White Shirtings: Considerable sales of the lower counts are reported at improved prices, and 2.50 per piece has been willingly paid for 56 reed (best). Woollens: Camlets continue very dull of sale, with no change in price. Long Ells: The demand remains steady at about former prices. Stocks are not large, and firmly held. Spanish Stripes have advanced in value, and fair assortments have met with a ready sale. Figured Orleans: Some holders have pressed sales, and considerable transactions are reported at the decline noted last mail. Metals: The market remains without change of importance. The Titania brings some 300 tons of iron. Nail Rods may be quoted at tls. 2.52. Lead has been sold at tls. 4.90, and Malacca Tin at tls. 19. Coals: The arrivals caused rates to decline; the demand on Chinese account has also abated. Cardiff, from ship's side, tls. 15, nominal; North Wales, do., tls. 14, nominal; English, do., tls. 14 to 15 nominal; Anthracite, do., tls. 13 to 13.50; Sydney, do., tls. 11, sales; Japan, do., tls. 7.50 to 8, sales; Formosa, do., tls. 5.50 to 6.50, sales.

EXPORTS.—*Tea*.—We have had an active business in Congous since the last mail left, some 30,000 chests having been settled. Prices may be quoted nearly two taels higher for fine and one tael higher for medium teas, but since the receipt of the Kiachta telegrams, quoting an active business in Congous at one shilling, there has been less demand, and the market closes with a decidedly easier feeling. The stock has slightly decreased, arrivals from the river having fallen off owing to the panic among the Hankow teamen, consequent on Mackellar and Co.'s failure, and we now hold not more than 50,000 chests. The bulk consists of common Oonahms, such as the tea quoted above as active at a shilling, for which 18 tls. or 1s. 1½d. has been offered, teamen being firm for 19 tls. or 1s. 2d. The stock in Hankow was about 40,000 chests at date of last advices. Business in Pingsueys has continued to a moderate extent, and prices since the departure of the steamer are rather lower, though still above the equivalent of last London rates. Of the fine Moyunes from Chinkiang, two chops have been settled at 39 taels—all round, an extreme price considering the near approach of the new teas, and of which an unusually plentiful crop is expected. Silk: Early in the fortnight but few transactions took place in this market, owing to the unfavourable telegraphic advices received via Kiachta from England, quoting chop No. 3 Tsatlee 30s. 6d. per lb. Subsequently, however, as the natives evinced a desire to accept much lower rates for their silks, a large business took place, and the settlements are estimated at fully 1,400 bales, chiefly common to medium Tsatlees and Taysaams at prices which show a decline of fully taels 20 to 35 per picul on rates paid last mail. The Chinamen appear very anxious to realise their stocks, and are willing to submit to even lower rates to induce purchasers. Of the settlements made fully 700 to 800 bales are going forward on native account, or joint account of foreigners and Chinamen. The unsold stock has increased to 7,000 bales, only a small proportion of which are chop silks, the chief part being composed of market and common descriptions.

FOOCHOW.

There is no political or general news. The dates are down to the 6th July.

The ship *Pakwan*, bound from Foochow with a cargo of tea for London, met with an accident while being towed out. To avoid several wood junks which were lying at anchor she kept too much to one side of the river, got into the chow-chow water, and had to let go an anchor. In swinging to the tide she struck on a rock, and had to be towed back to Foochow leaking badly. She will have to go into dock and discharge cargo.

IMPORTS.—Sales reported are:—Grey Shirtings, 8¼lbs., 4,500 pieces,

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at $3.70 to 3.75 per piece. T-Cloths, 7lbs., 1,000 pieces, at $3.55 per piece.

EXPORTS.—Congou: After the departure of last mail the market became less active, and prices showed a weakening tendency. This quiet tone has continued, and latterly prices have given way from 1 to 2 taels. The greater portion of the settlements are for the colonies. Souchongs: Continue to be taken, at prices on a par with opening rates. Pekoe: A few parcels of mixed leaf kinds have been settled for England. The fine Panyong Teas have not yet arrived. Scented Teas: Have been in very full supply, and a large business has been done in them at a fall of 1 tael.

HONG KONG.

The dates of this mail are down to the 25th July. The following one, with dates to 29th, per P. and O. Company, is expected on the 12th. The P. and O. mail of 10th June had arrived out, and the French mail of 17th was hourly looked for. Notice of attachment has been issued on behalf of the Mercantile Bank on Smith, Kennedy, and Co., for $48,959, balance due on bills of exchange on Robert Smith and Co., London.

The *Shanghai Recorder* states that Mr. Gibson, H.M.'s Acting Consul at Hankow, was violently struck in the Court-room of the British Consulate at that port by three Chinese, some seventy or eighty being present with three foreigners at the time. The *N. C. Daily News* modifies the statement into one Chinaman having struck the Acting Consul, and being immediately and most properly floored by "a well-directed facer" from that gentleman.

A meeting of the Legislative Council was held on the 23rd July.

Present—The Governor, the Chief Justice, the Acting Colonial Secretary, Judge Ball, Treasurer Forth, and Hon. Messrs. Ryrie and Parry. Messrs. Phineas Ryrie and Francis Parry, having taken the oaths, took their seats as members of Council, in place of Messrs. Dent and Gibb.

The ordinance concerning contagious diseases was then passed, as No. 10 of 1867.

The chief subject of debate—or rather conversation—was the mode of collecting the police and lighting rates.

After a somewhat lengthy discussion, an important alteration was made in the mode of collection. The objectionable summary process of execution by warrant before summons was abolished, and the ordinance was amended to the effect that a formal notice of assessment should be issued at the commencement of the quarter, and should the person assessed fail to pay within a time named, a summons would be issuable for the recovery of the same, four days' notice of the intention to issue such summons to be given to the defaulter. Rates recovered by summons to bear a charge of 12 per cent. per annum from the commencement of the quarter. The question as to whether the old mode of procceding should be retained was supported by the Chief Justice and Mr. Forth; the other members advocating the amended process.

The Governor then said that, as there was some local difficulty in the way of the immediate constitution of the High Court for the Suppression of Piracy, he laid before the council a short ordinance extending the jurisdiction of the Supreme Court in dealing with confederates of pirates, outfitters, and those guilty of offences provided against in the Piracy Ordinance of last year. This jurisdiction, it was distinctly mentioned, would not extend beyond what was consistent with the practice of the court; and the main point of last year's ordinance—viz., to dispense with trial by jury, would, of course, be perfectly inapplicable to the Supreme Court.

The council then adjourned.

The following bankrupts have been announced for examination in July:—

Alexander] Christian Friederich Bielfield, Reuben Solomon, Leonard Barnes, William Henry Hornholtz, and Frederick Major.

The following has been issued by the Hong Kong and Shanghai Bank. We believe that the dividend announced at the July meeting was at 12 per cent. per annum, after allowing for all losses by Dent and Co. and others:—

"The new deed of settlement of the corporation, having received the sanction and approval of his Excellency the Governor, in conformity with the provisions of the ordinance of incorporation, is now ready for signature by the shareholders."

The following is from the *Daily Press*, in reference to Mr. Pollard and the Judge, noticed in our last:—

The details of an exciting personal quarrel between the Chief Justice and Mr. Pollard, Q.C., will be found further on in the course of various reports of proceedings in the Supreme Court. Mr. Pollard was thought by the Chief Justice to have been guilty of contempt of court on a certain day, and, after some delays, a solemn "decision" was given, in accordance with a previous announcement, owing to which the court was as full as it could hold, by which Mr. Pollard was adjudged to pay a fine of $200, or be suspended from practice for fourteen days. The amount of the fine as inflicted on a man who constantly receives more than twice as much as the fee for a single day's practice in court gave the sentence an air of absurdity, but its real sting lay in the insulting manner in which it was delivered, accompanied by a lengthy harangue, during which Mr. Pollard was compelled to stand. To say that the current of public opinion in the affair sets strongly against the judge would be to express the fact in language of so mild a character that it would disguise the truth. The community was disgusted and indignant. The fine was paid by a subscription signed by more than a hundred persons, most leading men of all classes being amongst them. Mr. Pollard, after addressing a letter containing the most serious charges against the judge to the Governor, has been recommended by his Excellency, who declines to interfere, to send in a petition to Her Majesty (no direct appeal to the Privy Council being open in law), accompanied by affidavits as to what took place in court on the occasion referred to, which Mr. Pollard declares to be totally at variance with the statement of the judge. This course he has adopted, and affidavits by persons of undoubted respectability, and corroborating Mr. Pollard's statements in the most striking manner, will, it is believed, be sent home with the petition. The affair cannot end where it stands now, the allegations contained in his letter to the governor being of a nature which, considering his position as a Queen's Council, can hardly be passed over, and must be either withdrawn or substantiated.

The following report of a meeting of the Union Insurance Company is from the *China Mail*:—

Minutes of a meeting of shareholders in the Union Insurance Society of Canton, held on the 29th June, Mr. Keswick in the chair. The shareholders present were Messrs. Foster, Parr, Pestonjee, Arnhold, Ryrie, Nissen, Sassoon, Ghandy, Camajee, Duncanson, Eimbcke, Andre, W. Lemann, Rozario, Pallanjee, Parry, Still, Taylor, Helland, Bosman, Heard, and Ede.

The Chairman read the advertisement calling the meeting and the first clause of the articles of agreement to which the advertisement referred.

Mr. Ryrie proposed, and Mr. Parry seconded, "That the Union Insurance Society of Canton for 1865 to 1867, which, according to clause No. 1 of articles of agreement, terminates on 31st December, 1867, shall not be continued after that date. That Messrs. James Duncanson, N. H. Foster, jun., W. Keswick, W. Nissen, and A. Sassoon, who constitute the present committee of management, be empowered to frame new articles of agreement, with the view of starting a new society under the old title, and submit the same to a general meeting of shareholders within three months from this date."

Some discussion took place here as to whether the new society should be a triennial or an annual one.

Mr. Bosman moved, and Mr. Arnold seconded, as an amendment to Mr. Ryrie's proposition, "That the paragraph relating to the formation of a new society be struck out." The amendment was put to the vote and lost; the original proposition was then put and carried.

The Chairman called attention to an article which appeared in the *Daily Press* and *Overland Trade Report*, in which it was mentioned the financial statement of the society showed a very large deficit, and said he wished to contradict that report, which he need scarcely inform the shareholders present was altogether incorrect. It was true the society would lose through the unfortunate position of Messrs. Dent and Co., but it was satisfactory to know there were funds quite apart from those in Messrs. Dent and Co.'s hands which would admit of a fair dividend being declared at the proper time. The chairman further remarked that the Committee of Management hoped their endeavours to promote the interests of the society would be seconded by the shareholders giving it support by contributing as much business as they were able.

A question was put by Mr. Parry, whether the moneys in the hands of Messrs. Dent and Co. would not be considered trust moneys, and whether the committee had taken steps to ascertain if the society's claim could be considered a preferential one.

Mr. Keswick replied on behalf of the committee that the

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affairs of the society had been in their hands for a few days only, and that all matters connected with it were being investigated.

The meeting was about to be dissolved, when Mr. Taylor rose and said that he thought they should not separate without considering that Messrs. Dent and Co. had managed the society faithfully and ably for a great many years. He proposed and Mr. Eimbcke seconded—"That this meeting thanks Messrs. Dent and Co. for their able management of the Union Insurance Society's affairs during many years, and regrets that circumstances have rendered the transference of its management to other hands necessary." This motion was put to the vote and carried.

(FROM OUR OWN CORRESPONDENT.)

July 23rd, 1867.

It may safely be anticipated that the majority of persons in England who are interested in Chinese matters (unfortunately they are so few!) will stand aghast with astonishment when they receive the news that the Colonial Government of Hong Kong, or rather the Governor, has departed from one of the most clearly established principles ruling wherever the British flag floats, and has licensed gambling of the most pernicious kind and on a scale of enormous magnitude.

This is, I think, the first occasion on which I have adverted to any official act of Sir Richard MacDonnell otherwise than in terms of praise, but all his laudable efforts for the moral regeneration of Hong Kong are likely to come to naught when counteracted by the extraordinary scheme he has now matured for the propagation of vice as a financial remedy for the embarrassments into which the colony has fallen. Hitherto, Hong Kong has at least, with all its defects, been an example, on the whole, of integrity as regards the intent of its Government to the adjacent empire; but the native authorities of Canton, who have during the last twelve months entirely eradicated gambling from existence within their jurisdiction, at an enormous pecuniary sacrifice, will justly reproach the Colonial Government with picking up their cast-off clothes of official iniquity, if Sir R. MacDonnell's scheme be sanctioned by the Colonial Office at home. Sir Richard, like many other capable but headstrong individuals, appears to be fond of ignoring his "constitutional advisers" and official assistants in favour of counsellors and instruments picked up in very odd bye-ways. For some time past it has been rumoured that Sir Richard's Chinese cook is his principal and confidential informant and guide, and in this gambling matter especially the cook has been consulted, much to his own profit. The scheme which Sir Richard MacDonnell has partially unfolded comprehends, so far as can be judged from the preliminary statements, permission to a gambling-contractor to establish gambling houses in all parts of Victoria and the remaining settlements on the Island, with an understanding that the law prohibiting gambling, though left unrepealed in the Statute book, shall not be enforced. In return for this privilege, the contractor engages to pay the Colonial Government no less than the enormous sum of two hundred and fifty thousand dollars per annum. In other words, the gambling house-keeper, in lieu of retaining half the police constables in the Island, by a fee of some per $20 mensem each, to wink at his proceedings, is allowed to extend his operations enormously, and to bribe the Government instead of the police, to leave the law unenforced. What the result of this extraordinary action will be every person cognizant with matters in Hong Kong and China can easily divine. An influx of the worst characters from Canton will instantly take place, making the gaming-houses to be established their headquarters for the planning and commission of every kind of crime, whilst every art will be used, under the cover of legal sanction, to entice the native residents of the place, the Chinese servants, clerks, and shop assistants, to wager their money at the "Government tables," and to procure by theft or fraud the means of supporting the system which is to produce so vast but so iniquitous a return to the Colonial Treasury. As a sop to public opinion, the Governor has held out the expectation that the receipt of so large a revenue from this source will enable him to continue the operation of the Stamp Act suspended; but people who have British interests and honour at heart are crying out, with little love for further taxes, that they would prefer a dozen Stamp Acts to so fatal a system as that about to be inaugurated. That the well-known connection of a domestic employé of Government-house with such schemes will expose the Governor's name to slander among the Chinese is certain; and the Governor will be lucky if he escapes unmerited blame more securely than a former Lieutenant-governor, whose easy-going license to his native servants brought serious troubles to his own good name.

Since I last wrote the bankruptcy of Dent and Co. has become, from a matter of confidential whispering, a subject of public discussion, and, although the precipitation of the Act of Bankruptcy is regretted, public opinion is not so completely favourable to the mode of procedure immediately prior to the catastrophe as might have been anticipated. As will have been learned by last mail's advices, the firm were driven to petition for an adjudication in bankruptcy, owing to the action taken by the Hong Kong and Shanghai Bank in endeavouring to sue out a judgment upon a claim of 100,000 taels. The bank was forestalled in this attempt to obtain the first pick of Dent and Co.'s assets by the declaration of bankruptcy made by the firm itself, and notwithstanding the protests of the bank, heard before the Supreme Court, Dent and Co. have received five months' protection from further action. A separate bankruptcy has been declared on the part of the Shanghai firm, a preliminary hearing in which is fixed for the 23rd of September. The Supreme Consular Court at Shanghai will shortly, also, be actively occupied with an extensive and fraudulent bankruptcy at Hankow, where a firm established for some few years past failed two or three weeks ago, its principal creditors being Chinese, whose teas have been obtained on credit, and hypothecated for their full value to banks in Shanghai, the proceeds being made use of in paying off pressing claims from other creditors. So much excitement has prevailed among the native traders on this subject that the acting British Consul at Hankow was mobbed in his own office by the enraged creditors.

The shippers of teas from Foochow have been somewhat enlivened by recent advices from home, but accounts are almost unanimous as to the injudicious nature of the dealings at that port during the present season no less than at Hankow. All over China the wet spring has deteriorated the quality of the leaf, notwithstanding which, with a precarious home market and short exchange, enormous prices have been given. The shipments from Canton are very languid.

COMMERCIAL.—The *Daily Press* of 24th July reports:—There is little change to report in the market for manufactured imports; in fact, goods of all kinds are in such short supply that there is in reality nothing to promote activity were the demand ever so pressing. It is seldom, perhaps, that this market has been so clean swept of all manufactured goods as it is at present, or that even the arrivals have been so numerously anticipated as to leave little or nothing that will actually add to stocks for several months to come. The cargo of the *Solent* is turning out badly damaged, consequent upon the heavy weather she encountered on her voyage hither, and this will in a few days place upon the market a quantity of goods to be placed at auction. As this is always a favourite mode of purchasing with the Chinese, it would not be surprising if remarkably good prices were obtained for these, and the effect cannot be otherwise than beneficial upon the market. Sales continue on a fair scale from second hands, and to-day a number of large transactions are reported by large native dealers at full market rates. There is still a fair demand for Raw Staple, which continues to be taken at slightly better prices. The inquiry for Metal is still noticed. Transactions reported to-day embrace 300 pieces 30 yds. American Drills at $4.20, 200 pieces Brocade Lustres at $8.10, 590 bales Bengal Cotton $19.80 to 23.45, 100 bales Bombay at $23.25, 50 bales Tientsin at $23.20, 500 piculs Flat Iron at $3.35, and 300 bars Malacca Tin at $21.50. There has been nothing doing in shares, and, with the exception of hotel shares, which are to-day quoted at $65 per share discount, quotations remain.

THE RIOTS AT PENANG, &c.

(FROM A CORRESPONDENT.)

The riots that were raging in Penang when the last mail left, between the Ghi Hiu and Toh Peh Kong Hoeys, will afford Sir Harry Ord's Government an early opportunity of dealing effectually with the secret societies in the Straits Settlements. The present feud originated at Junk-Ceylon, an island situated more than a hundred miles to the north of Penang, showing how the ramifications of these secret combinations extend over the settlements and neighbouring States. The late Government was from time to time pressed to interfere, but to the last persistently neglected to do so, and consequently these associations, that might have been rendered innocuous or extinguished at the outset, have gradually assumed such dimensions that there is scarcely a Chinese left in either station who is not a member of one of them. The Malays and Klings also join them, and even have secret societies of their own. In 1854 serious riots occurred in Singapore, during which much property was destroyed, and several hundred persons perished; they were only quelled by the military on martial law being proclaimed. For the last ten years both Singapore and Penang have been incessantly disturbed by party fights, involving bloodshed and death, and yet not a movement has been made to coerce the Hoeys. If I remember rightly, Sir James Brooke publicly expressed the opinion that the outbreak of the Chinese at Sarawak was, to some extent, brought about by the lax system pursued in Singapore towards the Chinese.

The frequent outbreaks in the Straits are indubitably regarded by the natives of the surrounding States as a sign of weakness, and tend to lessen our *prestige* considerably. Hitherto the rioters have never turned their arms against the authorities, but how soon they may do so, if allowed to revel in their lawlessness, it is impossible to say. The only attempt made to restrain

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them through themselves is by forcing the heads of the Hoeys to patrol the streets as special constables with the police whenever disturbances occur. It has been suggested that the best course to pursue would be to force these societies and their office-bearers to be registered, just as friendly societies are in England, and to declare all meetings of more than ten men with closed doors illegal. The plan would do good, but I fear would not prove effectual. I would go further; I would make the registered office-bearers responsible for the misconduct of their followers, and fine them heavily, and if that would not suffice, deport them and suppress the offending societies *vi et armis*. At the same time, I would make the punishment against rioters excessively severe. Although it is a notorious fact that the heads of the Hoeys invariably side with the executive and openly assist to restore peace, I, and all who have had any experience of the Chinese character, can have little faith in their sincerity; and with such a people who, under strict rulers, are the most peaceful subjects, but under a lax system the most unmanageable, we know that arbitrary measures alone can keep them within bounds. Were such measures adopted the respectable members of society would be afraid to take office, and without respectable chiefs the societies would cease to exist; or, if they did, I feel sure they would contrive to keep their members from breaking the peace on the slightest occasion. The most trifling dispute between two men of rival societies is enough to lead to the most serious outbreaks, which cause the greatest alarm amongst all the inhabitants of the settlements, European and native, and for days seriously interfere with trade and business in general. The Legislative Council of India did not pass a single Act affecting the Hoeys, and the only remedy has been to arrest peace disturbers and have them indicted for riot, unlawful assemblies, &c. To do this the police are nearly powerless, for the offenders take good care to keep within doors so long as an officer is in sight; but the moment he disappears, out they come and fight to the death in the most crowded thoroughfares.

The Hoeys (Triad Society) were originally formed in China with intent to overthrow the Manchu and restore the native or Ming dynasty. When our settlements were formed in the Straits, doubtless some of the Triads came too, and they started the society there for mutual protection and eleemosynary purposes; ostensibly the latter is still their object now. I have always been of opinion that the high officers of Government might, by keeping up a proper intimacy and influence over the heads of the Hoeys, lead them to do much good. Instead of wasting their funds on riots, public displays, &c., they could be easily led to subscribe to alms-houses and lazarettos. Instead of this the secret societies and their chiefs are always regarded with distrust, except when outbreaks occur, and then the authorities are too glad to avail themselves of their influence. Although the enrolment of the chiefs as specials leads them often to patch up a peace, to run the course has always carried with it a sense of weakness. The rabble are very apt to conclude that we call in the aid of the chiefs because we cannot restore order ourselves. I quite hold with those who think the Chinese should be allowed every indulgence just so long as they conduct themselves properly, for to them may be attributed, in a great measure, the present prosperity of the settlements—do away with the Chinese and the decline of the colony would be inevitable. I would indulge and encourage them to the utmost; and I think nothing would conduce to their happiness more than the destruction of the Hoeys. Were they declared illegal and put down by force the consequences might be dangerous, but I would rather do that than permit them to maintain their present baneful attitude. Without exception they are the source of all the disquietude we suffer in the colony. I think, however, my suggestion to hold the office-bearers responsible, and punish them, would eventually lead to the destruction of the Hoeys, or make them instruments of real good. The success which attended the rioters of 1854 and the immunities since enjoyed by public disturbers of the peace have culminated in chronic outbreaks. They have been incessant in Penang and Singapore for the last ten years, and the sooner the Legislative Council takes the subject into consideration the better for the future welfare of the new colony.

LATEST TELEGRAMS.

(REUTER'S.)

JAPAN.

HONG KONG, August 12.

Seventy native Christians are reported to be imprisoned at Nagasaki on account of their religion.

CHINA.

HONG KONG, August 12.

Grey shirtings, 6¼ catty, $3.50.
Water twist, $1.90.
Tea—Export for the fortnight, 120,000; total export, 52,000,000 lbs.
Exchange on London, 4s. 4¾d.

SHANGHAI, Aug. 6.

Grey shirtings, 6½ catty, 2.85 taels.
Tea—Congou: Good inquiry; prices drooping.
Silk—Tending downwards. No. 3 Tsatlee, 540 taels. Settlements in fortnight, 1,700 bales. Export to date, 14,500 bales. Stock, 4,500 bales.
Exchange on London, 6s. 2¾d.
Freights—Tea, £2 10s. to £3.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.	4s. 8d. to 4s. 8¼d.	4s. 9d. to 4s. 10d.
At Shanghai	4 ditto	6s. 2¾d. to 6s. 3d.	6s. 4d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 5¼d.	4s. 6d. to 4s. 7d.
At Singapore	4 ditto		
At Manila	6 ditto		

At Shanghai, bills on India, Rs. 306 to 307 per 100 taels. At Hong Kong, Rs. 221 to 222 per $100. Bar Silver at Shanghai, tls. 111.3.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 73.3.0 per 100; and exchange on Hong Kong, 28 to 29 discount. Hong Kong and Shanghai Bank shares, — to — dis.; Gas Company, par; Hong Kong and Whampoa Dock, — to — per cent., prem.; Union Dock Company, — per cent. dis.; China Traders' Insurance, — per cent. premium.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

BOOKER—On the 29th August, at the Parade, Edmonton, the wife of Fred. Booker, Esq., of a daughter.
CAIRNS—On the 5th Sept., at Glenquaich, Dunkeld, N.B., the Lady Cairns, of a son.
DURRANT—On the 30th August, at the residence of her father, Wimpole-street, Mrs. Horace Durrant, of a son.
ESSEX—On the 4th Sept., at Westcott, Surrey, the wife of E. C. Essex, Esq., of a son.
LOVE—At Shanghai, on the 5th July, the wife of Joseph Love, jun., of a son stillborn.
TOWSE—On the 31st August, at Fishmongers' Hall, the wife of William Beckwith Towse, Esq., of a son.

MARRIAGE.

BAKER—EASTHER.—On the 27th August, at St. Andrew's Church, Chilcomb, by the Rev. J. Delasaux Simmonds, M.A., rector, assisted by the Rev. Delasaux E. M. Simmonds, curate, Capt. Edmund J. Baker, P. and O. Service, sixth son of Capt. W. H. Baker, R.N., Grosvenor-park, Camberwell, to Ellen Hartley, eldest daughter of the late Edward Easther, Esq., of Winchester. No cards.

DEATHS.

IRVINE—On the 24th August, at Grangemuir, Fifeshire, William Doughas Irvine, Esq., of Grangemuir, formerly secretary of Her Majesty's Legation at Washington, in his 44th year.
LAY—On the 9th Sept., at Kelso, N.B., of whooping cough, Walter Alexander, infan son of Wm. Hyde Lay, Esq., H.B.M.'s Vice-Consul Taku, China, aged 6½ months.
PARKER—On the 2nd Sept., at Eythorne, Vice-Admiral John Parker, in the 76th year of his age.
RUTTER—On the 5th Sept., at Glebelands, Mitcham, Charles Campbell, youngest son of J. C. Rutter, aged 12 months.
ZAMBRA—On the 29th August, at Arreton, Isle of Wight, instantaneously killed through a carriage accident, Sarah Sophie, the beloved wife of Mr. J. W. Zambra, of Villa Careno, Tufnell-park, Holloway, aged 43, sincerely regretted by all who knew her.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Clyde, July 15, Coquette, str. (reported by telegram); from London, July 8, Philomela; from Newcastle, 7, Elentheria.

At SHANGHAI.—From Newcastle, July 14, Ocean Bride; 18, Salacia; from New York, 5, Pegasus; 7, Meteor; from Cardiff, 7, Fortuna; from Rio, 13, Titania; from London, Invincible; (reported by telegram).

At HONG KONG.—From Shields, July 23, Winfield Scott.

DEPARTURES.

From YOKOHAMA.—For New York, July 7, Havelock.

From SHANGHAI.—For London, July 16, Peter Denny; 9, Mary Whitridge; 10, Lennox Castle; 7, Coulnakyle.

From HONG KONG.—None.

VESSELS LOADING.

At SHANGHAI.—For London, Isles of the South, Elmstone, Coral Nymph, Dunmail, Fusiyama, Pegasus, Wild Deer, Anglo-Saxon, Hoang Ho, Jubilee, Sovereign of India, Star of China, Helen Nicholson.

At FOOCHOW.—For London, Argonaut, Pakwan, Burdwan, Thomas Bell, Caldew, Caller Ou, Maiden Queen, Queen of the Age.

At HONG KONG and CANTON.—For London, Alma, Wemyss Castle, Niphon, Passe Partout, Chalgrove, Falcon; for Hamburg, Albatross, Baron Kellner, Maria Louise, Princess.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 6, at Liverpool, from Rangoon Mary Spencer; from Akyab, Corra Linn; Aug. 25, at New York, from Manila, Europa; Sept. 9, at London, from Colombo, Lady Bird; at Liverpool, from Rangoon, Lesbia; 9, at London, from Manila, Her Majesty; at Queenstown, from Rangoon, Eden Carroll (?); 5, at Bremen, from Bassein, Courier; from Rangoon, H. Upman; 6, Typhoon; 5, at Texel, from Tjilatjap, Catharina Maria; 7, Herm, Maria Elisabeth; 6, at Brouwershaven, from Akyab, Annie Fleming; 8, at Liverpool, from Manila, Silesia; 7, off the Lizard, from Singapore, John Staunton, jun.

DEPARTURES.—September 7, from London, for Galle, Mount Stuart Elphinstone, Colgrain; for Newport, Galle, and Shanghai, White Eagle. From Hamburg, for Hong Kong, Energie; 9, from London, for Hong Kong, Channel Queen.

LAID ON.—At London, for Yokohama and Nagasaki, Evelyn; at Liverpool, for Shanghai, Magellan; for Singapore, Maraquita, and Seawfell.

SPOKEN.—Jane Blyth (barque), Clyde to Singapore, Aug. 10; Kandanghauer, Batavia to Amsterdam, July 1; Sea Witch, Shanghai to New York, June 16, 30 S., 35 E.; Ocean Rover, Sunderland to Galle, Aug. 10, 50 N., 7 W.; Gazelle, Cardiff to Singapore, Aug. 29, 44 N., 15 W.; Richard, Cardiff to Galle, Aug 15, 12 N., 21 W.; Maria, Cardiff to Hong Kong, Aug. 7, 5 N., 23 W.

CASUALTIES.—The Krimpenerwaard, Kluit, from Batavia to Rotterdam, which was towed into Port Elizabeth 22nd July, had experienced very severe weather off that coast on the 12th, 15th, and 20th; had decks swept, and bulwarks, boats, &c., carried away; she had to throw overboard part of her cargo, and the remainder was being discharged at Port Elizabeth more or less damaged. The master, Hewitt, and ten of the crew of the Spirit of the Deep, of Liverpool, from Penang to London, which was wrecked on Pulo Malara, were landed at Port Elizabeth by the Princess of Wales, Dark, from Maulmain to Queenstown, 29th July; the rest of the crew were put on board the ship Staffordshire at Ackeen Head.

The Salatiga, Ketteler, from Batavia, to Rotterdam, which put into Port Elizabeth leaky, 23rd July, had experienced very heavy weather off Cape Agulha on the 13th and 16th, and had seven feet of water in her hold. She threw overboard a portion of her cargo and pumped up a considerable quantity of sugar; the remainder was being discharged at Port Elizabeth, more or less damaged.

MISCELLANEOUS.—At Simon's Bay, July 28, Royalist (s.), Halksworth, left for Singapore.

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, SEPT. 8.

Since the *kermesse* was held here (Aug. 12), 388 cases of cholera have occurred, of which 245 proved to be fatal. In the last days of the past month the cholera spread so much in the neighbourhood, and took such an epidemical character, that the Council of Amsterdam thought it its duty to forbid the *kermesse;* the lower class of people are, however, so much infatuated with this most horrible amusement, that it is judged necessary to send a considerable military force to our capital, and nevertheless I fear much for the disturbance of the public order. Her Majesty the Queen paid a visit to Rotterdam and visited the cholera hospital; she spoke with several of the sufferers and made the best impression.

In a former let er I showed you by statistics that our insurance societies made very bad affairs; not only they were not capable to give dividends, but most of them sustained very heavy losses. These facts caused the managers of the societies to discuss several measures to augment their income, and proposed to raise the premium upon several articles, and in the first place on Java rice. In the meantime a combination was formed by them, which took the most extreme measure, viz., to exclude henceforth the ships of Messrs. van Zeylen and Decker. This house, for some years past of no importance at all, is now sustained by very powerful capitalists; many ships of great charter were built for account by this house, but some of them had much misfortune. The well-known steamer *Gravenhage* (with auxiliary steam power) sailed with a large number of passengers and three hundred soldiers. This ship was averaged and obliged to go into Rio Janerio. Jealousy and animosity seems to have caused this resolution, that for this firm is *la mort sans phrase.* Our companies of insurance were not content even with their measures, but made it known in London, Hambro, and everywhere. I am not acquainted with this firm, but I know that all the losses insured for were paid until now, which proves that there is no question of dishonesty.

Mr. de Lesseps held some days ago a conference in this town. He has given a highly illustrated account of the works of the Suez Canal, ascertained that it should be opened on the 1st of October, 1869, and urged the necessity that our capitalists should subscribe liberally for the amount of 100 millions of francs still wanted for the construction. This speech was much applauded, but no money furnished. *C'est triste.*

At last there seems to be any chance that our newspapers will be made free of the stamp duty, that horrible tax upon the knowledge. The Dutch Literary Congress, which was held some days ago in Ghent, forwarded an address to the Minister to abolish this tax. An anti-stamp duty bond was organised, and even the Conservative paper published the communication that the Minister intended to lay a Bill before the Second Chamber to abolish at last this miserable duty.

COMMERCIAL.

COFFEE.—The market remains firm since the last sale of the Dutch Trading Company, which will offer on the 18th inst. 127,800 b. Java and Macassar. There was much demand for Menado, Padang, specked qual., unclean Malang and some sorts of W. I. of the late sale, but the stock of these sorts is very unimportant. Of private imports no sales took place, except at Amsterdam of 1,000 b. Triage. The imports only included 1,359 pie Java, per Tjilingsie. The deliveries in August amount to 59,837 b., against 90,096 in 1866, and 62,877 in 1865. Since the 1st of January to the 1st of August 544,537 b., against 448,493 in 1866, and 533,707 in 1865. For the Dutch Trading Company 182,300 b. are floating, and for private account 7,700 b. Total stock 487,200 b., against 498,900 b. in 1866.

SUGAR (RAW).—The Dutch Trading Company will offer in sale on the 25th July here 30,800 baskets Java, while in September, 1866, were offered 35,888 baskets. The market is very dull at 7¾d. under the price of the July sale. 719 bags Tagal, imported per Anna, and 117 bags Sourabaya, per Jannetze, were sold at former prices. Stock in first private hands 55,889 bags and 1,730 mats. Unsold stock of the Dutch Trading Company 38,863 bags, against 59,994 bags in 1866. Total stock on the 31st August 50,448,756 kilos., against 50,453,818 kilos. in 1866. The market closes somewhat firmer, but the transactions are of no importance, whilst trifling quantities only are offered.

RICE.—1,000 b. good white Java, per Marie Elise, were sold at 9¼f., whilst at Amsterdam 7,500 b. white Java have been brought into the market. Imported were—per Trevanion, 7,763 b. Bassein; per Tjilingsie, 8,629 pic. Java, which were sold at 7f.; besides 22,000 b. Bassein, per Marietta.

SPICES.—In the sale of the Dutch Trading Company, which was held on the 28th August, the prices paid were about at par to the valuations, viz.—549 casks Nutmegs: No. 1, at 100c.; No. 2, 93c. to 96c.; No. 3, 67c.; and No. 4, at 42c. No. 1, Maccassar, at 89c.; No. 2, at 84c.; No. 3, at 51c. 538 casks Mace, E, 109c. to 114c.; and F, 106c. to 108c. 238 c. Amboina Cloves, Nos. 2 and 3, at 30c. 189 b. Java Cinnamon, No. 3, from 152c. to 161c.; and No. 4, from 135c. to 136c. 1,462 b. Black Pepper at 17c. Since the auction the market is very firm, with some demand for Macassar Nutmegs and Mace E. Deliveries in August: 46 casks Nutmegs, 131 do. Mace, 22 do. Cloves, 96 b. Cinnamon. Stock on warrants: 5,175 casks Nutmegs, 1,071 b. Mace, 3,227 b. Cloves, 738 b. Cinnamon, and 1,645 b. Pepper.

TOBACCO.—Of the quantity offered in auction on the 12th inst., 278 b. Java, VR, were sold at former prices. At Amsterdam were imported 887 b., A. J. Watter (Blitar), per Tjilingsie, and several small parcels. The market is very quiet in anticipation of the public sales, which are to be held on the 10th and 12th inst.

DRUGS.—Camphor, 82c. for China, and 84c. for Japan. Of cubebs, 374 ch. were sold. Cassia Lignea scarce; the nominal quotation is 68c. Cassia Vera, with some transactions, at 38c. Oleum Cassiae unaltered, at f. 4½. Oleum Anisi Stellati scarce, and higher in price, at f. 7¾ to f. 8. Of Sumatra Gum Benzoe, 258 pic. were sold at Amsterdam, ex Aletta Augusta. The stock of Japan wax is unimportant, and the nominal quotation is f. 45 to f. 58, according to the quality. Of Bourbon Vanille, 15 ch. were sold on the 4th inst. Gutta Percha without transactions. Gum Damar with some demand, at 41c. to 42c. for first quality.

RATTANS with little demand; 150 pic., ex Princess Amalia, were sold.

ARRACK.—At Amsterdam, 60 casks Sourabaya, ex Anna Sophie, and 50 do. ex Surat, were sold at former prices.

COTTON, with a trifling demand, at lower prices; for manufactures the market was dull, and prices somewhat lower. The quotation is—for 6-4 Madapollams and Calicots f. 4.80 to f. 5; No. 28 Warps, 13½d.; No. 14 do., 12¾d. to 13d.; No. 30 Cops, 11½d. to 12d.; No. 16 do., 11d. to 11½d.

KAPOK.—On the 5th July 449 c. unclean East India were sold at Amsterdam; imported ex County of Lanark, from Java. The valuation is 18c. per half kilo. The prices paid at the auction were from 18 to 22c.

BANCA TIN.—The Dutch Trading Society will offer at auction on the 26th 65,000 slabs Banca and 400 do. Billiton. The market is now very firm; 9,700 slabs Banca were sold at f. 53¾ to f. 55; and for 1,000 slabs of the coming sale f. 55¾ was paid. Deliveries in August 12,199 slabs; from Jan. 1 to August, 74,280 do. Stock on warrant 126,306 slabs; unsold do., 64,416; and floating, 15,000 do.

HIDES.—For private account 13,011 ps. Calcutta were offered for sale on the 29th August, of which 7,690 were sold from 19 to 51c.; 4,509 ps. were bought in from 22½ to 34c., and the others retired; 981 dry Singapore Cow hides, of which 563 were sold from 26 to 84c., and the rest bought in from 26½ to 30½c. Besides the following parcels were sold:—

460	St. Soerabaya	Cow hides	5½ à 5½	Ko. ex	Dageraad.
106	„ do.	do.	ca. 5½	„ „	do.
873	„ Padang	do.	„ 5½	„ „	Aletta Augusta.
262	„ do.	do.	„ 3¼	„ „	do.
637	„ Samarang	do.	„ 5½	„ „	County of Lanark.

TEA.—The market is very quiet; the quotation is for good ordinary China Congou 90 c., and ordinary ditto 80 c.; Java good ordinary 70 to 75 c.; and ordinary 65 to 68 c. The Java Congou in auction on the 18th July at Amsterdam is valued at 55 to 95 c., the Souchong 60 to 110 c. The Dutch Trading Campany will offer on the 10th Oct. 3786 ¼ and 107 ½ ch. Java.

SHIPPING INTELLIGENCE.

ARRIVALS.—August 28, at Texel, from Batavia, Tjilingsie; 29, Rota; Sept. 4, Stad Leyden; 5, at Zeriksee, from Batavia, Robertus Hendrikus; 6, at Texel, from Sourabaya, Johanna Hendrika: from Tjilatjap, Katharina Maria; 7, at Brouwershaven, from Batavia, L. J. Enthoven; at Texel, from Sourabaya, Montrose; from Tjilatjap, Hermanus, Maria Elizabeth.

DEPARTURES.—Aug. 24, from Hellevoet for Sourabaya (via Birkenhead), Macassar; 26, from Texel for Java (via Sunderland), Maassluis; 31, from Brouwershaven for Batavia, Nestor; for Sourabaya, Marie; for Singapore, Isaac da Costa; from Texel for Batavia, Josephina Bernhardina; Sept. 3, for Sourabaya, Bantam; for Sourabaya, Christina Maria; from Hellevoet for Batavia (via Newcastle), Sumatra; from Texel for Sourabaya, Bellatrix.

PASSENGERS INWARD.—From Java: Per Anna, Messrs. Van Beek, Belunrid and family, Harwyn and family. Per Stad Leyden: Messrs. F. E. K. Stoelman and family, J. M. Admiraal and family, C. N. Gorter, Misses Kiel and Krabbe.

PASSENGERS OUTWARD.—For Java: Per Bellatrix, Messrs. Baggenhagen and family, F. Korthuns, F. von Gebause, H. Crommelin; Miss S. J. Schuphoven. Per Hollands Trouw, Mr. J. Salomonson, and A. J. Brouwer. Per Marie, Mr. Boon.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, September 6.

The Commercial Tribunal at Bremen was occupied one day last week with adjudication on the following case:—Messrs. F—— Brothers had insured their ship *Alexander II.* with several Bremen assurance companies for the space of one year. At the expiration of policy the vessel was on her voyage from Nicolayefsk to Chefoo, and according to the conditions of the insurance the risk was prolonged till the arrival of the ship at the nearest port, Chefoo. On this voyage, however, she struck on a rock near the island of Obi, and suffered some damage, but proceeded from Chefoo to Swatow uninsured, and thence to Singapore, insured against total loss only. At the latter port the damage was repaired, a survey having been made at Swatow by experts, who drew up an official report. The owners demanded indemnification for the expense of the repairs. The defendants denied that the average was the consequence of the ship running on Obi Island, but from a subsequent accident; at all events, the damage had been much increased by the continuation of the voyage without having undergone repairs, which should have been performed at Chefoo. The defendants further pleaded their non-liability on the ground that no estimate of the pecuniary amount of the average had been made, as required by Section 60 of the Bremen Regulations for maritime insurances. The plaintiffs admitted that to be the case, but justified themselves for the omission by stating that from the absence of dock accommodation, both at Chefoo and Swatow, they had no opportunity of fulfilling the conditions required. The Court found for the defendants, though the plaintiffs did not lose their claim to compensation for want of surveys and repairs at Chefoo or Swatow, yet the amount of the damage suffered on the subsequent voyage had not been ascertained, and estimated as provided for by Sections 60 and 61 of the Bremen Regulations, and as it was now too late to produce such proofs, they had lost all claim on the underwriters by their own neglect.

COMMERCIAL.

The pacific assurances given by the Emperor Napoleon have made a favourable impression and caused a greater feeling of confidence in the produce markets generally. About 5,000 chests of cassia lignea have been sold at 11½ sch. bco., and this has cleared off the remaining stock in importers' hands. An improvement is noticeable in the value of spelter, though the dealings have been but of limited extent; still the sales amounted to about 5,000 centners, 14 mks. 1 sch. having been paid for common quality, and 14.4 for special marks in loco. Money continues plentiful, and discount without alteration. In shipping nothing to report.

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NOTICES TO CORRESPONDENTS

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PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON: TUESDAY, SEPT. 10, 1867.

THE FAILURE OF LYALL, STILL AND CO.

THE indignation felt by the public in England against the conduct of Chief Justice SMALE, has taken a practical shape in the form of a despatch from the Manchester Chamber of Commerce to the SECRETARY of STATE for the COLONIES. This is a very proper step, and we are glad to find that the comments on the subject, made in our issue of the 17th ult., have received such an efficient endorsement. A reference to our commercial column will show that it is highly necessary for the general good, that such measures should be adopted as will deter others from committing such flagrant violations of honor and integrity. It has hitherto been the experience of merchants in the China trade that their *honor* could always be relied on, and how this has been done in the case before us will appear from the following extract from Mr. MACLEAN'S letter to Mr. LYALL, of the 26th February:—

Your two telegrams have been safely received, and I hear from two or three sources that the £20,000 on C. G. and Co. have been refused. Holliday W. and Co., on behalf of Smith K. and Co., and Mendel representing Hendersons, have received long telegrams, and have applied for the goods. We have consulted Paunceforte, who tells us that we may as well be quite frank, and say what has become of the goods, and then if the Manchester people really can make good their lien, their attorneys can tackle the banks. Enclosed you will find copies of what correspondence has taken place. Paunceforte's opinion will be to the effect that we should decline to part with documents still in our hands to anyone at present, and that, as we considered the goods were our own till after the dishonouring of the G. L. and C. F. S. drafts at home against the cost, we had a right to do what we liked with them in the meantime. In fact, as I wrote you from the commencement of our disaster, I have acted under legal advice, and, of course, *we* continue to do so. If the Manchester people can make their lien on the goods stand, it matters little where they may be. As Pounceforte says, it would be a different thing if we had parted with documents to some party who was likely to make away with them, but they are in the hands of substantial people.

I believe that Jacson and Fussell will both try and up set that assignment on the plea that after we refused payment of B. H. and Co.'s draft on the 14th December we were to all intents and purposes insolvent. I know this is Jacson's opinion, as I confess it is partly mine, and any time within a year is soon enough to dispute it. The headings on all the Manchester invoices seem to me positive that the goods are bought on our account. Hendersons seems to rely on their B. lading, saying to L. S. and Co. they are not made out to L. S. and Co., or *their assigns*. I confess I never noticed this, nor do I think the banks did, but in the O'land bills of lading the assigns is left in which I daresay escaped Hendersons' notice. We shall hold on to the 1,000 pieces long ells just arrived; the others are all sold, but not all delivered.

Still is writing you at length with regard to a further assignment here, so that if possible we may force the people at home into it as the best thing to be done for their interests, and we may thus possibly avoid the Bankruptcy Court.

As I write the 1,000 pieces long ells are being landed, and if S. K. and Co. had only kept a bright look out they might have attached them perhaps; I should think Hendersons will be down upon them. The telegrams present we read as follows:—

(January 26). "Your message of first received; Manchester alarmed; all shipments stopped; orders going out, to hand our books and documents; be careful." (No date). "Deliver to Holliday Mendel 200 bales per *Min*; if not arrived deliver bills of lading and policy, Mendel guarantee return bills."

As Paunceforte says Mendel would be only too glad to guarantee bills if he got the goods, but getting them or not he will have to take up the bill. The only documents we hold free are Lieberts' 5,000 pieces per *Pakwan* and jeans per *Sir Lancelot*, 1,000 pieces long ells and Cotesworths' *Shun Lee* and *Canadian* goods. All the other accounts are paid for, and proceeds have passed into our books. We have not replied to H. W. and Co. or S. K. and Co., but we told them we should hand a copy of the Attorney-General's opinion when we received it, but that in the meantime we thought it very unlikely that we should be advised to part with anything to the detriment of the general body of creditors.

The following is a copy of the memorial:—

Chamber of Commerce, Manchester,
Sept. 3rd, 1867.

MY LORD DUKE,—The board of directors of this Chamber has recently had under consideration certain transactions in connection with our commerce with China, which in their nature are so directly subversive of all right principles of commercial integrity as to justify the strongest expression of condemnation. The circumstances, however, which are the immediate occasion of this communication have arisen out of subsequent proceedings in the Court of Bankruptcy at Hong Kong, when the affairs of the parties implicated in the transactions, viz., Messrs. C. F. Still and George Maclean, partners, and representatives of the firm Lyall, Still, and Co., of that place, came before the court as bankrupts on an application for discharge.

His Grace the Duke of Buckingham and Chandos, &c., &c.,
Her Majesty's Secretary of State for the Colonies.

In order fully to apprehend the bearing of this case, it may be needful to give a concise narrative of the dealings of these parties, when the unwarranted expressions made by the judge on that occasion, and to which we desire to call your particular attention, may then have a fuller signification and appreciation.

The particulars to which we would now advert are as follows:—

Messrs. Lyall and Still, of London, ordered goods from firms in Manchester, for shipment to Messrs. Lyall, Still, and Co., Hong Kong, the London firm, Lyall, Still, and Co. giving their acceptances for such goods, on conditions which were engrossed on the invoice, as follows:—

"Invoice of 170 bales forwarded to Killick, Martin, and Co., London, for shipment per *Ariel*, and consigned to Messrs. Lyall, Still, and Co., Hong Kong, for realisation, proceeds to be remitted specially to meet Messrs. Geo. Lyall and C. F. Still's acceptances against the shipment."

These conditions were assented to by the firm at Hong Kong, who, under date Dec. 14, 1866, write thus:—

"We have the pleasure to acknowledge your favour of 24th October, in which you refer especially to the arrangement entered into between your good selves and Messrs. Geo. Lyall and C. F. Still for the remittance from this side of cost of four shipments of goods purchased on our account. These arrangements we have now to say will be carefully attended to by us, and remittances will be made in the form appended to your letter. Copies of our letters advising remittances to our friends will be sent to you regularly."

On these terms it will be seen a lien is established on the goods or proceeds of sale. Nevertheless, about the date of this letter the shipping documents of the goods, then afloat, were made over to certain banks by Geo. Maclean, and on the 30th Nov. and 22nd Dec. assignments were made to the banks of all or nearly all the property held.

That Maclean at the time was aware that his firm was insolvent is shown by the following extract from his letter under date Dec. 27th, addressed to his partner, Mr. Lyall; he says:—

"As I told you in my last, I had a long chat with Paunceforte, the Attorney-General, and his great idea was that Kayser and Kaye should be kept quiet here, so as to give every chance at home, as so much depended upon that. Pollard, who was consulted two or three days after the mail left, by the two above-mentioned bankers, came to talk the matter over in a friendly way, and see what could be arranged, so that these two banks might say they had made satisfactory arrangements with Lyall, Still, and Co. Paunceforte and Pollard eventually came to the conclusion that the best thing that could be done would be to give these two banks a lien on such property as I could muster up. The two lawyers both considered that Kayser and Kaye were first entitled—the one legally, the other morally—to be satisfied even at the expense of other creditors hereafter; and if things came to the worst, and if the document which I have signed is proved to be illegal by the other creditors, —as to all interests and purposes we were insolvent at the time—then Kayser and Kaye have no advantage, and would not retain their lien. Kayser is supposed to hold his as security for acceptance of the drafts by Chalmers, Guthrie, and Co., I having been unable to give documents, and Kaye for balance of account, in both cases hard cash having been paid; one in consideration of my promising to do something which afterwards I was unable to carry out."

Messrs. Lyall, Still, and Co. stood in the relation of assignors in trust to the Manchester firms, and on this part of the case judicial proceedings have taken place in order to establish the lien on the goods by the Manchester firms, which having proved unsuccessful, steps are now being taken to appeal against the verdict to the Privy Council.

This brings us to that stage where Lyall, Still, and Co., being insolvent, a statement of their affairs is made to their creditors, when, according to the report of the official assignee, the total assets of the firm are stated to amount to $2,000, against $635,935 of debts and liabilities.

Under this condition of their affairs, Messrs. C. F. Still and Geo. Maclean appear before the Bankruptcy Court at Hong Kong for examination and discharge.

The whole of the particulars as above related were known to Mr. Chief Justice Smale, who presided, and they would doubtless have had a wider publicity through the examination of the bankrupts, but on Mr. Whyte, who represented the firms in Manchester, rising for that purpose, he was informed by the Judge that if he examined either of them, "as to any of the debts due to them by the bankrupts he would consider it to be a proof of those debts, and an election by him to proceed in bankruptcy, and so to waive any right to stop in transitu that was already claimed, or to avail themselves of the benefit of any lien or legal remedies."

Under these circumstances a full disclosure of the nefarious practices of the bankrupts was at that time prevented.

His Lordship then, in the course of his remarks, and after expressing his satisfaction at the statement of the accounts, added, "That the books told the whole tale, and as that was the first merit in any bankruptcy, both bankrupts were entitled to that credit in this case. They would leave the court without the slightest imputation, except that certain want of

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prudence which characterised almost everyone who traded largely in China. There were, however, different interpretations of what constituted a want of prudence in the legal meaning of the term. That which in a place like London or Liverpool would be nothing extraordinary, would, in a small town, be looked upon as an excess of speculation quite incompatible with fair business. The bankrupts had breathed a China air and formed China habits; they had played for high risks and lost, and he thought that those who had supplied them with the means of such extravagant speculation had the least cause to complain."

The Directors of this Chamber cannot allow these remarks of the Judge to pass without the strongest expression of disapproval, tending as they do to encourage or palliate commercial immorality.

1. The fact of the hypothecated goods being handed over to cover other parties is an act of the grossest dishonesty.

2. The fact of debts being contracted to the extent of $635,935, with assets of only $2,000, shows a recklessness of trading which should have received the censure of the Judge instead of his eulogy.

3. The sneer from the bench on the unfortunate firms that had trusted to the good faith of the merchants was a gratuitous insult, and perfectly uncalled for.

The Directors of this Chamber have felt it their duty to lay this matter before you, in the hope that such remarks from a Judge under such circumstances may have the disapproval of Her Majesty's Government.—I have the honour to remain your Grace's obedient very humble servant,

(Signed) MALCOLM ROSS, President.

THE ALLEGED PERSECUTION OF CHRISTIANS AT NAGASAKI.

IN these days, when the rapid spread of religious toleration has gone far to eclipse the recollection of those atrocities that beset the progress of Christianity from its first existence until a comparatively late period, we have come to regard religious persecution quite as a thing of the past; and the pomp and solemnity with which certain of the Japanese martyrs were last year canonised at Rome came upon us more as a memory of the olden time than as a reminder that what has been may again be, and that martyrdom, in one form or another, will probably continue so long as the world has as many religions, and its inhabitants the same passions, as now. It seems but the other day that we were twitting the Holy See with its tardy acknowledgment of the sufferings of those poor victims who perished in defence of their faith, by making Saints of them some two centuries afterwards; and this, perhaps, not without a covert sneer at the inutility of reviving at the present time such an old-world story, *apropos*, apparently, of nothing at all. Yet to-day we take up our *Times*, and learn through the prosaic medium of Reuter's telegrams that some seventy native Christians are even now undergoing imprisonment in Nagasaki on account of their religion; and startling as the news may be, there is no reason whatever to doubt its accuracy. Although the determined warfare waged against the Christian religion and the relentless persecution of its adherents had to all outward appearance succeeded in entirely suppressing its practice throughout Japan, it is difficult to believe that all vestiges of it were totally annihilated in the minds of the people. The faith slumbered, but was not extinct. So stringent were the laws against it, that no Japanese subject dared to have in his possession any object resembling, however distantly, the sign of the Cross; or to mention the Holy Scriptures, even in a whisper. And even the missionaries who have settled in Japan have been, and are still, prohibited from interfering with the religion of the natives—or, in other words, from making any attempt to proselytise—by the terms of the several treaties; and are obliged to content themselves for the present with studying the language, literature, and character of the people, in order to fit themselves for more active work when the proper time comes. But notwithstanding these difficulties, there is no doubt that of late years many thoughtful Japanese (and they are a more thoughtful people than superficial observers are willing to believe) have diligently studied the Scriptures. It must be remembered that the New Testament has been long since translated into Chinese, that Chinese books are largely imported into Japan, and that every educated Japanese is able to read the Chinese character, and that they have availed themselves of the opportunity thus offered, we have evidence in the fact that many students have from time to time visited the missionaries to seek explanations of such passages in the Chinese version as they have found difficult to comprehend. From this it will be seen that the existence of a native Christian congregation in Nagasaki is by no means an impossibility, and that such members of it as might fall under the suspicion of the Government are not likely to be leniently dealt with. Should they be converts to the Romish Church, they have doubtless been made acquainted with the canonisation above referred to, in which case that ceremony, although of doubtful benefit to the deceased recipients of the honour, may still be useful—*pour encourager les autres*.

In adverting to the peculiar position in which the missionaries in Japan are at present placed, by their inability to preach the gospel freely among the natives, we should be careful to guard them from the imputation of being insufficiently or unprofitably employed. The two resident American missionaries in Nagasaki (one of them representing the Episcopal, and the other the Baptist Mission) are both men in the highest degree worthy of their sacred office, and have won golden opinions from both natives and foreigners. Unfortunately there has, up to this time, been no English missionary there, and the British community has not been sufficiently numerous to support a chaplain, although a church, commodious enough for the requirements of the place, was built some years since. From the time it was first opened one of these gentlemen has regularly performed Divine service, while the other has officiated as organist and directed the choir—both giving their services gratuitously, and this besides working very hard at their own avocations. There is also a Roman Catholic Mission at Nagasaki, and the zeal of the priests of this church so often outruns their discretion that it may possibly be some imprudence on their part, or that of their converts, that has led to this renewed persecution. In such a case the French Government may think fit to undertake a new crusade in defence of the Church—and it is easy to see what troubles may arise from such a quarrel if once begun. Further surmises on the subject are hazardous until we are in possession of some more precise information. In the meantime we can only hope that a peaceful solution of the difficulty may be found, so that instead of leading to more bloodshed it may result in the abolition of the existing intolerant system.

THE TELEGRAPH TO INDIA *VIA* RUSSIA.

WE hear from St. Petersburg that the Russian Council of State has granted the concession asked for by Messrs. SIEMENS BROTHERS for their proposed new line of telegraph to India, through Prussia, Russia, and Persia. The Russian Government agrees to give a right of way free of cost, with a concession for working the new line for twenty-five years; also to yield to the company their right of forwarding messages to and from India upon the Imperial Telegraph lines, and to hand over to the company all such messages touching Russian territory for transmission over its lines. The company is to work the line by means of its own officials. In return for these privileges the Russian Government exact a royalty of less than one-third of the existing internal tariff—that is to say, a royalty of five francs per message, subject to future modification. An equally favourable concession has been procured from the Prussian Government, who engage to construct and to maintain two special lines through North Germany at their own expense, and to hand them over to the company for the period of twenty-five years. For these services, and for the privileges mentioned in the concession, the Prussian Government charge 2½f. per message, to be reduced (as in the case of Russia) in the event of the through tariff being reduced. The right to land cables on German territory is also conceded, and as there are no private telegraph lines in Russia or in Prussia, the company will enjoy a complete monopoly of al the through messages. The Electric and International Company has agreed to lease two wires of the cable lately laid to Hanover to the new company, and negotiations are in progress with the Persian Government for an independent line in the company's hands between the Russian frontier and Teheran. The British Government, we understand, has engaged to assist the undertaking and afford every facility in their power; and by means of these several arrangements an English Company will hold and work an uninterrupted line of telegraph throughout. The name of the new company is not yet announced.

THE accounts received by the last few mails of the scenes in the Supreme Court at Hong Kong between Judge SMALE and Mr. POLLARD, the barrister, indicate a state of disorganisation which is totally subversive of all proper discipline and the usual respect paid to the occupant of the Bench. It would be unprofitable for us to go through all the particulars of the case, but the conclusion we arrive at is that Judge SMALE committed a grave error in simply fining Mr. POLLARD $200. Such a paltry sentence was incompatible with the alleged offences; and in pronouncing it, the Judge was further insulted by the friends of Mr. POLLARD paying the sum for him. To convey a proper

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impression of the dignity of the Court, the Judge should not have hesitated in suspending Mr. POLLARD from practice, pending the pleasure of H.M. Government. The case would have been properly investigated here, and the tribunal would certainly have given the Judge the fullest possible support.

IN another column will be found a communication on the subject of the riots at Penang, which have assumed considerable importance, in consequence of the local Government not having adopted proper precautionary steps. The Governor, Major Ianson, appears to have pursued a most puerile course, disarming the police, &c. The course suggested by our correspondent was we believe urged by the late Governor, and he was finally allowed to submit a Bill for the better regulation of societies, which would have been passed three years ago had it not been for the intended transfer, which induced the Supreme Government to put it with several others on one side, but the drafts are no doubt all in the archives of the [Government at Singapore, and it is to be hoped that they will draw them to light, and turn them into law at once.

ANOTHER gunboat intended for the Japanese Government, called the *Assunta*, has been launched by Messrs. Dudgeon on Thames. The trial on the 7th inst. was satisfactory in all respects, the speed attained with steam and sail being 14 knots. The armament of the vessel consists of one 6-inch muzzle loading rifle, one 40-pounder breech loader, and two 24-pounder howitzers. The rig is that of a three masted schooner, spreading a large area of canvas for the size of her spars.

THE screw steamer *Ajax*, with the first of the new season's Moning tea, arrived from Shanghai at Gravesend on the 2nd inst. and docked on the 3rd, having made the passage in 76 days, and from Hong Kong in 67 days. The clippers from Foochow are expected to arrive during this week. It is stated that the *Ariel* passed Anjer on the 9th, not the 4th July.

THE Postal authorities will, we understand, make up mails for China and Japan by the San Francisco route, so soon as the U.S. Government notifies that the service is established as a monthly one. As already intimated, we believe that is now *un fait accompli*. No further progress has been made in making up mails for China *via* St. Petersburg and Kiachta.

IT appears that the project of laying a direct telegraph cable between San Francisco and the Sandwich Islands, thence to Japan and China, is again being canvassed. The *Fenimore Cooper* some fifteen years ago surveyed and sounded most of the ground, and these reports will now be useful.

Literature.

The Desk Hong List, a General and Business Directory for Shanghai. North China Herald Office, 1867. The Desk Hong List has been designed to take the place of the sheet hitherto published, the increased size of the latter having rendered it in some instances inconvenient. Besides the List of Hongs, it contains under the title of the "Who's who" column a complete alphabetical list of the foreign residents at Shanghai, and in addition a variety of useful information, such as postal arrangements, rates of freight and passage, movements of steamers, &c., is given in its pages. A street plan of the foreign settlement precedes the title page. The general "get-up" of the book is very creditable both to compiler and printers.

We have received the fifth and sixth numbers of *Notes and Queries on China and Japan*, and must record our admiration of the great progress already made by this useful periodical. The more intimate relations we have lately established with China and Japan afford scope for investigation and research of both a scientific and literary character, such as in former times were quite impracticable, and the results of such inquiries, which would be lost to the world if not published, and cannot be appropriately recorded in the columns of an ordinary newspaper, find a fitting place in the columns of *Notes and Queries*. Even in these six numbers, before the journal can be said to have had a fair opportunity of proving its utility, many valuable contributions to our knowledge of China have already appeared, although, so far, but little information has been elicited concerning Japan. These last two numbers contain numerous interesting notes of an extremely varied nature—topographical, ethnological, etymological, numismatic, &c. As the publication becomes more popular and widely known—which, from its intrinsic merits it cannot fail to do—its roll of contributors, and consequently its scope of usefulness, will necessarily be greatly enlarged. In size the sheet has increased, since its commencement, from eight to sixteen pages.

We have received a copy of a new soria! published at Foochow, entitled the *Missionary Recorder*, which we have no doubt will prove of much service to the cause.

The energy of the Japanese in adopting Western civilisation is curiously illustrated by some facts noticed in the American papers. It appears that the first Japanese embassy to that country took back with them a number of school-books, one of the consequences of which was the instruction of the commissioners now in the United States to procure large quantities of standard works. Mentioning the matter in the State Department at Washington, they were referred to an accomplished agent in the selection and purchase of books, who selected for them in all some ten tons of books, worth about five thousand pounds sterling. They were of all grades, from simple spelling-books to Webster's Unabridged, including also text-books in arithmetic, geography, chemistry, natural philosophy, physiology, history, &c., and wall maps, magnetic globes, and other school apparatus, besides sample copies of nearly all of those standard school-books which were not sent in sufficient quantity for present use. It is said to be the intention of the Japanese Government to make English the language of their public schools; and a writer in the New York *Round Table*, with a pardonable bias towards his own country, adds his belief that the Japanese intend "to rely on America for English books until they make them for themselves." This certainly seems hard. Will no British minister or other English patriot at Jeddo put in a word for Paternoster Row?

Naval and Military.

The twin-screw gunvessel Ringdove, one of those building specially for service in the seas of China and Japan, was launched from No. 4 building slip of Portsmouth dockyard on the top of high water. The principal dimensions of the vessel are as follows:—Breadth between perpendiculars, 170 ft.; length of keel for tonnage, 157 ft. 7 in.; breadth extreme, 27 ft.; ditto, for tonnage, 28 ft. 8 in.; ditto, moulded, 28 ft. 2 in.; depth of hold, 12 ft. 5 in.; burden in tons, 662 65-94. The propelling power of the ship will consist of two independently working screws, each driven by engines of 80-horse power, nominal, manufactured by Messrs. Maudslay, Sons, and Field. The hull of the vessel is built of wood, with iron beams supporting the decks. In the application of the twin-screw principle to the ship the plan followed by the Messrs. John and W. Dudgeon, the expositors of the twin-screw principle on the Thames, and the constructors of the engines of Her Majesty's ship Waterwitch, has been pretty closely adopted, but these gentlemen are not likely to copy in return the semi-circular mass of timber which projects from the hull under each quarter of the Ringdove to support her screw shafting. The Ringdove class is, however, a great improvement upon the previous and first attempt of the Admiralty with twin-screw vessels in the Viper and Vixen. The Plover, the first completed of the Ringdove class, was tried light a few days since, over the measured mile, at the Maplin Sands, and realised a mean speed of 11.3 knots. This rate is in excess by half a knot of the rate obtained by any other vessel in Her Majesty's navy of similar tonnage and power; but her real test of speed will be at load draught in Stokes Bay.

A detachment of the 1st Division, Depot Brigade, Royal Artillery, has been placed under orders to embark at Gravesend for Ceylon, as soon as the necessary tonnage has been taken up for their conveyance.

Staff Assist. Surg. F. Maddin, attached to the 3rd Depot Battalion at Chatham garrison, has been placed under orders to proceed to Ceylon. Staff-Surg. C. M. M. Miller, M.D., has joined at Chatham, for service at that station.

Her Majesty's iron screw storeship Hesper, 2, Staff-Commander J. G. H. Thain, from the China station, has arrived at Woolwich, last from Plymouth, and was inspected by Commodore Edmonstone, C.C., and Paymaster Francis J. Lory, secretary. The hands were mustered and congratulated on their cleanly appearance. After discharging her war stores she is under orders to go up to the dockyard.

The paddle-wheel steam frigate Valorous, 16, Captain Charles C. Forsyth, which arrived in Plymouth Sound, left the Cape of Good Hope on the 4th of July, touched at St. Helena on the 19th, at Ascension on the 24th, and at St. Vincent on the 8th of August. The Valorous was put into commission on the 15th of April, 1863.

The Tamar, screw troopship, Captain Sullivan, C.B., is ordered to have her defects made good at Portsmouth yard, and to be ready for proceeding to China and Japan by the 10th of October next.

The screw steam corvette Rattlesnake, 19, at Devonport, of 1,705 tons, with engines of 400-horse power, will be commissioned in a few days for a second-class commodore to relieve Commodore Hornby on the West Coast of Africa.

Commodore Caldwell, C.B., has arrived in England in Her Majesty's troopship Orontes, and we are gratified to find that during the run home from the Cape of Good Hope his health sensibly improved; but, from the nature of his complaint, we fear that he must give up all hope of being again able to serve on active duty.

The foundation-stone of a building designed by the Royal Engineer Department as a gymnasium for the use of the troops in garrison at Portsmouth was laid by Major-General Sir George Buller, K.C.B., the Lieut.-Governor of Portsmouth, and general officer commanding the troops in the south-west military district. The General, accompanied by Lady Buller, and the officers comprising his personal staff, arrived at the enclosed space where the building is to stand about three P.M., and was received by Colonel Hadden, R.E., commanding the Royal Engineer Force in the south-west district, and the contractors for the work, Messrs. Simms and Martin. Admiral Sir Thomas S. Pasley, Port-Admiral and Naval Commander-in-Chief, accompanied by Lady Pasley, and attended by Flag Lieutenant Boger, was also present, as were the commanding officers and others of Royal Artillery and regiments in the garrison. The gymnasium will be 125ft. long by 50ft. wide, and 28ft. from floor to ceil-

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ing. It will contain the usual officers', instructors', and dressing-rooms, with also a gallery for spectators. The piece of ground on which it is being built is part of the glacis of the fortifications (now about to be razed) between the towns of Portsmouth and Portsea; it, therefore, holds a central position in relation to the large barracks of both towns.

Lieutenant Brand, who had a principal part in putting Mr. Gordon, of Jamaica, to death, has been restored to active service, and appointed to the coastguard-ship Irresistible.

The following Royal Warrant, dated the 1st instant, has been promulgated:—

"Victoria R.—Whereas it has been represented to us that it is expedient to amend the regulations under which furlough and money in lieu of furlough are granted to soldiers on re-engagement, our will and pleasure is that articles 563, 564, and 565 of our Royal Warrant of the 3rd of February, 1866, be cancelled, and that from and after the date hereof the following revised articles be the sole and standing authority on the subject:—563. Soldiers who shall re-engage for a second term of service while serving at home shall be entitled to a furlough for two months, the furlough commencing from the date of their re-engagement. 564. Soldiers re-engaging at home after their corps has been placed under orders for foreign service shall be allowed a gratuity of £2, in lieu of furlough, subject to a deduction of 8d. a day for any furlough which may have been granted to them between the dates of the re-engagement and embarkation. But should a soldier so receiving a gratuity be prevented from embarking through circumstances under his own control, our Secretary of State shall be empowered to cause such gratuity to be refunded by the soldier. 565. European soldiers re-engaging for a second term of service while serving at the undermentioned foreign stations, and not being under orders to proceed elsewhere, shall be allowed the following gratuities in lieu of furlough:—India, China, Japan, Ceylon, the Mauritius, the Straits Settlement, Australia, or New Zealand, £5; the West Indies, West Coast of Africa, Bermuda, Honduras, St. Helena, the Cape of Good Hope, and the Canadian Provinces, £3; Gibraltar and Malta, £2. These gratuities shall not, however, be granted to soldiers re-engaging after the receipt at the station of the order for their regiments or corps to return home; in such cases furlough will be granted as soon after the arrival of the regiment in the United Kingdom as circumstances will permit. 565a. European soldiers re-engaging at a foreign-station while under orders to proceed to another foreign station shall be allowed the gratuity of £2 in lieu of furlough."

Notice is given that the distribution of the amount awarded for services against pirates on the 4th of November, 1865, by Her Majesty's ship Leven, will commence on Friday, the 13th inst., in the prize branch of the department of the Accountant-General of the Navy, Admiralty, Somerset-house. The following are the shares due to an individual in the several classes:—Lieutenant commanding, £22 13s.; fourth class, £13 9s. 4d.; sixth class, £6 14s. 9d.; seventh class, £4 9s. 10d.; eighth class, £2 4s. 10d.; and ninth class, £1 9s. 11d.

The following flag promotions have taken place, consequent on the death of Rear-Admiral Thomas Hope on the 31st of August, and they are to date from the 1st of September, 1867:—

Captain Edward Southwell Sotheby, C.B., to be a Rear-Admiral in Her Majesty's Fleet. Retired-Captain Thomas George Forbes to be a Retired Rear-Admiral under Her Majesty's Orders in Council of August 1, 1860, and July 9, 1864. Retired-Captain William Newton Fowell to be a Retired Rear-Admiral under Her Majesty's Orders in Council of April 24, 1847, June 25, 1851, and June 26, 1867.

An appointment of naval aide-de-camp to the Queen is placed at the disposal of the First Lord of the Admiralty by the promotion of Captain Sotheby, C.B., who commanded the Pearl in China, to flag rank, in consequence of the death of Rear-Admiral Thomas Hope.

Captain Randolph has been appointed Commodore of the 2nd class, at the Cape of Good Hope, in succession to Captain Caldwell.

Monetary and Commercial.

The bidding for £270,000 in bills on India were held at the Bank of England. The minimum price was fixed at 1s. 11½d. on Calcutta and Madras, being an advance of 2 per cent., and at 1s. 11¾d. on Bombay, being an advance of 3 per cent., and no tenders at these prices were received. As the terms thus demanded were almost prohibitory, it is to be presumed that Government did not wish to draw. Such a course should be openly stated, and not put merchants to the trouble of tendering to no purpose.

In consequence of the increased adulteration of Gambier in the Straits Settlements, it is intended by the merchants to again bring the matter to the notice of the local Government, with a view to passing a Bill in the Legislative Council at Singapore, making it an offence punishable by the magistrates with imprisonment, &c. It is to be hoped that the Bill will pass, as the loss to merchants has been very heavy, some of the importations being almost entirely composed of spurious matter.

It is stated that the difficulties connected with the affairs of Messrs. Trantmann and Co., which have been currently spoken of lately, are in course of arrangement, and that the firm will be enabled to continue its business. Mr. Trantmann, who is now in London, will we understand proceed to Shanghai to carry out these arrangements. The liquidator of the Commercial Bank, who are creditors, has we believe given every facility.

Salting invoices has been practised to some extent, and a clear proof is said to have been lately shown in an invoice made out by Archibald Campbell, late of Fletcher and Co., the bills for which were drawn on one of Barings' credits, and bought by Holliday, Wise and Co. Truly the China trade has come down to the level of California, but with proper efforts on the part of those houses who have preserved their character we do not despair of seeing it regain its *prestige*. The wrongdoers, however, must be exposed unflinchingly by Chambers of Commerce and the press. Publicity is the best antidote against dishonourable trading, and it will be seen in another column that the Manchester Chamber of Commerce is aiding in this respect. The new Bankruptcy Bill, which enacts that a certificate shall not be granted until the bankrupt has paid 10s. in the pound, will, when passed, also serve as a check to over-trading.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 4th inst., was—In gold, to Galle, £530; in silver, to Hong Kong (H.M.'s Government), £24,583.

The directors of the Agra Bank have issued a very satisfactory report, from which we extract as follows:—

"With reference to the bank itself they are happy to state that the success which has attended upon the business since its re-opening, both in London and at the branches, has been in all respects most gratifying. They are likewise able to add that the result of its operations during that period has been such as would admit of the payment of a dividend to the A shareholders, who, in accordance with the terms of the Resuscitation, are alone at present entitled to participate in any immediate distribution of profits. Under these circumstances it might be warranted that they should, according to old practice, and as they hope to do hereafter, declare a half-year's interim dividend, but after mature deliberation—considering the fact that the Indian branches re-opened for business in the beginning of March, so that up to the 30th June they had only been in practical working about four months—considering likewise that subsequent to the re-opening, both at home and abroad, some time was necessarily taken up in re-organising and developing the business after its temporary suspension—the directors have come to the conclusion that it will not be expected that they should, on the present occasion, divide the profits which have been realised; but that they will act more in accordance with the wishes and judgment of their proprietary by deferring a declaration of dividend until the accounts have been made up to the end of the year. When that time arrives they have every reason to anticipate that it will be in their power to submit a statement of accounts, and to sanction a division of profits which will be encouraging to the shareholders.

"With respect to the promissory notes representing the remaining instalments of 2s. 6d. in the pound each, due respectively in London and India on the 15th March and 15th July, 1868, it will be gratifying to the shareholders to know that already funds are on hand from the old assets which will, to a great extent, provide for the former of these payments, and the directors have no doubt they will soon be in a position from the same source to anticipate the discharge of the promissory notes in question, in like manner as they have been able to do with the others falling due at a previous date.

"With regard to the ultimate outturn, and the surplus assets which will remain to the old shareholders, the directors cannot yet venture to speak with precision. If the remaining assets, however, work out as satisfactorily as they have reason to hope, under good management, they look to the result confirming former anticipations."

The business of Messrs. R. L. Southern and Co. will from this date be conducted under the style or firm of Southern, Quilty, and Co., at 34, Fenchurch-street, London.

The half-yearly meeting of the Merchant Banking Company of London (Limited) was held at the London Tavern. It is not usual for this company to issue a half-yearly account, but the chairman (Mr. J. A. Smith) gave an estimate of the probable result of the working of the company for the year ending December next, based on the business of the past six months. He was of opinion that the gross profits of the year would amount to £56,000, which, with the balance of £4,139 carried forward from last year, would amount to £60,139; of this the payment of current expenses and the dividend of 5 per cent. would absorb £29,000, leaving about £30,000 to be devoted to the reduction of the amalgamation account and the augmentation of the reserve fund, which now stands at £20,000. An interim dividend of 5 per cent. for the half-year ending 30th June was declared.

A circular has been issued announcing the formation of a "Licensed Victuallers' Tea Association," to compete with the grocers in return for their having entered into the retail wine trade under the Act passed by Mr. Gladstone in 1860. The argument is that this Act was a direct interference with the business of the licensed victuallers, "the most highly taxed body of traders in the kingdom;" and that as the grocers were not slow to avail themselves of the new field thus thrown open to them, and have cultivated it with assiduity, the licensed victuallers have been driven to consider how they may best protect and indemnify themselves. An association, it is alleged, has accordingly been formed for this purpose, "which, strong by its connection with gentlemen of long residence in China, and large experience as tea-tasters, can undertake to dispense with intermediate profits, and to supply tea at a lower price than the purchasing retail grocers pay."

The failure of a firm in Coventry in the silk trade, and rather largely indebted to the London silk brokers and others, is announced.

The official liquidator of the Blakely Ordnance Company (Limited) has notified that the stock in trade of that company, not having been sold in one lot, pursuant to the advertisement for tenders recently issued, he is prepared to sell it in such separate portions as may suit individual buyers.

The purchase by the United States of the Bay of Samana, in the coloured Republic of St. Domingo, for the sum of £1,000,000, now alleged to have been finally arranged, is in harmony with steps taken by some active New York adventurers fifteen years ago.

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ARTICLES OF IMPORT.

TEA.—A considerable quantity of tea has changed hands; importers, to close shipments prior to the arrival of new season's, offered the remnants of some of the best chops of season 1866-7 at public sale without reserve, and in most cases, owing to depreciation in quality from imperfect curing, they realised but 1s. 8d. to 1s. 9d. per lb., and second class from 11½d. to 1s. 4½d. per lb. The chief feature of interest has been the arrival, on the 2nd inst., of the Ajax, with the first cargo of new season's Monings and Wopaks, with an assortment of new-make Congous and Scented Teas. Of the Moning and Wopak Congous about half the quantity has been sold at from 1s. 7d. to 1s. 11d. for fair to good, and from 2s. to 2s. 4d. per lb. for fine to finest; Scented Capers, 1s. 5d. to 2s. 5d. The quality on the whole is not good, but it is understood that the finest chops are not on board this vessel. We hear of 2s. 5½d. being offered for the best chop for export to Russia; one parcel was announced for public sale, but afterwards withdrawn, being sold privately. Congous: Siftings remain much as before, the demand being still limited. Broken-leaf kinds are firm, being scarce. Fair to good common remain as last quoted, namely, 11½d. to 11¾d. per lb. Fair to good Flavory kinds show no change. Good to fine Kaisows and Pak Lings have sold rather lower. Common black leaf Congous remain without alteration. Fair and good have sold to a small extent at about previous prices. Fine to finest, of old import, have sold to a small extent at the reduction last quoted. New season's have sold at 1s. 7d. to 1s. 11d. for fair to good, and 2s. to 2s. 4d. for fine to finest. In new-make Canton kinds a few sales have been made at fair prices; those ex Ajax have not yet been sold. In Oolongs, Souchongs, and Flowery Pekoes, there have been but few transactions, and prices show no material variation. Some common Scented Capers have been sold at 1s. per lb., which was a good price for the quality; fair to fine have been taken to some extent at from 1s. 5d. to 2s. 2d. per lb. Foochow Scented Orange Pekoes show no change. Canton kinds move off slowly; a few fine have found buyers. In Uncoloured Japans there has been nothing of consequence to report. Green Teas: The market for these has been steady, and the further arrivals have met with attention. Prices show scarcely any quotable alteration, the finer kinds still commanding a preference, some invoices yielding 20 to 30 per cent. profit. Canton-made gunpowder teas remain much as before. Japan Leaf: In consequence of the small stock of China kinds, more attention has been given, and rather large sales effected in fine to finest at a slight advance. Uncoloured has been taken at the improved prices established the commencement of the month. The stock in the United Kingdom on the 31st ult. was estimated at 74,500,000 lbs., against 85,500,000 lbs. last year, and the quantity afloat at 37,083,750 lbs., against 34,804,730 lbs.

SILK.—We have to report another month of extreme quiet in silk. The fourth steamer with new silk has arrived and still no business upon any than the smallest possible scale—still apparently the same determined limitation of purchase to the absolute requirements of the day. The prices of China and Japan Silk show an unusual margin in comparison with European Silk, but even this failed to induce business. The deliveries from the 1st to 6th inst. have been 433 bales China and 73 Japan. The quotations are:—

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	29	0	to	30	0
,, No. 3	27	0	to	28	0
,, Hangchow	23	0	to	25	0
Yuenfa and Hainin, No. 1 & 2	25	0	to	27	0
,, ,, No. 3	22	0	to	24	0
Taysaam, No. 1 & 2	24	0	to	27	0
,, No. 3	22	0	to	23	0
Long Reel	17	0	to	22	0
Skeins	19	0	to	20	0
Canton	17	0	to	23	0
JAPAN:—Mibush & Sinchew, No. 1 & 2	30	0	to	34	0
No. 3	29	0	to	30	0
Ida, Bricks, No. 1 & 2	28	0	to	31	0
No. 3	25	0	to	26	0
Sodai, No. 1 & 2	27	0	to	29	0
No. 3	24	0	to	25	0

COTTON.—There has been no relief from the dulness previously observable, and prices have again shown a slight decline. The total sales amount to 4,950 bales on the spot and 1,800 bales for arrival.

COFFEE.—The market for Colonial sorts has been much depressed, and in order to clear off the liberal supplies which have been brought forward, easier prices have in many cases been accepted. Native Ceylon is still dealt in very sparingly, while the supply of colory East India in public sale has gone off with spirit. By private contract 300 casks Plantation and 1,000 bags Native Ceylon have been sold. At the public auctions the sales have comprised 2,850 casks 1,340 barrels and bags Plantation Ceylon, which realised, ordinary to fine fine ordinary, 64s. to 72s. 6d.; low middling to middling, 73s. to 78s.; good middling, 80s. to 85s. 6d. Of Native the sales have been limited to about 50 casks, 2,000 bags common good ordinary to good ordinary at 56s. to 58s., fine ordinary at 64s., and bold at 68s. 6d. per cwt. Of Manila, 891 bags, 174 mats were bought in at 62s. Of Java, 100 bags were withdrawn at 63s.; and of Singapore, 385 bags realised, good Bonthyne, 68s., and Bally 47s. 6d. per cwt. The stock of coffee in the United Kingdom on the 1st inst. was 19,200 tons, against 17,800 tons last year, and 18,300 tons at the same period of 1865. The amount on hand in the five leading ports of the Continent was 59,060 tons, against 59,860 tons in 1866, and 61,450 tons in the preceding year. The Dutch Trading Company have announced a public sale of 127,500 bags for the 18th inst.

COCOA NUT OIL.—The market has been without animation, but moderately firm. The offers of Ceylon at auction have amounted to 270 casks.

CAMPHOR.—The market is firm at £6 15s. to £7 for China and £6 17s. 6d. to £7 for Japan. There is a good inquiry, but with a limited trade.

EBONY.—Market quiet, and of 42 tons Ceylon offered a portion sold at £7 2s. 6d. per ton.

GALLS.—There is a slight reduction for China, a small private sale having been effected at 58s. Of Japan 980 boxes sold at 48s. to 51s. 6d. for fair to good. The market at the close has an upward tendency.

HORNS.—Quotations for East India have slightly declined, and of 56 tons Calcutta, 52 tons Madras, 4 tons Penang, 5 tons Rangoon, 9 tons Manila, and 13 tons Bombay Horns at auction, about two-thirds sold at 44s. to 45s. per cwt. for 2½ to 4 lbs. average, and 22s. 6d. to 33s. for 1¼ to 2½ lbs. average.

JAPAN WAX.—There is a steady market, and about 130 boxes realised 88s. per cwt. for good saucers, and 82s. 6d. for fair slabs.

MANILA HEMP.—The market is extremely quiet, and business very limited, with lower rates. Of 1,221 bales at auction a small portion only sold at £48 to £50 5s. per ton for common to good roping.

PEPPER.—Black: A fair inquiry has prevailed; 2,500 bags Penang have been taken privately at 2⅞d. to 3d., and about 1,000 bags Singapore at 3⅛d. to 3¼d. At public sales 368 bags Penang were mostly sold, West Coast at 3d.; Trang, 3⅛d. to 3¼d; of 1,000 bags Cochin, 600 bags sea-damaged realised 3⅛d. to 3⅜d., the sound being held for 3½d. White: 200 bags Singapore have been placed by private treaty at 4 15-16d. to 5d.

RICE.—During the week ended the 30th ult. a good inquiry existed, and several sales were made of soft grain, amounting to 16,000 bags, Nakrenzie at 10s. 10½d., Rangoon at 11s., ex ship. For arrival 500 tons Rangoon have been sold at 11s. 9d., 500 tons Bassein at 11s. 6d., and 500 tons Nakrenzie at 11s. 3d. At auction, 1,046 bags Nakrenzie were taken at 11s. to 11s. 6d. Subsequently the market has had a quiet though steady tone, and transactions have been less numerous than in the previous week, viz.,—500 tons Nakrenzie, in course of landing, at 10s. 10½d., 600 tons Rangoon at 11s., and 100 tons Ballam at 12s. 6d., ex ship, also 1,000 tons Bassein (arrived) at 11s. 4½d. landed terms. At auction 702 bags Nakrenzie were sold at 11s. to 11s. 6d.

SUGAR.—Since our last report there has been an active market, and useful medium classes have been taken readily at an improvement of fully 6d. per cwt. on the prices at which sales were made last week. Out-ports refiners, by avoiding curtailing their manufacture, have been compelled to purchase more freely, so that as near ports were still buyers at steady prices, and the number of cargoes available was small, competition was observable, which gave a tone to the market in general, and led to the improvement reported. Of East India the sales, by private contract, have been 30,300 bags clayed Manila duty 8s. at 29s., duty 9s. 7d. at 30s. to 30s. 6d., and 9,300 Muscovade Manila, at 25s. to 25s. 6d. per cwt. No East India has been brought forward at the auctions.

SPICES.—Cinnamon: The following are the quotations for Ceylon.—1st quality, 1s. 9d. to 2s. 9d. per lb.: 2nd, 1s. 5d. to 2s. 6d.; 3rd, 1s. 3d. to 2s. 1d.; 4th and Jungle, 10d. to 1s. 8d. Market firm, and the bulk of 81 bales at auction sold at fully previous value. Mace: At auction 3 cases Singapore sold at 1s. 10d. per lb. for dull red; and 9 cases Batavia, two-thirds sold at 1s. 10d. similar quality. Nutmegs: Are again rather dearer, with moderate business privately; but of 13 cases Penang at auction, only one sold at 2s. 2d. per lb. for very good medium.

SAPANWOOD.—The market is steady, and of 57 tons Ceylon at auction one-third sold at £9 15s. to £10 15s. per ton.

TERRA JAPONICA.—Large supplies have reduced quotations, and of 1,705 cases, and 1,535 bags Pegue at auction, more than half sold at 31s. 6d. to 35s. per cwt. for middling to very good, and 35s. 6d. to 36s. 6d. for a few boxes of fine red.

TIN.—This market has been subject to considerable excitement; strong demand and large operations caused a further advance in prices of fully £2 per ton; one-half of this rise was subsequently lost, but the market closes very firm. Latest quotations: Banca £93 per ton cash; Straits £89 per ton cash; and for arrival £90.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £84 per ton; yellow metal, 7d. to 7¾d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; sheet, £20 15s.; spelter, £21 to £21 5s.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s., in bottles of 75 lbs. each.

The following is from the circular of Messrs. French and Smith:—Since our last monthly circular a decided improvement in the trade has been experienced, with some advance in prices.

IRON.—Scotch Pig has advanced to 55s. No. 1 ordinary brands. Warrants, 54s. For Welsh the demand is steady. Staffordshire is in good demand for shipment to the East.

COPPER during the last fortnight has become much firmer. Chili Bars have realised £73 spot, which is to-day's price, and to arrive £75 has been paid. There is also improvement in English qualities. Ores have advanced from 14s. per cwt. to £14 10s., which is about the present value. Burra £85; Wallaroo £84; English Tough £80 to £81.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton rom the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£62,375
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	61,103
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,403

MANCHESTER MARKETS.

Prices continue in favour of buyers. Quotations are:—Grey Shirtings, 7 lbs., 8s. to 8s. 6d.; 8½ lbs., 10s. 6d. to 10s. 9d.; Cotton Yarn, Nos. 16-24, 1s. 2d. to 1s. 3d.; Nos. 28-32, 1s. 3d. to 1s. 4d.; Maddapollams, 3s. 9d.; Long Cloths, 10s.; T-Cloths, 6s. 3d.; White Spot Shirtings, 11s.; Damasks, 21s.

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Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug 12	Elsabea	Kohn	Nagasaki	New York.
— 23	Germania	—	Rangoon	Off Falmouth.
— 22	Anna	Bok	Batavia	Brouwershaven.
— 26	Marie Eliza	Barreau	Colombo	London.
— 26	Acacia	Martin	Macao, &c.	Do.
— 25	Natolia	Oakden	Akyab	Deal.
— 26	Empress	Stronach	Colombo	Do.
— 26	Rota	Hauschell	Batavia	Off Dungeness.
— 28	Palmyra	Buckley	Rangoon	Falmouth.
—	Ocean Home	Hutchinson	Do.	Queenstown.
— 29	Thames	Clarke	Bassein	Falmouth.
— 28	Courier	Le Gros	Do.	Off Do.
— 28	Typhon	Jensen	Rangoon	Do.
— 27	Frances	Hill	Colombo	Off Salcombe.
— 29	M. M. Jones	Thomas	Rangoon	Off Falmouth.
— 27	Trevanion	Werry	Bassein	Brouwershaven
— 29	Cornelia	Bandgaard	Akyab	Falmouth.
— 29	Hertha	Schrieber	Rangoon	Off Do.
— 29	Annie Fleming	Watson	Akyab	Falmouth.
— 29	Dhollerah	Starkey	Do.	Do.
— 27	Louis de Geer	Dannberg	Rangoon	Bremen.
— 31	Boyne	Jones	Colombo	Deal.
— 30	Verdandi	Lofquist	Sourabaya	Falmouth.
— 31	Albert the Good	Fraser	Bassein	Do.
— 28	Tjilingsie	Ouwehand	Batavia	Texel.
— 26	Robertus Hendrikus	Mulder	Do.	Belle Isle.
— 14	Nieman	Beckwith	Macao	Havana.
— 17	Dresden	Caulfield	Singapore	Boston.
Sept. 2	Hugh Fortescue	Periam	Canton, &c.	London.
— 2	Vanguard	Scott	Shanghai	Do.
— 3	Ajax (s.)	Kidd	China	Gravesend.
Aug 29	Ida	Tatlock	Colombo	Off Plymouth.
Sept. 1	Thomas Lord	Preble	Akyab	Falmouth.
Aug 31	Friesland	Sipkes	Rangoon	Off Do.
— 31	Astrea	Colvin	Do.	Off Queenstown.
July 30	Sea Foam	De Freitas	C. de Verds & Batavia	Rio de Janeiro.
Sept. 1	Pembrokeshire	Jackson	Rangoon	Falmouth.
Aug 30	John Banfield	Bastian	Akyab	Scilly.
— 31	Germania	Hohorst	Rangoon	Bremen.
Sept. 4	Perle	Feddersen	Do.	Off Falmouth.
— 5	Montrose	—	Java	Deal.
— 1	Stad Leyden	v. d. Pol	Batavia	Off Dungeness.
— 4	Queen's Own	Snowdon	Rangoon	Falmouth.
— 3	Golden Pledge	Morris	Bassein	Queenstown.
—	Thos. Hamlin	—	Rangoon	Do.
— 5	Mayflower	Otty	Colombo	Deal.
— 5	Tangier	Owens	Rangoon	Queenstown.
— 3	Anna Maria	—	Do.	Off the Lizard.
—	Wennington	—	Akyab	Queenstown.
— 8	Louis C.	Christien	Colombo	Marseilles
— 7	Prince Oscar	—	Akyab	Downs.
— 7	Silver Cloud	Atkinson	Colombo	Do.
— 6	Cora Linn	—	Akyab	Off Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug 24	Sir Jamsetjee Family	Cobb	Shanghai	London.
— 24	Pampero	Morrice	Yokohama & Nagasaki	Do.
— 24	Peeress	Tilmouth	Colombo & Calcutta	Do.
— 24	Harkaway	Cottier	Do.	Do.
— 24	Clyde	Howes	Do.	Do.
— 24	Chae-Sze	Shewan	Hong Kong & Canton	Do.
—	Maria Sarah	Pot	Padang	Rotterdam.
— 23	Dunloe	Batten	Galle	Cardiff.
— 16	Jacoba	Ryken	Batavia	Shields.
— 26	Ernesto Parodi	Dall'Orso	Cardiff and Galle	London.
— 24	Vulcan (s.s.)	Voss	Nagasaki	Cardiff.
— 24	Ocean Spray	Miller	Hong Kong	Do.
— 24	Crested Wave	Renouf	Singapore	Do.
— 7	Alta Gracia	Landa	Hong Kong	Havana.
— 22	Runnymede	Brymner	Yokohama	Glasgow.
July 16	Frederica	Nicaise	Amoy	Callao.
Aug 28	Sea Snake	Rostrup	Sunderland & Colombo	London.
— 27	Mermaid	Tyson	Shanghai	Liverpool.
— 30	Chaturanga		Penang	London.
—	Holland	Hardy	Batavia	Amsterdam.
— 31	Hinda (s.)	Swainson	Japan	Falmouth.*
— 31	Maria Regina	Ouwehand	Sourabaya	Liverpool.
— 31	Lancastria	Longman	Sing pore	Do.
— 30	Blair Athol		Galle	Shields.
— 31	Foochoo	Beale	Singapore	Sunderland.
— 29	Margaret Falconer	Cameron	Penang	Glasgow.
— 4	Gica	Santos	Macao	Rio Janeiro.
—	Pudel (Hambr. barq.)		Singapore	Hamburg.
— 30	County of Bute	Battersby	Batavia, &c.	Glasgow.
Sept. 3	Thames	Arnold	Colombo	London.
—	Samarang	Groot	Sourabaya	Newcastle.
— 2	Sparkler	Miller	Singapore	Cardiff.
—	Meggie		Do.	Newcastle.
Aug 31	Jane Anna	Thompson	Galle	Newport.
Sept. 1	Anna Sophia		Batavia	Penarth.
— 1	Sunrise (s.s.)	Buchan	Hong Kong	Glasgow.
— 5	General Havelock	Lawse	Cardiff and Shanghai	London.
—	Josephine Bernardine	Willemsen	Batavia	Amsterdam.
—	Christina Maria	De Veer	Do.	Do.
—	Maria	Beesthorst	Do.	Rotterdam.
—	President Benson	Nidscheim	Do.	Do.
—	Nestor (Dutch ship)		Do.	Do.
— 6	Anne Laity Banfield	Sherris	Nwprt. & Hong Kong	London.
— 4	Andreas		Shanghai	Penarth.
— 3	Rosa del Turia	Vinio	Manila	Glasgow.

* After repairing.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, Rifleman. For Yokohama and Nagasaki: Broadwater. For Shanghai: Lahloo, Spindrift, Elizabeth, A. Oliver, Devana. For Hong Kong: Carmarthenshire, Channel Queen. For Hong Kong and Canton: Avon, Albert Victor. For Manila: Aureliana. For Singapore and Penang: Queen of Ceylon, Anne Dymes. For Singapore: James Paton, Eastern Star. For Batavia and Sourabaya: Couranto, Herzogin von Brabant. For Penang: Roska. For Colombo: Seafield, Palestine, Granville, Boyne. For Galle: Mount Stuart Elphinstone, Colgrain. For Galle and Shanghai: White Eagle.

At LIVERPOOL.—For Yokohama: Recife. For Hong Kong: Arab. For Shanghai: Emily Flynn. For Singapore: Prince Arthur, Harvest Home. For Manila: Olano, Feliz, Jesus, Mary Warren, Bilbaina, Abnegacion. For Sourabaya: Fagel. For Batavia and Sourabaya: Emma. For Cheribon and Sourabaya: Anthony v. Hoboken. For Galle and Rangoon: Marion. For Galle: Woodville. For Java: Macassa.

At GLASGOW.—For Manila: Manuel. For Samarang: Spiers. For Singapore: Ultra. For Singapore and Penang: Kate Carnie.

At GREENOCK.—For Singapore: Egmont and Hoorn. For Hong Kong: Nina.

SPOKEN.

SCOTLAND, Tyne to Galle, July 20, 9 N., 24 W.
HERMAN DE RUYTER, Amsterdam to S'rang., Aug. 14, 46 N., 12 W.
FRANCINA WILLEMINA, Sunderland to Batavia, Aug. 16, 48 N., 7 W.
ROBERTUS HENDRIKUS, Sourabaya to Rtdm., Aug. 12, 42 N., 29 W.
OCEAN HOME (ship), for Shanghai, July 14, 13 N., 26 W.
PASAROEANG, Amsterdam to Batavia, July 31, 12 N., 27 W.
JAS. SHEPHERD, London to Shanghai, Aug. 2, 13 N., 29 W.
GLENAROS, for Shanghai, July 28, 6 N., 26 W.
VANGUARD, Shanghai to London, Aug. 3, lat. 16, long. 27 W.
ISABELLA, Cardiff to Singapore, July 16.
CASTLETON, Liverpool to Japan, July 13, 6 N., 23 W.
IDA, from Ceylon, Aug. 3, 13 N., 25 W.
STAD LEYDEN, Batavia to Amsterdam, Aug. 16, 57 (? 37) N., 41 W.
HONIGBY, Batavia to Amsterdam, July 1, 33 S., 80 E.
NOORD BRABANT, Amsterdam to Batavia, July 29, 9 N., 26 W.
FORTUNA, Cardiff to Shanghai, in the Straits of Sunda.
NAZARENO, Shields to Shanghai, July 19, 3 N., 27 W.
DRYDEN, Swansea to China, July 7, 9 S., 25 W.
NIEUWKLAND, Cardiff to Sourabaya, Aug. 15, 46 N., 12 W.
OUR QUEEN, L'pool. to St. Jean d'Acre (? Shanghai), July 5, 22 S., 31 W.
ANNA DIGNA, Rotterdam to Batavia, May 22, 25 N., 23 W.
FLORENCE NIGHTINGALE, London to Singapore, July 31, 10 N., 25 W.
COUNTY OF AYR (?) (barque), Colombo to London, Aug. 4, 33 N., 38 W.
VALETTA, Foochow to New York, April 8, 29 S., 45 E.
CONSTITUTION, Colombo to London, June 8, 3 N., 24 W.
EDDYSTONE, Cardiff to Galle, June 13, 7 S., 30 W.
JOHANNA HENDRIKA, Sourabaya to Amsterdam, Aug. 28, 49 N., 17 W.
HINDOSTAN, Bordeaux to Batavia, 23 S., 104 E.
BENGALEE, Marseilles to China, Aug. 4, 13 N., 27 W.
WINDSOR CASTLE, Newcastle to Sourabaya, Sept. 1, 49 N., 8 W.
HELEN'S BANK, London to Penang, Aug. 19, 46 N., 9 W.
KINDERDYK, Batavia to Amsterdam, July 26, 14 S., 9 W.

FREIGHTS AND CHARTERS.

In outward freights to the eastern ports previous quotations are well maintained; we have no change to note in coal freights from the northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear of Tyne per keel.—For Hong Kong: £46. For Singapore: £36. For Shanghai: £55. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 2s. For Singapore: £1 13s. For Shanghai: £2 12s. 6 l. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance of 1 ton, meast., weighing machine, 9 tons, meast., carriages, &c., and 8 tons small arm ammunition from the Thames to Hong Kong.

CASUALTIES.

The Panama (American ship), Soule, from Bangkok to Queenstown with rice, put in at Bahia, Aug. 4, leaky, with eight feet of water in her hold; the advices, dated Aug. 17, stated she was then discharging, and that about three-fourths of her cargo was found to be damaged.

The Almonde, Pyl, arrived at Rotterdam, reports having spoken the ship Jane Pore (? Juanpore), from London to Shanghai, which vessel reported having experienced heavy weather, May 27, in lat. 38 S., lon. 40 E., during which she shipped a sea which carried over master and two men, who were drowned.

The Salatiga, from Batavia, to Rotterdam, arrived at Algoa Bay, July 25, leaky and for repairs.

The Krimpenerwaard, from Batavia, to Holland, was towed into Algoa Bay by the Celt (s.), July 24, leaky, and would have to repair.

The Saturnus, Diedrich, from Hamburg to Shanghai, which arrived off Margate, Sept. 3, had struck on the Long Sand, but got off after throwing overboard 3,000 barrels of powder, 800 of which have been picked up and landed at Brightlingsea.

The St. Jan, from Batavia, to Schiedam, arrived at Simon's Bay, July 31, with damage to rudder, bulwarks, &c.

MISCELLANEOUS.

At St. Vincent, C.V., Aug. 2, Osaca (s.), Maddison, from London, and left 4th for Yokohama.

At Simon's Bay, July 31, St. Jan, from Batavia, for Schiedam.

At Algoa Bay, July 24, Krimpenerwaard, from Batavia, for Holland; 25, Salatiga, from Batavia, for Rotterdam.

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PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful entrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenter's Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

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BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

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Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	50,000,000	... £2,000,000
To be paid up Sept. 15, 1867		10,000,000	... £400,000
Do. Mar. 15, 1868		10,000,000	... £400,000
Do. Sept. 15, 1868		10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion.

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SUB-MANAGER.—Theod. Dromel.

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The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

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The 1s. Bottle makes Two Quarts.

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This preparation produces Extemporaneous Ink of the finest quality in one minute with cold water, and instantly with hot water, by simple solution as salt or sugar. Sold in packets 1d. each, and in glass bottles 1s. each. Sample free, per post, for two stamps. Sold by all Stationers, Wholesale, 37, Red Lion-square, and 3, Cheapside, London

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By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill.

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ROBERT C. LAMBERT.

London, 1st June, 1867.

THE Undersigned have this day Established as GENERAL COMMISSION AGENTS, under the Firm of LAMBERT, WHYTE, and CO.

ROBERT C. LAMBERT,
W. A. WHYTE.

London, 9, Mincing-lane,
1st June, 1867.

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The last issue (No. 58) contains, amongst other matters,—

DE LA LITTERATURE ARAMEENNE; par Munk de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon)

ORAISON FUNEBRE, TRADUITE DU COCHIN-CHINOIS; par Truong-vinh-ky.

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HARMONIUMS

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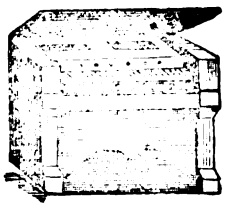

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CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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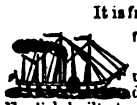

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

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And at Panama by the steamers of the
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West India and Pacific Line, leaving Liverpool 5th and 20th of every month.
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Do.	Taitsing	A1 14 yr.	W.I.D.	With des.
Do.	Desana	A1 13 pr.	E.I.D.	With des.
Hong Kong ...	Carmarthnsh.	A1 14 yr.	W.I.D.	With des.
Do.	Serica	A1 13 pr.	W.I.D.	With des.
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Kanagawa and Nagasaki ...	Evelyn	A1 13 yr.	W.I.D.	With des.

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Ditto	Min.....	A1 13 yr.	E.I.D.	To fol.
Hong Koug & Whampoa ...	Avon	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Fiery Cross .	A1 13 yr.	E.I.D.	To fol.
Ditto	Sir Lancelot	A1 14 yr.	W.I.D.	To fol.
Yokohama	Rifleman.....	A1 13 yr.	E.I.D.	With des.
Ditto	Eliza Shaw...	A1 15 yr.	W.I.D.	To fol.
Singapore and Penang	Anne Dymes	A1 13 yr.	W.I.D.	With des.

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Bombay ...	Pegasus.....	1183	A1 7 yrs.	E.I.D.	Sep. 20
Colombo ...	Seafield ...	616	A 1 10 yrs.	W.I.D.	Sep. 14
Colombo ...	Granville ...	602	A 1 15 yrs.	W.I.D.	To fol.
Colombo ...	Spr. of the N.	671	A1 10 yrs.	W.I.D.	To fol.
MalabrCst.	Star of the Mersey ...				Sep. 20
Aden	NewBrunsk.	499	A1	Tyne	To fol.

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Regular line of Packet Ship.
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FOR HONG KONG and WHAMPOA, the nearly new clipper-ship ALBERT VICTOR, A 1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander: lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

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FOR SHANGHAI, the splendid clipper ship, MAITLAND, A1 12 years, 799 tons register, WILLIAM COULSON, Commander; to load in the East India Docks. This vessel has proved herself to be equal to the fastest of the clippers; will be despatched in twenty days after arrival from Foo-Choo.

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Has a large portion of her cargo engaged, and will meet with quick despatch.

DIRECT for MANGALORE, Cannanore, Calicut, and Cochin, the fine, fast-sailing British ship, STAR OF THE MERSEY, A1, 254 tons register; E. THOMAS, Commander; London Docks. This magnificent clipper, built under special survey in 1863, is strongly recommended to shippers of fine and season goods.

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To sail August.

DIRECT for COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

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A regular trader. To follow the "Seafield."

DIRECT for COLOMBO, the splendid British-built ship, GRANVILLE, A1 15 years, 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, well known in the Ceylon trade, offers a most desirable opportunity to shippers of fine goods.

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COLOMBO DIRECT (to follow the "Thames"), the clipper PALESTINE, AA1, 608 tons register; T. PARK, Commander; loading in the West India Dock. Has unrivalled accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard,; and for Freight or Passage to F. TALLACK, 23, Birchin-lane, E.C.

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FOR BOMBAY DIRECT, the fine British-built clipper-ship PEGASUS, A1 (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, is confidently recommended to shippers, and has a great portion of her cargo engaged.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

LINE of PACKETS for YOKOHAMA, Japan.—To meet the wishes of several shippers the vessel is detained till the 10th proximo, when she will positively be despatched. Loading in Salthouse Dock, Liverpool, the splendid iron clipper barque RECIFE, 465 tons, A1 at Lloyd's for 12 years, and 20 years in the Liverpool book. Sails very fast, is well known in the trade, and as a conveyance for fine goods cannot be surpassed.

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THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, September 10, 1867.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 257.] LONDON, THURSDAY, SEPT. 12, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	May 17	July 10	July 13
Nagasaki			July 18
Hakodadi			
CHINA—Peking			July 10
Tien-tsin			July 13
Chefoo			July 18
New-chwang			
Hankow			July 18
Kiu-kiang			July 19
Chin-kiang			
Shanghai	June 10	July 22	July 23
Ningpo			
Foo-Chow			
Formosa—Tamsuy			July 25
Amoy			
Swatow			
Hong Kong	June 17	July 26	July 29
Canton			
Macao			
PHILIPPINES— Manila	May 27	July 10	July 21
COCHIN-CHINA— Saigon			
SIAM—Bangkok			July 29
BORNEO—Labuan			July 17
Sarawak			
JAVA— Batavia			July 28
MALACCA STRAITS— Singapore	June 26	July 27	Aug. 7
Penang	" "	July 25	Aug. 9

The next inward mails are due on the 28th inst. A notice in another column shows that the outward mails of 26th August were detained at Suez. Telegrams from Japan to 26th August, via San Francisco, are due on the 14th inst., and from Hong Kong, per French Mail, to 25th August (via Galle) on the same day.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Said, arrived at Marseilles 8th Sept.—From Yokohama: Messrs. Walker, Morrison, Funnet, and three Japanese officers. From Shanghai: Messrs. Jackson, Despard, and Wahon. From Hong Kong: Messrs. Guerin and Schelhass, Westall, Beck, Stewart, and Nissen. From Batavia: Messrs. Schakher, Frolke, Andre, Van Eyk, Segelberg, Van Vetten, Traan, Tauton, R. Paillard, B. Paillard, and Steinitz, Mr. Kohman and family (four), Mr. Larentz and two children. From Saigon: Messrs. Sorbe, Lafour, Laage, Villemoz, Auzias, Zattand, and Jung, Mdlles. Eulalie and Therese. From Singapore: Messrs. Read and Mesmakers. From Galle: Messrs. Schultze, Kelly, and Rayband.

By this mail, to Marseilles, per P. and O. steamer Ceylon, arrived Sept. 10.—From Galle: Lieut. Randall, Mr. Cheyne, Mr. Cocq, Mrs. Bawa and two children, Mr. Fenwick, Mr. Mills. From Singapore: Capt. Bell, Mr. J. Higgins, Mr. and Mrs. Vanderberg. From Shanghai: Mr. Wright. From Hong Kong: Mr. T. Andrews, Mr. McClean, Mr. Ede, Mr. Kindersley, Mr. Heaton, Mr. Walkinshaw, Mr. Conders, Mr. Charles de Vera, Rev. Carlo Uhede, Mr. J. Veras, Rev. F. Gotor, Mr. McCallan, Mr. Dalrymple, Mr. Kean, Mr. and Mrs. Pollard, Mr. H. B. Gibb.

To Gibraltar.—From Hong Kong: Mons. R. Rubion.

To Suez.—From Hong Kong: Mr. B. Lotz, Mr. F. Kitching, Mr. H. Algar.

To Southampton, per P. and O. steamer Tanjore, expected to arrive Sept. 18.—From Galle: Ensign Ross, Lieut. Shirley, Lieut. Fisher, Mr. Bomgan. From Singapore: Mr. and Mrs. Milne and child, Capt. and Mrs. Janssen, Capt. R. Webber. From Hong Kong: Mr. Odell, Mr. Roche, Mrs. Coventry, Mr. R. F. Frazell, Mr. Mortimer (remained in Egypt), Dr. Morgan, Mr. Jones, Mr. Firman. From Yokohama: Mr. Richards.

By last mail, to Marseilles, per P. and O. steamer Delta, arrived Aug. 26.—From Hong Kong: Hon. Mr. Paunceforte, Mrs. Paunceforte and child, Miss Cubitt.

By last Bombay mail, to Southampton, per P. and O. steamer Bangalore, arrived Sept. 7.—From Ceylon: Mr. Gower. From Hong Kong: Capt. Aplin.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates are down to the morning of the 23rd July. The P. and O. mail of 10th June arrived out on the 22nd July with telegrams to the 26th June; but dates to the 25th had been received some days in advance *via* Kiachta. Since the departure of the French mail nothing of importance had transpired. The case of Mackellar and Co. continued to be canvassed, and the following extract from the *Recorder* describes the scene at the Consulate noticed in our last:—

From Mackellar and Co.'s failure have sprung complications which threaten very serious consequences unless his Serene Excellency, the Taoutai of Hankow, withdraws his threats and apologises to the merchants for his recent proclamation forbidding all Chinese from selling to the foreign merchants unless for sycee on delivery. Our Chamber of Commerce have held a spirited meeting, and the Consuls will present a solid front when appealed to. In connection with the affairs of the old house another difficulty has arisen, such as in the old China days, before England changed her policy, would have led ere this to another war, if ample indemnity for the future had not been promised. It seems that a gentleman from a Shanghai house, with whom Mackellar and Co. had large connections, happened to be at Hankow, and the Honan teamen, exasperated by their late losses, demanded without the slightest reserve that he should be arrested. This Mr. Gibson, H.B.M. Acting Consul, very properly declined to do, as there was not the shadow of a proof that he had done anything of a criminal nature. The Chinese, numbering seventy to eighty, attacked H.B.M. Consul in his own judicial hall! They knew perfectly well who he was, as he was in full uniform. Mr. Gibson is still suffering from an arrow wound he received near Tientsin in 1863, while putting down an insurrection against the Imperial Government; and yet these wretches struck him in his enfeebled state, one levelling a blow at his heart, and two other miserable scoundrels striking him from behind. The Tingchais (messengers) of the Consulate, like abject cowards, did not lift a finger in their master's defence; the constable was absent, and not until Mr. Allen, the assistant, returned were the two gentlemen able to drive off their cowardly assailants. Here we see a representative of Her Britannic Majesty attacked in open day in his hall of office by men who have hitherto been looked upon as terribly in dread of the foreigner. The blow levelled at the British Consul at Hankow is a blow hurled, not only at all the Consuls of all the Treaty Powers, but it is an insult planted full in the face of every subject or citizen of each and every treaty Power, and it is an outrage that ought to be dearly atoned for.

The following on Lyall, Still, and Co.'s affairs is from the *Court and Consular Gazette*:—

"The report of the termination of the bankruptcy proceedings in the case of the firm of Lyall, Still, and Co., of Hong Kong, is pregnant with matter for reflection. The compliments which the Chief Justice, the official assignee, the bar, and the secured creditors all united to pay to the bankrupts were, we have no doubt, sincere; but what the particular conduct of the latter may have been to have given rise to them we have not the faintest conception, unless, indeed, the charmingly clean appearance of the bankrupts' books elicited these marks of approval. We decline to echo the word 'satisfactory,' used by the bench, the bar, the assignees, Messrs. Jardine's bookkeeper, and by the creditors, because we fail to appreciate the applicability of the expression to the books of a merchant which show a deficiency of $635,935, against assets of $6,054 in unrealised, and perhaps unrealisable property, and $2,000 in cash. If this is the Hong Kong notion of what amounts to 'satisfactory,' we are afraid that the credit of that little gem of the Southern Seas will not stand very high for the future in English or foreign markets.

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"We have no wish or desire to make the downfall of the house of Lyall, Still, and Co. more painful to the partners and those connected with them than it is likely to prove. They have lost all, and some of them at least are of an age when it is weary, heart-breaking work to struggle against the difficulties of an attempt to begin the world again; but in the interests of commercial morality we must protest against the dictum of the learned Chief Justice when he granted the discharge of the bankrupts, to the effect that want of prudence in China was a very different thing to want of prudence in England. We confess that we are unable to recognise any distinction between the two. But is it simply want of prudence that brought the firm of Lyall, Still, and Co. into bankruptcy? It is true we are told that the report of the official assignee was most satisfactory, but in what particulars it was so the newspaper report is silent. It would have been interesting to know up to what date the books of the firm showed a balance to its credit, or the last date at which it was actually solvent. There is no mention of the private drafts on the firm, or of the private expenditure of its different members; and above all there is no explanation afforded of the reasons by which Mr. Maclean justified to himself the handing over to the creditors of the firm the property of their English constituents to satisfy clamourous bank managers, when he knew that the proceeds of this property was to be specifically remitted to England to meet the bills drawn in respect of it. As between the firm of Lyall, Still, and Co. and their Manchester friends at least, we may from the recent case decided in the Supreme Court of Hong Kong conclude this was the understanding upon which the goods were entrusted to their care and sent out from England, and it is not very easy to understand how the conduct of the bankrupts was in this respect satisfactory. We are at all times inclined to think that complimentary expressions to litigants from the bench are uncalled for; but they are peculiarly so in a case like that under our consideration. We have no right to presume, after the evidence offered by the parties in the '*Min*' case, that Mr. Maclean did not know when he handed over the bills of lading of the Manchester goods in the bank that they were not the goods of his firm, because the presumption is that he knew perfectly well they were not; and if this presumption is well founded then Mr. Maclean was wrong, no matter the pressure to which he was exposed, in parting with the goods of A to pay B, and he was not therefore entitled to the panegyrics so lavishly bestowed upon him and his firm on the occasion of the grant of his discharge."

The premises of the Agra Bank are offered for sale or rental.

Mr. Alabaster has collated a series of interesting notes upon Chinese commercial law, both as it may affect transactions with foreigners and as relating solely to the Chinese themselves. It is singular, however, that while Chinese law is extremely full in criminal matters, "numerous collections of cases rendering it an easy matter for a judge to decide on almost any variety of circumstances that may come before him, the same care does not appear to have been bestowed upon the common law." And naturally where the law is thus meagre as a whole, it is specially so in those matters which bear more particularly on transactions between Chinese and foreigners, in which we are most interested. Indeed, it is doubtful, Mr. Alabaster says, whether there be "anything equivalent to our common law in England; for although the judges profess to be guided by certain principles of justice, decisions are greatly affected by local custom, and even more so by the particular circumstances of the case under consideration, such decision standing entirely by itself, and not, as in Europe, professing to form a portion of one harmonious system." The present notes bearing upon the subject are therefore offered as the nucleus of a volume, which it may be hoped, others will enlarge and complete.

In an action by Lowe, Crawford and Co. against A. Campbell for $591 for goods sold and delivered judgment was given for the plaintiffs.

In the Bankruptcy Court before Mr. Goodwin, *in re* C. Treasure Jones adjudged bankrupt on his own petition, filed in the Court at Amoy on the 13th of May and on the 29th May it was ordered by that Court that this bankruptcy be prosecuted in the Supreme Court. Dr. Winchester claimed $1,200, originally secured by mortgage in favour of E. F. Duncanson, and by him assigned to the claimant—admitted. Farr and Co. claimed on promissory note dated Oct. 15th, $229,—admitted. W. H. Tapp claimed Tls. 1,750 on a judgment debt—admitted. The meeting adjourned to the 19th September.

In re Maitland, Bush, and Co., adjudged bankrupts on their own petition, filed in the Court at Newchwang on the 28th day of August, 1866. Presentation of the petition removed to the Supreme Court by order dated 29th day of June, 1867. The bankrupts both appeared and surrendered. The allowance of 150 taels per month for Mr. Bush was confirmed by the creditors present. Mr. Booth suggested the desirability of the matter being taken out of bankruptcy; and this being approved by the creditors present at the time the proposal was made (some had left previously), the Court decided to refer the question whether this proposal could be acted upon under the 10th section of the Act to the Chief Judge. Failing this being carried out, the meeting was adjourned to August 15.

From the following notification it appears that a special application has been made to the Court by the partners in Shanghai of Messrs. Dent and Co., independently of Hong Kong:—

"Shanghai, 11th July, 1867.

"Whereas a petition for an adjudication of bankruptcy was, on the 9th day of July, 1867, filed in Her Britannic Majesty's Supreme Court for China and Japan at Shanghai, by Alexander Turing and Hans Peter Hanssen, under which John Dent, Francis Chomley, Henry William Dent, Alexander Turing aforesaid, and Hans Peter Hanssen aforesaid, lately trading in copartnership at Shanghai and elsewhere in China and Japan within the jurisdiction of this Court, under the style or firm of Dent and Company, have been adjudged bankrupt.

"Notice is hereby given John Dent, Francis Chomley, Henry William Dent, Alexander Turing, and Hans Peter Hanssen that they are hereby required to surrender themselves to Charles Wycliffe Goodwin, Esq., registrar in bankruptcy, at the first meeting of creditors to be held before the said registrar, on Monday, the 23rd day of September, at eleven o'clock in the forenoon precisely, at Shanghai aforesaid, and also to the court at the public sitting to be appointed by the court for the said bankrupts to pass their last examination, of which sitting due notice will be given. At the first meeting of creditors the registrar will receive the proofs of the debts of the creditors, and the creditors may choose an assignee or assignees of the bankrupts' estate and effects. At the public sitting proofs of debts of creditors will also be received, and the bankrupts will be required to submit themselves to be examined and to make a full disclosure of all their estates and effects, and to finish their examination.

"Notice is also hereby given to all persons indebted to the said bankrupts or that have any of their effects not to deliver the same, but to R. A. Mowat, Esq., acting law secretary, whom the court has appointed official assignee.

The circular of Messrs. Fogg and Co. states:—

Business is now more than usually depressed, and sales of any class of merchandise hard to effect. A large number of Chinese shopkeepers have been compelled to sell out their stocks for want of business, and prospects for a large trade are not bright. We quote, in most instances, asking prices, but sales at auction are only made with large loss. A few invoices oilman's stores have been offered at auction, and in most cases sold without reserve, realising losses to shippers. Stocks are now, however, becoming lighter, and we are in hopes of an improvement soon. Most of the stores at present on the market are now held by the original importers, and are held for invoice cost.

The following mercantile notices have been issued:—

We, the undersigned, have re-established ourselves from the 1st July as merchants and commission agents at this port, under the name and style of Dow and Co.—James Dow, James H. Wright, Wm. S. Maclean.

We have opened a branch of our business at Hankow, under the name and style of Dow, Aitken and Co., in which Mr. James Aitken is a partner.—Dow and Co.

Mr. Charlton Conyers Rainbow has this day been admitted a partner in our firm, which will in future be carried on under the style and firm of Evans and Rainbow.—J. H. Evans and Co.

HONG KONG.

The present mail brings dates down to the 29th July. The French mail of the 17th June arrived out on the 27th July, with telegrams to the 6th. The gambling licence was the chief topic of interest. Our correspondent, in his letter of 23rd July, published in our issue of the 10th, has condemned the measure freely, but according to the *Daily Press* the majority of the community is in favour of the measure. The following remonstrance has been addressed to the Governor by the gentlemen connected with the London Missionary Society, which, it is asserted, contains grave misstatements. We subjoin the documents in question that our readers may judge the matter:—

London Mission House, Hong Kong,
24th July, 1867.

SIR,—After the recent interview of Messrs. Warren, Morris, and Turner, with your Excellency, when you were so good as to listen to some arguments against the proposed system of licensing gambling houses in this colony, and you intimated your intention of putting that system into operation; we desire respectfully to lay before your Excellency the following objections, to which we venture to beg your earnest consideration.

We object to, and feel in conscience bound to protest against, this scheme, for the following reasons:—

1. Because it has been introduced in an underhand, and un-English way.

It is included in an Ordinance for "the Maintenance of Order and Cleanliness," a title under which no one would look for such a measure.

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The clause affecting gambling is worded ambiguously; but any plain honest man would interpret it as meaning the very contrary to licensing the evil. It looks as if every care had been taken to blindfold the public on this subject. There has been no opportunity of eliciting public opinion here; no opportunity of memorialising the home Government in opposition to it.

2. Because licensing gambling houses will certainly lead to a large increase in gambling.

The fear of the law, which is now a partial check, will be removed. The publicity of the licensed houses will ensnare many, who do not now go out of their way to search for them. Sailors, and other Europeans, will be tempted into them. The proprietors will surround the "hells" with every attraction. But argument is needless here. The bare mention of the vast sum offered, and it is said, accepted for the licence, indicates an immense increase of gambling.

3. Because licensing gambling houses will never lead to the "ultimate suppression" of the vice.

To pretend the contrary would be the most barefaced hypocrisy. Every one who argues for the licensing, your Excellency included, does so on the ground that suppression is hopeless. The licensing will bring a large revenue which the Government will not easily resign. But if at any time the Government does withdraw the licences, the illegal gambling will then be harder to put down than ever. Yet by your own ordinance, your Excellency is pledged to aim at the "ultimate suppression" of gambling!

4. We believe that a large proportion of the Chinese population of this place are opposed to this measure. Its introduction will have a seriously demoralising effect on the Chinese resident in the colony.

5. Gambling is at present equally illegal by British and by Chinese law, in every part of the two empires. Only last year the Governor of Canton took stringent measures for the suppression of gambling in that city. The proposed measure will degrade both our civilisation and our Christianity in the eyes of the Chinese people.

6. We believe that the Government has no right to countenance and sanction vice.

By licensing gambling houses the Government will not only do this, but will actually protect and patronise that class of sharpers who make gambling their regular profession, and live by preying on the community, and (which is still worse) will itself take a share of their ill-gotten gains.

For the above reasons we are compelled, though with much personal reluctance, to enter our solemn protest against this proceeding. We again thank your Excellency for the patient hearing you gave to arguments opposed to your policy; and are sorry to be constrained to announce to you that we cannot but take every possible measure, both here and in England, to obtain the reversal of this scheme.—We are, with great respect, your Excellency's obedient humble servants,

(Signed) CHARLES J. WARREN, C.M.S.
JOHN PIPER.
RUDOLPH LECHLER.
JACOB LOERCHER.
DAVID B. MORRIS.
F. S. TURNER.

(REPLY.)

Colonial Secretary's Office, Hong Kong, 29th July, 1867.

GENTLEMEN,—1. I am instructed by his Excellency Sir Richard Graves MacDonnell to say that pressure of business has prevented his earlier acknowledging receipt of your letter of the 24th inst.

2. His Excellency is obliged to you for bringing before him once more your reasons for condemning the policy of licensing gambling houses in this colony. At the same time he cannot help remembering that three of your number, at a recent interview, quite failed to give any satisfactory answer to his arguments in favour of that policy, and appeared entirely unprepared with any suggestions to meet acknowledged existing evils.

3. The Governor does not feel called on again to discuss the question at length, but is bound to give a direct denial of your assertion that "the measure has been introduced in an underhand and un-English way." Such a statement is as untrue, as it is unreasonable to assert that a law for the "maintenance of order," is a title under which no one would look for such a measure,"—*i.e.*, for a measure designed to suppress illegal gambling—the present most fruitful source of disorders in the colony.

4. The Ordinance No. 8 of last year was introduced publicly in Council, discussed publicly before reporters of the press, and contained the very same words as the amended Ordinance passed on the 17th of last month, viz.: "to frame such rules and regulations and conditions, as may be deemed expedient for the total suppression, or in the meantime, for the better limitation and control of gambling in this colony."

5. The Ordinance of last year, like that of the present, contemplated if possible the suppression, and, failing that, the limitation and control of gambling. The Governor had then hopes that by increased exertions gambling could be put down, hopes which, after the greatest personal efforts, aided by equal exertions on the part of several officers of the police, he has been obliged to abandon, as he found the attempt only led to the continued corruption of the police on whose efficiency the security of the lives and property of the community mainly depends.

6. Those efforts, moreover, drove the incorrigible and numerous Chinese gamblers of the colony to resort to secret lairs, to live in a perpetual defiance of the law, and thus established numerous rendezvous of the worst classes, where nine-tenths of the burglaries and daring crimes perpetrated were planned.

7. His Excellency might of course have left matters in that state, which he presumes is what you would advise, or he might resort to the other alternative of the Ordinance for "the better limitation and control of gambling," which is the policy that he considers most consistent with his duty to maintain "order."

8. Last month the colonial press gave extensive publicity to the Governor's declaration in Council of his opinion that it would be wise to regulate what we could not suppress, and if publicity be un-English, and "calculated to blindfold the public," you will find it *in extenso* in the reported proceedings of the Legislative Council of the 17th ultimo.

9. His Excellency would have expected from the deep interest which you feel in the question that you would then have avowed your opinions. It may be a satisfaction to you, however, to know that members of Council, at least all the non-official members, so far back as the passing of the Ordinance last year, were well acquainted with and entirely approved of the alternative given to the Executive, if the suppression of gaming proved impossible. Such also is the opinion of the most experienced residents here, men whose opinions are entitled to equal weight with yours, for his Excellency presumes that you do not claim a monopoly of either sagacity or virtue.

10. You allude to the "large revenue" which gambling licences will bring in, and some of your number have published letters imputing to the Government the most sordid motives. Your imputing such motives, when disavowed by the Government, gives them neither truth nor even increased probability.

11. The Governor simply wishes to free gambling from its present illegality so far as to break up the gangs of illegal gamblers, whose cliques are now the schools and nurseries of crime, the continuance of which you advocate. He would do so if he saw his way to such a result, without adding a cent to the public treasury.

12. He cannot, however, make the Chinese aid in putting down illegal gambling otherwise than by rendering it essentially their interest to do so, nor can this be effected unless they have a large interest at stake with which illegal operations would interfere. The larger that interest, the greater and more effective must be their co-operation with the Government, and the more stringent the power of the latter to enforce obedience to its regulations, because that co-operation and obedience must be proportioned to the sums invested and risked by want of co-operation and disobedience.

13. Nevertheless, when the amount paid is sufficient for the above purpose, a point that can only be settled by experience, it is not desirable to increase it for mere purposes of revenue, and for that reason his Excellency has refused offers exceeding the amount accepted by more than $100,000. He will even be glad to find hereafter that a less sum than that now tendered will enable the Government to attain the principal legitimate objects sought, as above stated.

14. In this small colony, situated within a mile of the mainland, there has been between the latter and this island an interchange to and fro of 200,000 persons in the last six months, and his Excellency despairs of producing a moral impression against gaming on a community formed of such changing elements, and the individuals composing which are in the aggregate notoriously addicted to gaming.

15. He prefers addressing himself to the practical question of protecting property by suppressing meetings of illegal gamblers and retrieving the efficiency of the now corrupted police. He does not believe that vice ceases to exist when he shuts his eyes and refuses to see it—and if that, which is a sin of deeper dye, is, from the necessity of the case, submitted to regulated sanction with the approval of the wise and good in England, for the prevention of disease, his Excellency cannot admit the distinction, without a difference, which would forbid his endeavouring, with a view to the suppression of crime, to control that which was not illegal by English common law, and his not denounced as a sin by the sacred law.

16. He believes that under the new policy there will be more gaming, but by removal of its illegality the consequences will be far less pernicious to individuals or the public than its present more limited practice. His opinion on the probabilities of the case is at least founded on information as accurate and extensive as yours—though it may not be so offensively or discourteously expressed as in some of your recent publications.

17. One system has been tried and failed. Therefore another is now about to be tried. Should it also fail, the Governor has reserved complete powers to terminate the experiment at a moment's notice.

18. Finally, his Excellency desires me to add that he does not believe there is any individual amongst you so reluctant, personally, as he is himself to introduce a system the object of which it is so easy for irresponsible declaimers to misrepresent in general appeals to morality, for which there will ever be a ready audience too indulgent to suspect that the morality advocated is but a lazy acquiescence in the same vice under more revolting and dangerous conditions.

19. Argument would be useless with those who can see no difference between the special and exceptional circumstances of Hong Kong and Heligoland. What might be an unjustifiable policy in England, or in a colony inhabited by a European race with an efficient police, may be, in the cause of order and general security, an absolute necessity in a small community of 2,000 foreigners amongst 130,000 Chinese, whose co-operation in the suppression of illegal gambling, the source of so much crime, can only be expected by giving them an interest in limiting its practice to a few fixed places under Government surveillance.—I have the honour to be, Gentlemen, your most obedient servant,

(Signed) CECIL C. SMITH, Acting Colonial Secretary.

The following comments on the gambling licence question are from the *China Mail*:—

"The 'case' is this:—The Governor proposes to raise a revenue from Chinese gambling tables, by licensing them, and he estimates the revenue derivable from that source at from $250,000 to $300,000 per annum. The memorialists object to licensing at all. There is a third party, including ourselves, who advocate licencing in order to give the power of regulating and controlling, but without any view to deriving pecuniary profit from the vices of Chinamen. His Excellency Sir R. Graves MacDonnell thinks, however, that it is perfectly consistent with the honour of the Crown which he represents that the expenses of its administration in Hong Kong should be partially defrayed by what can be obtained from the public gaming tables of the Chinese. There is no social or pecuniary necessity for such a very objectionable mode of raising money for the use of Government here. His Excellency has committed a blunder. The Stamp Act is available honestly, and would yield more money than Sir Richard requires. Why he has preferred to trade upon the vicious propensities of Chinamen, instead of carrying out a law to which Her Majesty has assented, has yet to be satisfactorily explained. It will be seen that Sir Richard, in his reply, mildly insinuates that it is not his intention to aid the general revenue by such means, and this may, perhaps, be regarded as a sign of repentance."

And the following from the *Daily Press*:—

"The conventionally religious views of the intention of the Government with respect to Chinese gambling, has been put forward with much pomp

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and parade of superlative virtue by Mr. Morris, the successor of Dr. Legge, in a letter addressed to the *Evening Mail*, and it is perhaps desirable to notice the arguments or assertions made use of, even if they have received up to the present time only a limited publicity. That, as the groundwork of the highly moral lessons in his letter, he has found it necessary to commence with a monstrous misrepresentation of what it is which is really being done, will be in itself a sufficient answer for many people to the irrelevant denunciations of the crime which he lays at the door of the Government. All who have any means of arriving at the real motives with which the Government has been actuated, and which have influenced those who have previously advocated the step about to be taken, will know it is directly calumnious to assert that the issue of gambling licences has been determined on because 'money is needed.' It is simply nonsense to talk of 'legalising, and hence participating, in gambling,' in order to 'filch $300,000 out of degraded heathen.' After vain efforts to put a stop to gambling amongst the Chinese altogether, after pushing those efforts a great deal further indeed than they ever ought to have been carried, after it was found that persistence in the course of regarding gambling as an offence against the law led simply to the wholesale corruption of the police and a variety of other evils, without reforming the Chinese themselves in the slightest degree, the Government finally came to the conclusion that the only rational course left was to accept the gambling houses as an inevitable necessity in an island mainly inhabited by Chinese, and it reluctantly decided on the legalisation of a limited number of such establishments as the only means of putting the numberless illicit houses, each of which was far more injurious and demoralising to the people than by any authorised house, watched by the police, could possibly be. Then the question of licence fees came up, the principle of granting licences being acknowledged as inevitable, and crowds of people came forward, bidding one against another, as we have already explained, for the privilege of holding these licences. What motive except that of deliberate hypocrisy, could the Government then have for refusing the large offers and leaving in the pockets of some favoured private speculator, the enormous profits to be made out of the gambling licences? In the hands of the Government the profits will be turned to useful public purposes; in the hands of individual contractors they would be, indeed, a simple payment for pandering to a vice. Perhaps people who are so indignant with the Government for accepting something like the real value of the licences it has determined to issue, are not aware that one of the first uses of the comparatively large pecuniary resources which will be put in its hands by the introduction of the licences, will be the erection of a new Civil Hospital, which has long been so urgently needed."

Her Majesty's gunboat *Janus* left Hong Kong on the evening of the 17th instant having on board a mandarin and the Chinese who have given information respecting pirates. The *Janus* anchored that night, and next morning arrived at Deep Bay, where she fell in with a fishing junk whose master furnished some valuable information. According to him a pirate junk had been there the day before, having on board a heavy armament and some 80 men. This man was retained on board as pilot, and the commander of the *Janus* endeavoured to take the gunboat up to Shami, the place to which he had been instructed to proceed. While searching for a passage the masts of a junk were seen over the land, she having been run on shore and deserted by her crew. Efforts were made to get the *Janus* within gunshot, and she managed to get within half a mile of the junk when the shoal water stopped her. Lieut. Lloyd now called away his boats, and pulled for the junk, taking care that his approach was covered by the gunboat. A sharp fire of musketry and jingalls was opened on the advancing boats from parties stationed on the shore and the surrounding hills, and Lieut. Lloyd made for the cover afforded by the junk. As soon as he had boarded her with his men the natives on the beach were quickly dispersed by the fire kept up from their rifles, and this effected, the boats took the junk in tow, and although a heavy fire was kept up on them by the Chinese who had returned to their position, no casualty occurred and the junk was safely got out of gunshot.

A few hours after capture of the junk, Lieut. Lloyd landed a party to search for the guns of the junk, which search proved unsuccessful. While it was going on a large party of pirates in small junks made a dash to recover the captured junk, but their attempt was defeated by a party of small-arm men advancing into the water covered by the marines on the beach. Two of these small junks were captured and subsequently burnt.

The next day the *Janus* proceeded up to Shami, but unfortunately took the ground for nearly twenty-four hours, while searching for a passage. The charts of this neighbourhood are very defective, and it is not to be wondered at that Her Majesty's vessels occasionally use their keels as sounding leads. The *Janus* managed to get to within two miles of Shami, and the mandarin on board having communicated with the authorities, Lieut. Lloyd destroyed, with their consent, two houses known as piratical haunts. The services rendered by Lieut. Lloyd in this expedition will, we trust, meet with due recognition in the proper quarter.

The *Prince Albert*, a steamer belonging to a Chinaman of Hong Kong, named Quok-Acheong, which was illegally seized by the Canton authorities last year, under circumstances which were amply detailed in these columns at the time, has been finally given back within the last few days to her owner, on payment by him of $4,000. This result has been brought about by the determined intervention of the Governor of Hong Kong, and the case, which is one of great injustice, is not over yet.

The Liverpool steamer *Agamemnon*, which left Hong Kong on the 9th July, for Mauritius and England, broke her main shaft on the 13th, in lat. 9.38 long. 105.56 E. She had to return to Hong Kong under sail, and came in on the 26th. The Calcutta steamer *Lightning* also had to put back in consequence of a less serious accident to her machinery.

A shocking and unintelligible tragedy has been enacted on board a Portuguese barque, called the *Jeddo*, which arrived here on the 15th July. She was on a voyage from Singapore to Hong Kong with a cargo of Straits produce, and about seventy Chinese passengers. On the night of the 4th inst. a number of the natives rose and murdered the captain, mate, second mate, and two of the Chinese sailors, badly wounding the other Europeans. Having committed this deed, however, they relapsed into a state of complete inactivity, and suffered the boatswain to take command of the ship, shape a course for Hong Kong, and finally, when another ship, the *Veritas*, hove in sight, to make signals of distress and call assistance. The captain of the *Veritas* came on board, and learning what had taken place put his chief mate and four men in charge of the *Jeddo*, which was brought into this harbour without further difficulty. The coroner's inquest, which has been adjourned two or three times and is still sitting, has as yet failed in unravelling the mystery which envelopes this extraordinary occurrence, or in discovering any motive for the conduct of the murderers.

A meeting of the Hong Kong Hotel Company was held on the afternoon of the 17th, Mr. G. Overbeck in the chair. The chairman stated that 1,984 shares had been allotted, of which 86 had been forfeited; a sum of $30,550 still remained unpaid on the calls on shares, and the chairman much regretted that such was the case. Persons who had forfeited their shares would, the chairman said, have to pay up, else steps would be taken to that end. The directors still looked hopefully upon the success of the company.

The *Caledonia* gunboat has been launched by Messrs. Riach and Co., and is the third vessel of that class launched by them.

In the case of the Comptoir d'Escompte and the Chartered Bank in the matter of certain goods per *Min* made over to the banks by Lyall, Still, and Co., Mr. Pollard (instructed by Mr. Caldwell) moved that judgment be signed, and the money be paid. Security would, of course, be given, so as to provide for the appeal. Mr. Whyte (instructed by Mr. Sharpe), made some objections; when Mr. Pollard suggested that it would perhaps be best to compel payment, as his learned friend did not seem willing to do so. The Court then rose.

The report of the case of Liebert against the official assignee of Lyall, Still, and Co., is as follows:—

Mr. Whyte, instructed by Mr. Sharp, for the plaintiffs; and Mr. Pollard, Q.C., instructed by Mr. Hazeland (Crown Solicitor), for the official assignee. The judgment of Chief Justice Smale was as follows:—

Mr. Whyte appeared on behalf of Mr. Liebert, and submitting to the jurisdiction of this Court in Bankruptcy he moved under Sec. 96 of the Bankruptcy Ordinance, 1864, that 100 bales of grey shirtings lately arrived at Hong Kong by the ship *Pakwan*, consigned to the bankrupts, and now in the possession of the official asssignee of the bankrupt's estate, might be ordered to be given up to Mr. Liebert. Mr. Liebert's case is supported by the affidavits of Mr. Still, one of the bankrupts, and Mr. Parry, of the firm of Wilkinson and Co., the agent in Hong Kong of Mr. Liebert, with certain exhibits to these affidavits, and by an affidavit by Mr. Sharpe, solicitor. The motion is resisted by Mr. Pollard, Q.C., for the official assignee. Memorandum of admission signed by the solicitor for each party was put in, the principle of which admitted that the circumstances of the order for and transmission of the goods now claimed to Hong Kong were identical with those which appeared on my notes in the action in the *Min* case, subject only to a question whether the letters and documents in this case, not identical with those in evidence in the *Min* case, affect the question. I am of opinion that these letters and documents do not so alter the circumstances, which I have fully reconsidered as to induce me to differ in the present case from my decision in the *Min* case; and I am upon the facts in this case, as I was in that case, of opinion that the transitus of the goods now claimed had not terminated until after the demand made in the harbour of Hong Kong, and as it is admitted if the transitus had not terminated, properly made by agents here on behalf of Mr. Liebert, and as against the bankrupts themselves, a proper and sufficient stoppage in transit was made according to the contention of Mr. Whyte.

Again, Mr. Whyte contended that the heading of the invoice created an equitable lien on the goods in the hands of the bankrupts in favour of Mr. Liebert, as a charge to secure the due payment of the bill of exchange for £3,468 9s. 2d., the price of the goods. I held in the *Min* case that as the bankers took the bills of lading for value without notice of the invoice, the

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equitable lien on trust did not affect them. I am in the present case however, on the whole, of opinion that the terms expressed in the heading to the invoice created either an equitable lien on the goods themselves, or otherwise that a trust attaching on the goods in the hands of the bankrupts to have the proceeds of sales applied up to the amount of the bill, £3,468 9s. 2d., in duly honouring that bill, but that any surplus would accrue to the bankrupts. It is agreed that probably the proceeds of sale of these goods will be more than £3,468 9s. 2d. I am of opinion on this branch of the argument that as between Mr. Liebert and the bankrupts he is entitled to the proceeds of the sale of the goods up to the amount of the acceptance for £3,468 9s. 2d., but that the proceeds subject to that payment would have belonged to Messrs. Lyall, Still, and Co.

At the hearing a question arose whether Lyall and others having become bankrupts before the termination of the transitus, and also before the act of stoppage in transitu occurred, the bankrupts were not then in possession with the consent of the true owners under what is called the order and disposition clause, Sec. 97, of our Bankruptcy Ordinance, 1864, equivalent to Sec. 125 of the English Bankruptcy Act of 1849. Mr. Whyte denied that the clause applied, but Mr. Pollard argued very ably that it did. It is clear that both grounds of the right of stoppage in transitu and the equitable lien or trust would be as good against the assignees in bankruptcy as against the bankrupt himself, but for this clause, for the assignee, not being assignee for value but only assignee for open action of law, without such clause can take only what the bankrupt had and subject to all charges which affected him. I am of opinion that whilst in transit the goods were not in the order and disposition of the bankrupts within the meaning of the clause and could be stopped in transitu after the order and disposition clause became law, and as much as in cases before that law was introduced. Ellis v. Hunt 3 T.R. 465 was a case before the present law created by the order and disposition clause in a case which by great promptness the assignee in bankruptcy, merely by putting his mark on goods which up to that time had been in transitu, terminated the transitus and reduced the goods into his possession, defeating the right of stoppage in transitu which it was assumed otherwise existed. In that case, p. 467, Lord C. J. Kenyon said that Lord Hardwicke had established a very wise rule that the vendor might resume the possession of goods consigned to the vendor before delivery in case of the bankruptcy of the vendee. That the law thus stated has not been changed by the introduction of the order and disposition clause is clear from the language of Mr. Baron Parke (now Lord Wensleydale) in Gibson v. Carruthers (in 1841) 8 M. and W. 334. "In cases of bankruptcy and insolvency the law founded on an equitable principle permits the unpaid vendor at any time before the arrival of the goods at their place of destination or the vendor's actual possession to resume possession." I do not see that the point has been actually raised in any case, but there are some principles of law so plain that they are not raised, and I believe this is one of them. I think Mr. Pollard said all that could be said in favour of his client, rather on my own suggestion than because he relied on it. I am also of opinion that in the circumstances of this case the trust having *ab initio* attached would have continued attached to the goods in the hands of the assignee if the stoppage in the transitu had not prevailed.

On the whole I decide firstly, Mr. Liebert, having in my opinion, clearly established a good stoppage in transitu, is entitled to have the goods given up to him. I need proceed no further, but in case this view should be held erroneous I proceed. Secondly, Mr. Liebert has established a trust in the goods in his favour to have the proceeds of sale applied to honouring the acceptance for £3,468 9s. 2d. and interest and commercial expenses, but any surplus beyond that purpose belongs to the estate of the bankrupts. The goods must therefore be given up to Mr. Liebert's agents here for sale, they giving security as shall be arranged to keep and render an account of sales, so as that in case of an appeal Mr. Liebert shall fail to sustain his title under the stoppage in transitu it may be known what, if any, the surplus is. It is admitted at the bar that by proceed is meant but proceeds after recouping to the bankrupt's estate the expenses of transit and freight and insurance, &c., for which the estate will have to be credited in the first place, in case of Mr. Liebert's failing in the stoppage in transitu question, should be held to succeed on his title under this his equitable lien. As to costs, I think the usual course on such motions as the present is that the costs of Mr. Liebert, as between party and party, should be paid out of the bankrupts' estate. The official assignee's costs, as between solicitor and client, must also be so paid.

Mr. Pollard said that the Chief Justice should bear in mind that the case was one involving the finest legal distinctions of almost any cause which could arise. It was also the first time that a decision had been given on such a heading as that of the invoice. Mr. Liebert, he thought, might be very well satisfied with what he had got. Mr. Masson, as official assignee, had simply done his duty in opposing on behalf of the general body of creditors; and he thought it would be unfair to allow the costs to fall upon the estate.

The Chief Justice said that he could not but say that Mr. Liebert had done quite right in coming into court, and thereby saved the estate much more heavy costs; he might have kept this court at arm's length, and proceeded in another and much more expensive way. He thought the usual rule held good, that the costs be paid out of the fund, in the case where both parties had behaved properly.

Mr. Pollard remarked that, of course, that fund was the goods.

Chief Justice: No, the estate, the fund from which the creditors are paid.

Mr. Pollard then said that at least Liebert ought to pay for the freight and insurance premium; they could surely not take possession of the goods carriage free, and not pay the expenses due upon them.

The Chief Justice replied that his opinion as given in the instructions to the jury in the *Min* case was opposed to Mr. Pollard's opinion. He might be wrong, but that was his opinion.

Mr. Whyte applied for an order for the delivery of the goods.

Mr. Pollard said that such might be done on security. He would move for an appeal at once, and he would give his consent to the execution of the decree, subject to the security. The value of the goods, he was informed, had been enhanced considerably during the stoppage; they would now fetch $3.60, while the price at the time of the stoppage was only $3.20.

Chief Justice: No doubt Mr. Liebert will thank you for the delay. (Laughter.)

The *Gazette* contains the following notifications :—

His Excellency the Governor has been pleased to appoint Mr. C. H. Hordon, 3rd clerk in the Colonial Treasury, to be joint valuator, with Mr. Collins, under the provisions of "The Police and Lighting Rate Ordinance, 1863."

Cecil Clementi Smith, Esq., to be Acting Colonial Secretary of Hong Kong until further notice.

The Hon. Henry John Ball to be Acting Attorney-General of Hong Kong until further notice, vice the Hon. Julian Pauncefort, absent on sick leave.

Phineas Ryrie, Esq., is appointed member of the Legislative Council in place of John Dent, Esq., resigned, and Francis Parry, Esq., vice the Hon. H. B. Gibb, absent on leave.

His Excellency has been pleased to appoint provisionally John Clarke, Esq., to be Acting Assistant Surveyor General, vice Shearman G. Bird, Esq., absent on sick leave. Mr. Clarke will at the same time perform the duties of Assistant Engineer in the Surveyor General's department.

The following is an abstract return of the average circulation of notes and of specie in reserve, by the undermentioned banks, for the month ending 29th June :—

Bank.	Notes.	Specie
Oriental	$585,000	... $300,000
Chartered Mercantile of India, London, and China	313,615	.. 230,000
Chartered of India, Australia, and China	180,605	... 100,000
Hong Kong and Shanghai	943,037	... 400,000
	$2,022,257	$1,030,000

STRAITS SETTLEMENTS.

SINGAPORE.

Dates are to the 7th August. The London Mail of the 26th June arrived on the 27th July, with telegrams to the 13th July.

The subject of the riots at Penang, &c., which has been noticed in the *Straits Times*, has received the attention of the Executive Council, and two Bills have been laid before the Council, one for the registration of societies, and the other for the better preservation of the peace, which, operating conjointly, will, it is to be hoped, meet the necessities of the case. The provisions of the first secures the disclosure of the constitution, officers, and place of meeting of every lawful society; and the latter gives power to the Government in cases of disturbances to impress into their service special constables from any of the population, and doubtless the selection would fall upon the headmen of the societies whose members were at feud with one another.

The expedition which started for the Nicobars, with a view to ascertain the truth of the rumour that several Europeans were held in bondage there, and, if the rumour proved true, to endeavour to effect a rescue of them, had not yet returned, but was expected in a few days. A serious catastrophe occurred in the Straits of Malacca; the steamer *Bombay Castle*, bound hence to Bombay, left Singapore on the 30th ult., and about twelve hours after starting ran down the native trading brig *Black Diamond*, which had about sixty people on board; the brig sank a few seconds after being struck, and about 20 of her passengers and crew perished, the others having been rescued by the boats of the steamer. The escape which the colony made a month ago from the purchase of a steamer at a cost of some £22,000 has proved to some extent only a respite, and a vessel of half the size, and less than half the worth, has just been added to the public property of the colony for the sum of £13,500. The Executive had its own way in this matter, and it is to be hoped it will accomplish with this new purchase something worthy of the money.

The *Straits Times*, in its notice of an article on the "Straits Government," which appeared in the *London and China Express* of the 26th June, has the following remarks :—"Our object in noticing the article in the *China Express* is not altogether to consider the public questions it moots. It contains animadversions against our late Governor, General Cavenagh, which every honest man here must read with regret. We were never blind to nor silent over General Cavenagh's errors of judgment, and we have had many differences on public questions; but even his worst enemies, if indeed he really had any, could not say of him that he shirked his work, or the responsibility of his position. His hands, it is true, were in a great measure tied, but so far as he could act he acted promptly and fearlessly; indeed, too promptly, according to the opinions of some, as in the Tringanu case, and others. The spectacle of General Cavenagh going home by the P. and O. steamer, to which the writer of the article, with questionable taste, refers, was the spectacle of a worthy officer unostentatiously retiring, with but scanty reward, from the service of a country which

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will continue to bear the good fruits of his indefatigable industry."

In another column two correspondents' letters will be found on this subject also.

By the steamer *Chow Phya*, from Bangkok, we learn that the King's eldest son died about the 26th July.

The British schooner *Stella* was put up for sale by public auction, and realised $3,900.

COMMERCIAL.—IMPORTS.—We have had an active demand for Grey T cloths and low numbers of yarn, chiefly for the China markets, and a fair amount of business has been done in Grey Shirtings for export to Siam. Most holders are willing to sell, and no change of importance has taken place in quotations. There is no speculative feeling in our market, and any demand existing is for actual consumption or for export. Grey Shirtings, 39 in.:—There has been a good enquiry for 8¼ lbs. at from $3.25c. to $3.20c. per piece; prices gave way a little on the arrival of supplies from home, and though stocks are reduced, there are still sellers at our lower quotation. 7 lbs. move slowly at $2 60c. to 62½c., and 6 lbs. at $2.35c. to 40c. per piece.

EXPORTS.—The export market has shown rather more activity, and the value of some of our principal staples has slightly advanced. The improvement is doubtless to be attributed to the downward movement in exchange, and to the increased quantity of homeward shipping which has been available. Gambier has been moving pretty freely at $2.77½ to 80 per pic. (15s. 5¾d. to 15s. 7d. per cwt. f.o.b.) There are still buyers at our lower quotation, but dealers are holding firmly for the recent advance. Black Pepper is not plentiful, and the few transactions reported are chiefly at $5 15-20 per pic., which is the present value of the article.

The question of freight per steamer *Ajax* has not been settled yet by some of the consignees. The owners claim to have performed the passage to Gravesend in seventy-five days, by an hour, while the consignees contend that she must be in dock in seventy-five days or submit to the reduction of 30s., as per agreement. The consignees are justified in their view but it should have been stated on the bill of lading.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales
From June 1 to June 30, 1867		9236608	15952999		2805854	27995461	5895
Corresponding period last season		10426907	18356616		2368289	31151812	2715

SHIPMENTS SINCE.

	Ship.	From.		
July 2 ...	Shunlee	... Foochow	...	865,500
— 4 ...	Amadine	... Do.	...	724,600
— 7 ...	Coulnakyle	... Shanghai	...	737,010
— 10 ...	Lennox Castle	... Do.	...	967,752
— 10 ...	Mary Whitridge	... Do.	...	1,112,501
— 10 ...	Argonaut	... Foochow	...	1,361,600
— 16 ...	Peter Denny	... Shanghai	...	1,341,160
— 19 ...	Burdwan	... Foochow	...	1,000,200
— 25 ...	Labourdonnais (Fr. m. st.)	... Shanghai, &c.	...	— 2,116
— 25 ...	Wemyss Castle	... Canton	...	835,855
— 29 ...	Ottawa (ml. str.)	... Shanghai, &c.	...	— 1,420

The quantity of silk expected during the season is 45,000 bales from China, and 20,000 from Japan.

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1867	...	...	...	...	...	433813	
Corresponding period last season	...	...	...	...	...	442600	75

SHIPMENTS SINCE.

	Ship.	From		
July 7 ...	Havelock	... Yokohama	...	299,217

TO THE CONTINENT

							Bales
From June 1 to June 30, 1867	...	...	...	...	...	None	—
Corresponding period last season	...	...	...	...	...		—

SHIPMENTS SINCE.

	Ship.	From.		
July 10 ...	Maria Louisa	... Canton	...	3,600
— 14 ...	Albatross	... Do.	...	4,411
— 17 ...	Princess	... Do.	...	2,650
— 20 ...	Baron Kellner*	... Do.	...	1,600

* Completing at Macao.

TO AUSTRALIA.

From June 1 to June 30, 1867	315,300 lbs.
Corresponding period last year	872,420

SHIPMENTS SINCE.

	Ship.	From.		
July 2 ...	Hans	... Foochow	...	363,700
— 3 ...	Matador	... Do.	...	426,100
— 5 ...	Teck Li	... Do.	...	382,500
— 5 ...	Ino	... Do.	...	373,500
— 5 ...	Freide	... Do.	...	192,200
— 10 ...	Fromm	... Do.	...	212,000
— 14 ...	Albert Jurss	... Do.	...	279,500
— 22 ...	Louisa Kohn	... Do.	...	452,800

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.	4s. 8d. to 4s. 8¼d	4s. 9d. to 4s. 10d.
At Shanghai	4 ditto	6s. 3d. to 6s. 3¼d	6s. 4d. to 6s. 5d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 5d. to 4s. 5⅛d	4s. 5⅛d. to 4s. 6¼d.
At Singapore	4 ditto	4s. ¼d. to 4s. 5d	4s. 5d. to 4s. 6d.
At Manila	6 ditto	4s. 0d.	4s. 1d.

At Shanghai, bills on India, Rs. 306 to 307 per 100 taels. At Hong Kong, Rs. 220 to 221 per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, nominal premium. Mexican dollars at Shanghai, tls. 73.2.5 per 100; and exchange on Hong Kong, 28 to 29 discount. Hong Kong and Shanghai Bank shares, 2 to 1 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 17 to 27 per cent., prem.; Union Dock Company, 27 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

HONG KONG.—Arrivals with general cargo comprise the steamer Thales and barque Veronica from Liverpool, on 16th and 17th July respectively, and the Northfleet and Solent from London on the 16th July. These large arrivals have, for a time, completely checked operations in Grey Cotton Goods. The Northfleet and Solent have experienced very severe weather, and it is expected that their cargoes are sea-damaged to a considerable extent; the Chinese, therefore, hope to supply their wants from the large auction sales on underwriters' account which are expected shortly to take place, and in the meanwhile are not disposed to make offers for sound goods. Small sales reported of Yarn, prices unchanged, with limited inquiry. T-Cloths are still scarce, and rates tolerably firm. White Shirtings continue neglected, and only a slight improvement is noticeable in Fancy Cotton Goods. Raw Cotton has continued to come forward from India in very large quantities since July 1st. An improvement in the demand for Woollens is at length noticeable, as the time of year is approaching when the attention of the dealers is turned to these goods. With the exception of Long Ells, quotations are slightly advanced "all round." Large sales of Nail Rod Iron are reported, at an advance of 5 to 10 cents. Bar and Hoop Iron have also been in fair demand. The arrival of the London ships, although bringing large supplies, has not weakened rates, as nearly all the iron they bring has long since been sold to arrive. Lead remains firm, and stocks are rapidly decreasing. The market for Coals has been much weakened by large arrivals from home, chiefly of Newcastle coal. Rates may be quoted about half-a-dollar to a dollar lower. It would now be very difficult to obtain 15 dols. per ton for Welsh coal ex ship, and for Newcastle 13½ dols. to 14 dols. is about the highest price for Coal afloat.

CANTON.—Very little business has been transacted during the fortnight. Rates for cotton are unchanged. Lead has still an upward tendency. Considerable sales of quicksilver have been made at about former prices.

SHANGHAI.—Grey Shirtings: There has been a great demand for these goods; in 8lbs. 4 oz. best makes, prices have advanced to Tls. 2.90, and sales are reported of 70,000 to 75,000 pieces at from Tls. 2.75 to 2.91. T-Cloths: The demand has fallen off for all but the best makes, and prices show a fall of 7 cents per piece. White Shirtings: The demand for these has also improved, and sales are more freely made at quotations. Woollens: Camlets continue very dull of sale, with no change in price. Long Ells: The demand remains steady at about former prices. Stocks are not large, and firmly held. Spanish Stripes have advanced in value, and fair assortments have met a ready sale. Figured Orleans: Some holders have pressed sales, and considerable transactions are reported at the decline noted last mail. Metals: We can simply repeat our last remarks. Nail Rods are Tls. 2.52. The Titania increased stocks of Iron some 300 tons. Lead has been sold at Tls. 4.90, and Malacca Tin at Tls. 19. Coals: Recent arrivals have caused rates to decline, and demand on Chinese account has abated.

YOKOHAMA.—We lower our quotations slightly for 7 lbs. Grey Shirtings, for 16 to 24 Yarn, for Black Velvets, Lawns, and Alpacas; almost the only articles in which business has been done.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black Tea: We have to report one of the largest fortnight's business on record here since the opening of the river ports. The experience of last year, and the heavy advances under which they hold, have led the Chinamen to accept lower rates, with unusual readiness, notwithstanding the firmness they appear to have exhibited in dealing with the same teas up the river; this, combined with the daily increasing scarcity of good tea, has led buyers to enter the market freely, and a firmer feeling is the result. Ningchow teas (Monings) of quality have commanded some competition, and their value had advanced one to two taels, other kinds remaining much as before. Arrivals from the river, though somewhat less plentiful than during the previous fortnight, have sufficed to maintain our stock at 50,000 chests, and unless business should continue on the same large scale, we may expect a farther considerable increase before the next mail leaves. A great portion of the stock both here and in Hankow consists of common Oomms, worth 1s. to 1s. 1d. in London, which holders refuse to sell at the equivalent of these prices. Green Tea: The high rates asked for the new Pingsueys have curtailed business, only five settlements having been made during the fortnight. Prices show a decline of one or two taels from last mail's quotations, leaving the cost still much above the London value. As supplies are now coming in more rapidly, we may hope for an easier market henceforth. Moyunes: Two chops of last season's crop—fine teas held over from Chinkiang—have been settled at 39 taels all round, an extreme price, considering the near approach of the new crop. We hear from Teenkai that the packing of the New Fychows was being rapidly pushed forward, and that considerable arrivals may be expected in August, the yield being nearly a fortnight in advance of last year. A large crop is confidently expected, for the province of Ngan-hui is fast recovering from the disastrous effects of the rebel occupation, which terminated in 1864, and unless the seasons prove unfavourable, a steady annual increase in the supply may be looked for.

KIUKIANG.—Black Teas: Nearly 14,000 chests tea had arrived during the fortnight, the whole of which had gone forward to Shanghai on native account, the teamen being firm in demanding considerably above the equivalent of Shanghai rates, which buyers would not concede. There were thus no settlements, and only about 3,000 packages remained in stock. Green Teas: Earliest arrivals of new teas were looked for about the end of August. The crop is likely to be large and the quality good. Finest chops are said to cost the teamen 28 taels laid down in Kiukiang.

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HANKOW.—The business done in teas had been small, settlements only amounting to about 9,000 chests, the teamen generally preferring to accept the decline at which buyers were prepared to operate. The few purchases of fair to medium Oopacks and Oonfas show a decline of 2 to 3 taels per picul; but prices generally are above either Shanghai or London values, and business is not likely to be extensive except at the equivalent of the latter. The further arrivals of second crop teas confirm the former opinion as to its indifferent quality.

FOOCHOW.—Congou: There is no change to advise in the market during the fortnight; a large business has been done chiefly for Australia, and the cargoes of some sixteen vessels for that market have now been provided. Teas have been coming down freely the last few days, and the arrivals are slightly in excess of last year. The poor quality of the first arrivals of the second crop has not been borne out, the higher country teas being very fairly made, and particularly strong and pungent in the cup. The market closes quiet, with teamen willing sellers. Souchong: The balance of the stock has been nearly all cleared off, at about former quotations. Pekoe: One or two chops of true black and white feathery leaf have been taken for England. Oolong: Nothing doing. The miserable accounts received from New York will probably retard the opening of the market. Scented: The stock is very heavy, and we look for a drop in prices.

CANTON.—A moderate business prevailed during the early part of the fortnight, but teas being really cheap the demand increased, and considerable settlements of Scented Teas have been effected during the past week, the market closing decidedly firmer. Of the seven chops of Country Congou at market three have been settled at prices which lay them down at home a little below home rates. There has at length been some movement in Country Greens. Moderate settlements continue to take place in Canton-made Greens.

SILK.

SHANGHAI.—Early in the fortnight many intending purchasers, alarmed at the unfavourable telegraphic advices then to hand, remained out of the market, and but few transactions took place; subsequently, however, the market, acted upon by the home news of the 18th June, caused prices to decline considerably, which induced operators to commence purchasing, and a fair business has been the result. The settlements are estimated at 2,500 bales, 1,000 bales of which are settled on joint account with the silkmen. Owing to the small proportion of chop silks on offer, the majority of the settlements consist of medium and common descriptions. Prices have declined taels 20 to 30 per picul for Chop Tsatlees; taels 25 to 40 for common and market Tsatlees; 30 to 40 per picul for Karshing Taysaams; and taels 45 to 50 for Hainings, and the market closes weak.

CANTON.—Throughout the fortnight the market has continued inactive, transactions having been limited to best selected parcels of both Short and Long reels, for which very high rates have been paid. The usual market Tsatlees have been rather neglected. It is said that the third crop will produce about 700 bales of fine silk.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From Newcastle, July 30, John and Jeannie; from New York, 31, Thomas Brown.

At HONG KONG and CANTON.—From London, July 16, Solent, Northfleet; from Liverpool, 16, Thales str. (via Mauritius and Singapore); 17, Senator Weber, Veronica; from Newport, Johanna Mathilde; from Sunderland, 18, Ettie; from Cardiff, 17, Lochnagar; 26, Southern Bell; from Shields, 21, Kelso; from Newcastle, 26, Princess of Wales; from Hamburg, 24, Kali-maas; from Boston, 24, Sooloo; from New York, Midnight.

At MANILA.—From Cadiz, July 11, Concepcion.

At SINGAPORE.—From Glasgow, July 26, Lochleven Castle; from Liverpool, 27, A. H. Wille; 28, Bella; from Newcastle, Aug. 5, Johanna; from Monte Video, July 27, H.M.S. Zebra; from Clyde, 26, Pei Ho (str.).

At PENANG.—From Liverpool, Condor.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London, July 2, Shun Lee; 4, Amadine; 10, Argonaut; 19, Burdwan.

From HONG KONG and CANTON.—For Falmouth, July 14, Albatross; for Hamburg, 17, Princess; 10, Maria Louisa.

From MACAO.—For London, July 29, Passe Partout.

From MANILA.—For London, July 10, Lady Agness Duff; 15, Odulia (via Cebu); for Cork, 16, Evangeline.

From SINGAPORE.—For London, July 21, Admiral de Winter.

From PENANG.—For London, Benvenue.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Isles of the South, Elmstone, Anglo-Saxon, Hoang Ho, Jubilee, Sovereign of India, Star of China, Helen Nicholson, Dunmail, Coral Nymph, Fusiyama, Pegasus, Wild Deer; for New York, none.

At FOOCHOW.—For London, Pakwan (in dock), Maiden Queen, Queen of the Age, Caldew, Caranjah, Maggie Leslie.

At HONG KONG and CANTON.—For London, Alma, Niphon, Chalgrove, Chanticleer; for Continent, Peiho; for Falmouth, Baron Kellner (completing at Macao); for New York, none.

At MANILA.—For London, Napoleon, Neptune; for Liverpool, Ogono, Trinidad; for Falmouth, Chalmers; for Hamburg, Voladora; for Pernambuco, Sir H. Parkes; for New York, Galatea, Melrose.

At SINGAPORE.—For London, Corneille David, Meg Merrilies; for Liverpool, Bella, Huntley Castle, Lochleven Castle.

At PENANG.—For London, Coleroon, Benvenue, D. Gungadhur.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth for either London or the United States; the rate quoted for the former port is £3 to £3 10s. per ton for Cotton and Tea; Silk, £4 to £4 10s.—to the latter, £2 10s. to £3.

The steamer Far East has been chartered by the Japanese to carry rice and stores at £3,000 per month.

At SHANGHAI.—Tonnage for London has been more inquired for, at £3 for favourite ships. The Anglo Saxon is accepting freight at £2 10s.

At FOOCHOW.—To London, £2 10s. per ton.

At HONG KONG and CANTON.—To London, £3 to £2 10s. per ton. To the northern ports tonnage is wanted, and paying rates may be obtained by suitable vessels. To Saigon, 30c. per picul is offered, and to Bangkok 45c., but vessels will not accept these rates. The circular of Geo. Holmes estimates the number of disengaged vessels in harbour (exclusive of Japanese) at 25, representing 15,564 tons.

At MANILA.—Vessels continued to arrive, and tonnage requirements not being large, the Sugar rate has slightly declined, the Neptune having accepted £2 15s. per ton for London direct. The following settlements have also been effected for London:—Napoleon, 1,000 tons wet Sugar at £3 5s.; 300 tons Hemp at £3 10s.; 1,000 quintals Tobacco at £3 15s. per 50 feet measurement. Neptune, 250 tons dry Sugar, £2 15s.; 1,100 bales Hemp at £3 10s.; 2,000 quintals Tobacco at £4 per 50 feet measurement; and for Liverpool, Ogono, Spanish, 350 tons dry Sugar at £3.

At SINGAPORE.—There is no apparent changes to note. Rates homeward remain firm at £3 10s. per ton all round.

At PENANG.—The Dewa Gungadhur, 596 tons, has a full cargo engaged, and the Coleroon, 804 tons, has 700 tons engaged for London. Both vessels get £3 5s. for tin, pepper, tapioca, and sugar, and £3 10s. for measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
July 8	Notos	Singapore	Cowes
— 10	Telegraph	Reunion	Batavia
— 10	Aurelie	Singapore	Bordeaux
— 11	Min	Whampoa	London
— 12	Chusan	Saigon	Bordeaux
— 12	Helene	Saigon	Mauritius
— 14	Taitsing	Foochow	London
— 14	Yangtze	Foochow	London
— 14	Black Prince	Foochow	London
— 14	Charlotte	Saigon	Mauritius
— 15	Lord Raglan	Manila	Falmouth
— 16	Queen of the East	New York	Hong Kong
— 16	Kestrel	Freemantle	Batavia
— 17	Lodore	Manila	Cork
— 17	Drie Gezusters	Tjeringin	Batavia
— 18	st. Catalonia	Macao	Havana
— 18	Chinaman	Foochow	London
— 20	Dionysia Catharina	Bombay	Batavia
— 20	Georges	Swansea	Shanghai
— 20	Chanticleer	London	Nagasaki
— 21	Argo	Batavia	Rotterdam
— 21	Haamstede	Batavia	Rotterdam
— 21	st. Kebon Dalam	Batavia	Anjer
— 22	Noach	Rotterdam	Batavia
— 22	Ashburton	New York	Hong Kong
— 23	Weymouth	London	Shanghai
— 23	Peru	Macao	Hong Kong

COMMERCIAL POSTSCRIPT.

The P. and O. Company have this day received information that the *Surat*, having on board the mails and passengers for India, China, and Australia, which left London on the 26th August and Sues on the 4th inst., grounded on a reef about ninety miles from the latter port at 2 A.M. on the 5th; operations are in progress for lightening the ship, and in the meantime the mails and passengers have been transferred to the *Nubia*, which vessel was to have left Suez at midnight on the 11th inst.

The Admiralty have invited tenders for the conveyance of 7 masts (16 to 48 feet long), 2 spars (25 feet long), 93 tons light and 4 tons heavy naval stores, &c., from the Thames to Trincomalee; also of 10 tons light and 8 tons heavy small arm ammunition, carriages, &c., from the Thames to Hong Kong.

ARRIVALS NOT IN THE TABLES.—Sept. 10, at Falmouth, from Akyab, Scindian; 9, off Falmouth, from Akyab, Rushing Water; Aug. 18, at Havana, from Manila, Jose Maria; 19, from Macao, Ariosto; Sept. 10, at Liverpool, from Akyab, Palmas; from Singapore, Mataura; 8, at Queenstown, from Rangoon, Wm. Carvill; Aug. 28, at New York, from Shanghai, Sea Witch; Sept. 11, at London, from Bassein, Thames; from Colombo, Spirit of the North; at Deal, from Manila, Dilkhoosh.

DEPARTURES.—Sept. 8, from Newport, for Galle, Charles, Hiawatha; 11, from London, for Batavia and Sourabaya, Couranto; 9, from Liverpool, for Shanghai, Emily Flinn; 10, Leon Crespo.

LAID ON.—At Liverpool: For Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Ajax (str.); for Shanghai, Adriana Petronella, Magellan; for Singapore, Maraquita, Scawfell; for Manila, Abnegacion; for Onrust, Java, Macassar.

SPOKEN.—Vice-Admiral May, Amsterdam to Batavia, Sept. 2, 42 N. 11 W.; Jacoba, South Shields to Batavia, Aug. 28, 46 N. 7 W.; Cornelia Hendrika, Rotterdam to Batavia, Aug. 11, 6 S. 29 W.; Avon, Havana to Macao, Aug. 16, 7 N. 20 W.; Nieuland (barq.), for Sourabaya, Aug. 22, 41 N. 14 W.; Varuna, Sunderland to Singapore, Aug. 10, 13 N. 28 W.; Birch Grove, Canton to London, July 10, 35 S. 21 E.; Eugene and Adele, Marseilles to Hong Kong, Aug. 10, 12 N. 25 W.; Gatineau Meyer (?), Batavia to Rotterdam, Aug. 13, 19 N. 29 W.; Castleton, Liverpool to Japan, July 14, 6 N. 22 W.; Bogota, Liverpool to Singapore, Aug. 13, 18 N. 27 W.; Bahia (barque), Colombo to London, July 6, 32 S. 13 E.; Niphon, Batavia to Rotterdam, Aug. 24, 35 N. 37 W.; Loyola, Manila to London, Aug. 27, 32 N. 37 W.; a French brig, Singapore to Bordeaux, Aug. 29, 37 N. 37 W.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR NAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: THURSDAY, SEPT. 12, 1867.

THE REVISION OF THE CHINA TREATY.

As the time approaches for a revision of our treaty with China, public attention naturally turns to the possibility of carrying into effect such alterations and amendments as experience has shown to be desirable; and in making a tour of the open ports to collect information and receive opinions on the subject, Sir RUTHERFORD ALCOCK has taken the first step towards the fulfilment of an important duty. Many and various are the suggestions already put forth. A further modification of the tariff, permission to work coal mines and construct railways, liberty to navigate the inland waters, an improvement in the system of transit dues, and protection from Mandarin "squeezes," are some of them; and all that we have here enumerated are doubtless more or less feasible. Indeed, we have already blamed the British Minister for his want of zeal in endeavouring to secure a concession for the "China Railways Company" last year. Railways once introduced would soon become popular, the telegraph would follow as a matter of course, and the two combined would do far more towards developing the resources of the country than the opening of fifty new ports. The use of steamers on the lakes and rivers would have the same effect in a less degree, and (as has been ably pointed out by the *North China Herald*) neither would materially interfere with existing interests; for, as old methods of traffic are gradually superseded, new sources of industrial prosperity would be created. A change in the transit dues system is indeed urgently needed, for at present Article XXIII., which provides that imports or produce the property of British merchants may be conveyed to or from an inland market by payment of a single charge of not more than 2½ per cent. is practically a dead letter. Goods in charge of natives are not allowed the benefit of the clause, and experience has shown that the lives of foreign supercargoes so employed are not always safe. As for the "squeezes," we suppose they can never be entirely avoided; but some check upon them is absolutely necessary, and must be practicable, more especially at Amoy, where (as we recorded in a recent issue) the black mail levied on some descriptions of goods has actually reached ninety per cent. The importance of these things can hardly be exaggerated, and it is unfortunate that Sir RUTHERFORD ALCOCK, when they are urged upon him, seems to think it incumbent upon him rather to check than to encourage the enterprising spirit which manifests itself in a desire for such increased facilities.

But there is one concession that rumour says will be required in the revised treaty, the necessity of which we cannot endorse; we allude to the opening of a new port on the Yangtsze. By all means let us demand free ingress into the interior; let us strive to develop trade at the ports already open to us, by connecting them by railway and telegraph with the great inland marts; but until this has been accomplished, and the trade has been restored to a thoroughly sound and healthy state, *let us have no more ports opened*, either on the Yangtsze or elsewhere. There are too many of them already, and we are even prepared to assert, at the risk of provoking denunciations from many quarters, that the opening of the Yangtsze ports was a mistake from the beginning. We do not mean to impute any blame to the merchants who so strongly urged the measure on Lord ELGIN, nor to his Lordship for acceding to what doubtless seemed a not unreasonable requisition; but the experiment has undoubtedly resulted in a total failure, and we do most unhesitatingly condemn any attempt at a repetition of it. Look at what Shanghai was before Hankow was opened, and what it is now! *Then* Shanghai was a rising place; its trade was sound and profitable; property was valuable, but not extravagantly so; and the increasing prosperity of the port was the theme of general admiration. After the opening of Hankow came a brief period of unnatural inflation, and then one of rapid decadence—the course of which we need not trace, for its unhappy details are but too familiar to all our readers—ending in a total collapse. We have not a moment's hesitation in fixing on the opening of the Yangtsze ports as the primary cause of this disaster. Instead of creating a new trade, it only diverted into fresh channels that which already existed, and on which the prosperity of Shanghai depended. The enormous and costly establishments of the Shanghai merchants, their houses, godowns, and numerous assistants had still to be maintained, and (owing to the inflation we have alluded to) at a heavier expense than before; while the trade that these appliances were designed to carry on was actually being transacted elsewhere—and at what a cost! They had now either to sink large sums in founding branch establishments at Hankow, or to pay commissions and charges to agents there; to support a fleet of large steamers to keep up the communication, necessitating new wharves, more godowns, and a hundred other items of expenditure, all of which had, directly or indirectly, to be borne by the trade—and all this for what? To sell their imports at Hankow for much the same prices as they formerly fetched in Shanghai, and to buy tea there at prices averaging ten taels per picul more than had ever been paid before! The sudden access of a large steam traffic, the demand for land having water frontage for the building of wharves, and the general activity stimulated by the "opening up" of a new field for enterprise, combined to produce a delusive appearance of prosperity; but such a state of things could not last long without its inherent defects becoming manifest. The extra charges on produce bought at Hankow, the great cost of steam transit or towage, and the high additional rates of insurance, would all have been a heavy burden even if a saving had been effected in the first cost; but this was very far from being the case. New firms sprung up—new speculators appeared in the market, and an era of ruinous competition ensued, in which even old-established houses were drawn into the vortex, and contested the palm of superlative recklessness with those who had all to gain and nothing to lose in the struggle. The career of DENT and Co. in Shanghai is a grand and yet a terrible example. Ranking, but lately, as one of the two first and greatest houses in China; renowned for wealth and stability; esteemed for its liberality and public spirit—what has it now become? And, though "a triton among minnows," is it not a fair type of many others?

Had the decadence of Shanghai been balanced by an accession of prosperity to the river ports, there might be less cause for regret; but this is clearly not the case. Hankow is no better off than Shanghai. In fact, in a vast number of cases the same firms are equally interested in both ports, and yet have been promoting a destructive rivalry between the two; playing, as it were, a game between the right hand and the left, *but both losing*, for "a house divided against itself cannot stand." This brings us back to our original argument, that the true way to develop the trade is not to open new shipping ports, which will merely split it up into still smaller sections, but to endeavour to connect each existing port, by means of railways, with the principal inland cities near it. We will even go further, and suggest—in all humility—this question for consideration: The opening of Hankow and Kiukiang having proved a failure, would it not be an act of prudence to retire from them altogether? The first loss is sometimes the best, and Shanghai, where so much wealth has been sunk and such vast interests are at stake, would then have a better chance of being restored to its former position.

THE KING OF SIAM.

THE King of Siam having been much plagued by persons who have availed themselves of his known anxiety to obtain information as to foreign countries, to intrude their correspondence and their claims upon his attention, has published a "Notice," to the effect that very erroneous ideas exist as to his own power and opulence, and that there is a great disposition

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to practise on his supposed credulity and vanity, in order to extort money or obtain favours. From the multitude of letters which are addressed to him by every mail he is led to suppose that an opinion prevails that his country is barbarous and that he is an easy victim to adventurers who flatter him with their compliments and their correspondence. He desires to be relieved from such importunities. Growing age and many family sorrows counsel him to withdraw from unnecessary cares. He states that whatever may be the opinion as to his authority the prices of the Siamese markets are regulated, as elsewhere, by the supply and demand, as are the rates of wages and the cost of work; that the collection of taxes is settled by his Ministry; that his supremacy is recognised by his nobility and people, protected by whose opinion he lives happily with his family; that it is not only by his personal authority that the country is ruled; but that the power of the Sovereign cannot be greater than that of the commonwealth of this country. His Majesty states that he is compelled to be silent in consequence of the numerous communications he receives, and to which it is impossible he could devote his time and attention; and he requests that foreigners will abstain from troubling him with unacceptable epistles. We are ourselves well aware of the manner in which aspirants for patronage have forced themselves upon the notice of the King of Siam, and perhaps they have been too much encouraged by the courtesy and urbanity of his Majesty. The following notification also betokens a great breach of etiquette, to say the least of it:—

BANGKOK, July 1, 1867.

The attention of the Government has been lately called to the abuses which have been introduced into some of the Consulates by the sale of protections to foreigners, especially to Chinamen, who have no claim whatever to the immunities which have been granted to the subjects of the Sovereigns or the States having treaties with Siam. These irregularities have we know been checked by the representatives of the Great Powers, who value the rights of citizenship too much to allow them to be disposed of and trafficked in by Consular authority; not only to the detriment of the Siamese revenue, but to the injury of those to whom alone the immunities have been by treaty accorded. It is reported that the Portuguese Consul has for a certain price paid to himself given to some hundreds of Chinamen certificates, as Portuguese subjects, of exemption from Siamese taxation, thus making his own irregularities a matter of profit to himself. In remote regions it is too often the case that, in the hope of escaping notice, which would assuredly bring with it the censure of the superior authorities, acts are sanctioned which are wholly unwarranted by international law, and which naturally create feelings of dislike and distrust towards foreigners, who forget the conditions under which they are allowed to trade and to locate themselves in other lands.

During the month of February, 1868, the Company for Promoting the opening of Mines in Netherlands India will sell, subject to the approval of Government, the concession for working coal mines in Banjoe-Wang, Borneo, together with the works erected by the company. Information on the subject may be obtained of Messrs. Van Heekeren and Co., of Amsterdam.

THE STRAITS GOVERNMENT.

(To the Editor of the *London and China Telegraph.*)

SIR,—We are always glad when you take notice of what is passing in this remote spot, and your article on the Straits Government, in your paper of 26th June, whilst correct as to general issue, is so faulty as to details that I trust you will allow me to state the true bearings of the case.

There is no doubt that the late Government did not seek to give British influence its due weight with the native chiefs, and consequently a vast deal of misrule exists in the peninsula, "The rajahs in which, it is notorious, are constantly at warfare with each other, and jeopardising, if not actually injuring, British property and interests."* Your remarks in this respect are both just and cogent, and merit the attention of our Government, but with respect to both Klang and Kessang you have been misled, and as what I shall now state is derived from undoubted authority, you may place full reliance on it, and I will make my narrative as concise as possible.

The Rajah of Klang, prime minister of the Sultan of Salangore, finding that he had been considerably defrauded by people who were collecting his revenues, proposed to some merchants of Singapore to farm them. This was approved by the Sultan, who set his seal to the contract. The arrangement was for two years from March, 1866. The immediate consequence was that proper persons were placed in various parts of the province to administer a rude but impartial justice, punish crime, and encourage trade. The revenues were derived from opium, spirits, and gambling farms, a tenth of the tin produced, and some other trifling items. The result of the experiment in the space of nine months was a large increase to the industrial population, the miners increasing from 3,000 to 7,500; a revenue doubled, without any complaint from the people; and an increased export of tin from 12,000 to 22,000 piculs, which would this year have probably exceeded 30,000 piculs but for the events which took place in January and February last. The success which had crowned the efforts of the farmers created much jealousy among the Salangore chiefs, and these were aided, underhand, by some of the Malacca Chinese, whose profits had been curtailed by the prevention of smuggling, &c. Towards the end of last year Rajah Mahlie, a nephew of the Sultan, having borrowed some money and purchased opium and other goods, come to Klang, and refused to pay any duties, whether on imports or exports. The matter was referred to the Sultan, who returned an evasive answer. About this time also, in a quarrel between the Bugis and Battu Baras (a tribe from Sumatra), one of the latter was killed, and this gave rise to a vendetta between the two races. Mahlie cunningly availed of this feud and intrigued with the latter, making them all sorts of promises. The tranquillity of the country was soon disturbed, but still no outbreak took place. On being informed of the state of affairs, one of the farmers left this for Klang to try and settle matters, and, on arrival, sent for all the various chiefs to consult as to the best steps to insure peace. The Sultan was also asked to assist. From the 11th February to the 1st March every attempt was made to ensure peace, but the Sultan, or the chiefs, or Mahlie, found some fresh cause for delay. Meanwhile the natives were becoming more and more excited, arms and ammunition freely circulated through the country, and finding that nothing could be done, it was resolved to leave them to their own "wicked devices." No sooner had the Europeans left, than a fight took place, and several of the combatants were killed and wounded. Since then the farmers have not attempted to interfere, except by representations to the Straits Authorities, and General Cavenagh was so fully sensible of the justice of these, that he recommended vigorous action to his successor. It subsequently became known that the Sultan of Salangore had all along given underhand assistance to Mahlie, and intrigued to prevent a peaceful settlement of the matters in dispute. The result of this treachery is, that nearly all the Chinese, numbering at one time nearly 8,000, have left the mines; the export of tin has fallen off to something very small, and it will take years before confidence can be restored and trade attain its former lead. The chiefs of the country (Klang) were all in favour of the system introduced by the farmers; they were paid monthly and regularly, and were better off than ever they had been. They are sorry for the change, but few have dared to oppose the Sultan. So much for that—now for Kessang. Many years ago, in the time of the Hon. E. Blundell, an offer was made to the Sultan of Johore to sell Kessang to the English, and the sum offered was $40,000, which was declined. The Kingdom of Johore having since been transferred by the English to the Tumongong (K.C.S.J.), the Sultan retired to Kessang, and having little or nothing to live on, he is undoubtedly hard up, and so, lately, it was endeavoured to seduce him with the sum of $10,000. This he declined, but I have good reason to believe that he would gladly accept $40,000, and it would be a cheap acquisition for us, and would probably repay itself in five years. By all means let the Government establish British influence, and annex where we can do so with justice, and without running violently counter to "rights established," private or public.—Your obedient servant,

FREE TRADE.

Singapore, August 1, 1867.

* An official report, dated 22nd June, 1867.

(To the Editor of the *London and China Telegraph.*)

DEAR SIR,—Your article upon "The Straits Government," just to hand in your issue of the 26th June, calls for a few remarks from some one on the spot who is in a position to prove that the late Government does not deserve the "supine" character you give it in the two cases you instance of its relations with the adjacent native States.

I have been at some pains to get at the exact facts of the cases you allude to, because, as it has been represented to you, it would appear that the late Government had studiously neglected to attend to the dissensions amongst the different petty rulers in the Malay peninsula, whereas, from some experience here, I have always found that to the extent of its power, which I grant was limited, the local Government was always ready to prevent "misery and suffering" amongst the natives, to protect British interests, and to prevent any injury whatever from being done to the trade and commerce of the settlements.

In the case of Klang, or rather Kallang, the facts are as follows:—

On the 16th of last March General Cavenagh, then on his way to Penang to meet the Calcutta mail, previous to his embarkation for Europe, touched at Malacca, where he received a deputation from some of the most respectable members of the Chinese community, who represented that in consequence of the dissensions between two petty native chiefs, Rajah Mah Ali (a relative of the Sultan of Salengore), and Rajah Dowlah, the chief entrusted with the charge of the district of Kallang (who had farmed the collection of the revenue to an English and a Chinese merchant conjointly). A large quantity of tin, British property, for which the duty had been only paid to the officers deputed by the Sultan to receive it, had been detained in the Kalling River, no other steamer being available. General Cavenagh at once determined to proceed in the *Pluto* to the scene of contention for the purpose of protecting British interests, and making himself personally acquainted with the circumstances of the case.

On the 17th of March the *Pluto* steamed up the Kallang River, and passed the stockades of the contending parties. It was found that Rajah Mah Ali had taken up a position below that occupied by the officers of Rajah Dowlah, and prevented any boats from passing down, whilst desultory fighting was being carried on between the two.

Rajah Mah Ali was at once informed that although the British Government had no wish to interfere with respect to the internal administration of the country, yet that the only ruler it would recognise was the Sultan of Salengore, with whom a treaty existed, and who was the acknowledged sovereign; and, as an intimation had been received from the Sultan of his having made over the charge of the district to him, he would not be allowed to obstruct British trade nor levy duties in addition to that already paid to the Sultan's nominee, consequently the blockade could not be permitted, and British subjects would be at liberty to remove their property under the protection of the steamer.

After the lapse of a sufficient interval to admit of the whole of the tin belonging to British subjects being placed on board country boats, these boats were taken in tow by the *Pluto*, and escorted down the river, past the stockades, and well out to sea, clear of all dangers; General Cavenagh then proceeded to the mouth of the Langat river, leading to the residence of the Sultan of Salengore, and late at night despatched a letter to the Sultan, reminding him of his treaty obligations, pointing out the unsatisfactory state of affairs in the Kallang river, and requiring him to take active measures to prevent any further interference with British subjects.

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In the course of the morning of the 18th a verbal message was received from the Sultan to the effect that he was prevented by illness from coming off to the steamer to pay his respects, that the contents of the letter would receive due consideration, and he hoped soon to forward a satisfactory reply.

As the Sultan would have to consult his advisers, and possibly to enter into some negotiations with Rajah Mahali, his answer could hardly be expected to be received in time to allow any orders to be passed upon it during General Cavenagh's tenure of office. Nothing, therefore, could then be done, and General Cavenagh continued his voyage to Penang, at the same time, with the view of giving Colonel Ord, the present Governor, the benefit of his local experience, he immediately furnished him with a detailed report of his proceedings, and, to enable him to act upon the receipt of the Sultan's letter, pointed out that, if the Sultan recognised the authority of Rajah Mah Ali over Kallang, in supersession of Rajah Dowlah, then, under the terms of the treaty, he would himself be responsible for any unjust demands made by the former upon British subjects. If, on the contrary, the Sultan disowned Rajah Mah Ali, then the Rajah would be treated as a mere freebooter, and his stockade should be destroyed and the river opened, for which duty two armed steamers would be sufficient.

Although the Sultan's decision was known early in April, no decision was taken upon it until May. In the meanwhile, a blockade had been established at the mouth of the Kallang River by Rajah Dowlah, by means of an *English* steamer, the *John Bull*, engaged at Singapore. This steamer was ordered away, and a man-of-war sent up to enforce the order, but as the blockade was renewed by two native gunboats, matters may be said to have been left in *statu quo*.

The second case you mention is Kassang, but you are evidently alluding to the district of Moar, which is the property of the *quasi* Sultan Ali, of Johore, who, as you observe, is much in want of money, and is bound by treaty to give our own Government the refusal of it. But, in all fairness, how could you expect the late Government of India to make a large advance in the shape of cash down on account of possessions which were so soon to pass from its hands to the Colonial-office. There is no doubt that this case would have otherwise received attention, because, as you say, added to Malacca, it would be converted into a valuable province.

I should not have troubled you with these details but that I feel sure your sense of fairness would not have induced you to charge the Government of General Cavenagh as a "*laissez faire* system" had you had an opportunity as I had of observing the constant care and attention that he always devoted to everything that could in any way advance the interests of the Straits Settlements during his seven years, tenure of office.—I am, dear Sir, your obedient servant, FIAT JUSTITIA.

Singapore, Aug. 1st, 1867.

THE BRINDISI ROUTE.

It has been stated that the Italian Government have agreed to a contract with the Egyptian Azizieh Company for the conveyance of the Italian mails from Alexandria to Brindisi, Ancona, and Venice, for the sum of £50,000 per annum. We understand that negotiations have been entered on, but not approved by the directors. *The Times*, on the subject of the conveyance of the mails, &c., by this route, has the following comments, from which it will be seen that the French Government are not disposed to facilitate the present communications between France and Italy which retard the mails, &c., some twenty-four hours *en route* to Brindisi. *The Times*, while pointing out the eagerness with which merchants avail themselves of any faster route, loses sight, apparently, of the difference between a few mail bags as at present, and what the bulk would be if our postal authorities substituted Brindisi for Marseilles. The average number of bags and boxes by each mail to and from India, China, &c., carried by the P. and O. Company, amounts to no less than 700, measuring about 100 tons. Now the question is, whether it would be safe or practicable to convey such a vast and important quantity of correspondence over Mont Cenis by the railway which has just accomplished a trial trip, especially when we have lately had the experience of inundations washing away the road. We think it would be a capital mistake on the part of our Postmaster-General to abandon Marseilles for Brindisi, which has only a single line of rail. In the new contract the time from Alexandria to London will be considerably reduced in consequence of the steamers proceeding viâ the Straits of Messina, instead of calling at Malta. There is no reason, however, why we should not avail of the route, so long as the Italian Government maintain a line between Brindisi and Alexandria; but as we have before said, it should be treated as a light service, and subject to a higher scale of postage. It would be very unwise for our Government to give any subsidy for the line, seeing that it could not be trusted to supersede Marseilles.

The following is the article in *The Times*:—

Although the French and Italian authorities declined to accede to the arrangements recently suggested for the transmission of the Indian mail through Italy, an opinion seems to be gaining ground among the mercantile body that the natural force of commercial operations will before long compel the adoption of this route, especially under the influence exerted by the success of the Mont Cenis Summit Railway. In a statement lately transmitted by Mr. Semenza to the Italian Minister of Public Works it is pointed out that for letters, parcels, and travellers despatched from London, Brussels, and Amsterdam, to India *via* Brindisi, a gain of three days might be effected, and for those from Lyons and Genoa two days, besides other advantages, but that the heavy portion of the homeward mail will continue to be forwarded by the old route for a long time to come. This portion is chiefly composed of Indian, Chinese, and Japanese silk, both raw and manufactured, which the steamers of the Peninsular and Oriental Company and the French steamers carry from Alexandria to Marseilles, the former at the rate of 3,000 to 5,000, and the latter at the rate of 2,000 to 3,000 bales and packages per month. Neither, it is said, will the route be altered for those parcels of specie and costly merchandise which are now forwarded eastward from Southampton. The more convenient rate of freight by steamer than by rail will always in these cases secure an undisputed preference to that service. Thus, goods are transmitted from London to Alexandria, and *vice versa*, at a far less charge *via* Southampton than they would be *via* Brindisi, although the distance is considerably diminished in the latter instance; because by the Southampton route, out of a passage of 5,618 kilometres only 130 are performed by rail, whereas by the Brindisi route, much shorter as it is, there are no less than 2,000 kilometres by rail. As regards the lighter traffic, however, it is urged the saving of a day, even of an hour, is of such consequence in the competition of business as to render it certain that the slower line must always succumb to the more speedy one; and an illustration of this tendency is cited in the fact that the merchants who have a commercial connection with Asia are already receiving, *via* Trieste, a duplicate of the correspondence usually transmitted *via* Marseilles, as it often happens that the duplicate reaches London a few hours, in some instances a day, in advance of the original. To attain the desired acceleration *via* Brindisi, the following conditions are stated to be requisite:

"1st. That an arrangement should be entered upon with the French Post-office to the effect that the outward mail on reaching Paris at 7.30 A.M., should be promptly forwarded by express train to Susa, where it could arrive at 7 A.M. on the following day—namely, after a lapse of 23 hours 30 minutes. Under the present arrangement, after being unnecessarily detained 13 hours in Paris, the mail in question takes no less than 33 hours to go thence to Susa, while the corresponding journey from Susa to Paris, slowly as it is performed, takes only 28 hours.

"2nd. That the Italian railways should transmit the Indian mail as well as passengers from Susa to Brindisi, and *vice versa*, within a lapse of about 24 hours.

"3rd. That the journey from Brindisi to Alexandria should be performed in about 70 hours, which can be easily effected by employing steamers of a speed of 14 knots an hour."

THE MONT CENIS RAILWAY ON THE BRINDISI ROUTE.

In our notice last year of the Brindisi route we noticed the erection of a railway to supersede the old Diligence over the mountain between St. Michel and Susa. We noticed in our last that the first train had passed successfully over the ground, and we now give some further interesting details from *The Times*:—

The line of railway which has been in the course of construction for the last eighteen months over this pass, and which follows in the main the great road of the First Napoleon, was successfully traversed over its whole length of 48 miles by a locomotive engine. A train, composed of an engine and two carriages, left the St. Michel station at 6.30 A.M. There were present the Duke of Vallombrosa; Mr. Fell, the inventor of the system; Mr. Brogden, a director of the company; Mr. Brunlees, the engineer, and his assistant, Mr. Bell; Mr. Blake, the agent of the company; Mr. Alexander and Mr. Barnes, locomotive engineers; Signor Copello, chief engineer for the Modane section of the tunnel; Captain Beaumont, R.E., Mr. James Brogden, Mr. Jopling, Mr. Morris, and Captain Tyler, R.E., on the part of the British Government.

Mr. Fell's system consists of the application of a central double headed rail placed on its side in the middle of the way, and elevated about 14 inches above the ordinary rails. There are four horizontal driving wheels on the engine, under the control of the engine-driver, which can be made by pressure to grasp the central rail so as to utilise the whole power of the engine, and so enable it to work up incredible gradients without slipping. The carriages also have four horizontal wheels underneath, which, with the central rail, form a complete safety-guard. In addition to the ordinary break there are breaks upon the central rail. It would appear, therefore, impossible for the engine or carriage to leave the rails where the central one is laid.

The morning was admirably adapted for the trip, the sun shining with great brilliancy upon the Alpine peaks and the numerous glaciers which are visible in different parts of the route. After leaving the deep valley in which St. Michel is situated, the line passes by a gradient of 1 in 30 to the Pont de la Denise, where an iron bridge spans the River Arcq, near the site of that which was carried away by the inundations of last year. As the little train passed the village of Fourneau, the workmen of the grand tunnel of the Alps turned out *en masse*, and, as at all other parts of the route, they were observed stooping down, and even endangering their lives, for the purpose of inspecting the unusual mechanism of the engine for working on the central rail. The first very steep gradient of one in twelve was seen in passing Modane, and, foreshortened to the view, appeared on the approach as if impossible to surmount; but the engine, the second constructed on this system, had already proved equal to the task on the experimental line, and, clutching the central rail between its horizontal wheels, it glided quickly up under a pressure of steam not more than 80lb. to the square inch without apparent effort. The progress was purposely slow, because no engine or carriage had previously passed over the line, and also to give opportunity for examining the works. The damages to the road on which the line was chiefly laid were found to be substantially repaired by the French Government. The magnificent scenery around and the waterfall near Fort Sessaillon were much admired, as the sharp curves afforded different views while passing on the edges of the deep

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ravines. The train entered Lanslebourg station under a triumphal arch, having accomplished twenty-four miles of distance, and attained an elevation of 2,100 feet above St. Michel.

From this point the zigzags of ascent commence, and the gradients over a distance of four miles were for the most part 1 in 12. Looking down from the train near the summit, as if from a balloon, four of the zigzags were visible at the same instant to a depth of 2,000 feet. The power of the engine was satisfactorily tested in this ascent, and the summit was reached under salvoes of artillery from an improvised battery, and amid the cheers of French and Italians who had gathered to welcome the English on the frontier. The engine again came to a stand under a triumphal arch, at an elevation of 6,700ft. above the sea. Flags of the three nations, and a silk flag specially presented by Signor Ginaoli to Mr. Fell, waved over a sumptuous breakfast, also provided by that gentleman. The hospice, the lake, and the plateau of the summit, surrounded by snow-clad peaks and glaciers, rising to an elevation of from 10,000ft. to 13,000ft. were passed, and the portion of the descent commenced from the Grand Croix. The railway here follows the old Napoleon road, which was abandoned long since for diligence traffic on account of the dangers from avalanche. Masonry-covered ways of extraordinary strength had here been specially provided for the railway.

The descent to Susa was a series of the sharpest curves and steepest gradients, on which the central rail had been continuously laid. The Valley of the Dora, with Susa and the convent of San Michel, and even the Superga above Turin, visible for thirty miles in the distance, presented a magnificent panorama, as the train wound through a clear atmosphere round the mountain side. The confidence of the party on a trip which would under ordinary circumstances have been so dangerous was manifested by their crowding round all parts of the engine, from which, under a feeling of the security afforded by the central rail, they thoroughly enjoyed the ever-changing scenes as they passed round the edges of the various precipices. Susa was entered amid the acclamations of multitudes of spectators, and the party adjourned to dine at the Hotel de France. Thus was completed a journey unexampled in its character both as respects the steepness of gradient, the elevation of the summit level, and the difficulty with which the curves and precipices were overcome.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and seven months ended 31st July do not exhibit a progress commensurate with what might have been expected, taking the returns for the six months into consideration. The total value of the Exports from this country for the month of July amounts to £15,562,430, which is an increase of 4 per cent. upon the value for July, 1866, the return for that month being £14,957,834. The value of the Exports for the seven months presents a decrease, when compared with the corresponding period of last year, of 4 per cent., the figures showing the value for 1867 to have been £103,175,914, and for 1866, £107,815,664.

The Imports for the month of June show a total value of £20,054,958, and for June, 1866, £23,243,939, there being thus a decrease of £3,188,981, or 13 per cent. For the half-year ended 30th June last the value of the Imports into this country was £103,496,351, and for the corresponding period of last year, £115,274,651, showing a decrease for the present year of £11,778,300, or nearly 10 per cent.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and seven months ended 31st July, and the value to the 30th June, are thus given:—

From	1865.	1866.	1867.	
	Quantity for the Month ended 31st July.			
China	46,043	13,496	—	cwts.
British India	275,454	509,942	318,883	,,
Egypt	134,448	70,729	81,848	,,
Total from all parts	585,209	1,075,244	748,898	,,
	Quantity for the Seven Months ended 31st July.			
China	256,928	13,496	4,707	cwts.
British India	1,411,296	2,888,141	1,257,869	,,
Egypt	904,319	690,267	784,679	,,
Total from all parts	3,694,062	7,932,986	6,396,104	,,
	Value for the Month ended 30th June.			
China	£21,767	—	£10,964	
British India	1,191,970	£2,670,660	£1,531,527	
Egypt	869,993	446,142	327,424	
Total from all parts	3,295,685	8,951,007	6,483,927	
	Value for the Six Months ended 30th June.			
China	£957,866	—	£20,965	
British India	5,880,04	£11,737,547	3,821,721	
Egypt	6,193,841	5,466,635	5,141,476	
Total from all parts	20,478,572	47,348,759	32,367,199	

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	1865.	1866.	1867.	
	Quantity for the Month ended 31st July.			
Ceylon	3,350,253	6,049,254	9,024,366	lbs.
Other British Possessions	2,112,007	3,178,995	2,178,824	,,
	Quantity for the Seven Months ended 31st July.			
Ceylon	38,259,126	37,637,536	45,127,631	lbs.
Other British Possessions	9,125,492	7,458,111	6,658,506	,,
	Value for the Month ended 30th June.			
Ceylon	£264,456	£344,446	£380,990	
Other British Possessions	29,075	22,541	14,256	
	Value for the Six Months ended 30th June.			
Ceylon	£1,023,562	£1,003,138	£1,236,488	
Other British Possessions	219,994	138,540	134,450	

The following quantities were entered for Home Consumption:—

	1865.	1866.	1867.	
	In the Month ended 31st July.			
Ceylon	1,411,460	1,923,922	1,566,982	lbs.
Other British Possessions	541,683	375,339	369,493	,,
	In the Seven Months ended 31st July.			
Ceylon	11,424,405	13,536,134	12,415,598	lbs.
Other British Possessions	4,804,152	3,412,160	3,691,884	,,

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands:—

	1865.	1866.	1867.	
	Quantity for the Month ended 31st July.			
Of 2nd quality	—	3,828	—	cwts
Of 3rd quality	26,628	859	—	,,
Of 4th do.	4,060	69,376	22,844	,,
Total, all qualities	30,688	74,063	22,844	,,
	Quantity for the Seven Months ended 31st July.			
Of 2nd quality	2,117	3,830	—	cwts.
Of 3rd do.	116,447	51,186	63	,,
Of 4th do.	334,961	208,153	174,238	,,
Total, all qualities	453,525	263,169	174,301	,,
	Value for the Month ended 30th June.			
Of 3rd quality	£36,689	—	—	
Of 4th do.	43,821	£23,470	£5,295	
Total, all qualities	80,510	23,470	5,295	
	Value for the Six Months ended 30th June.			
Of 2nd quality	£2,214	£3	—	
Of 3rd do.	88,864	46,612	£63	
Of 4th do.	324,220	117,507	123,326	
Total, all qualities	415,318	164,122	123,389	

The following were the quantities entered for Home Consumption:—

	1865.	1866.	1867.	
	In the Month ended 31st July.			
Of 2nd quality	886	—	—	cwts.
Of 3rd do.	6,995	5,537	511	,,
Of 4th do.	16,066	7,457	21,452	,,
Total, all qualities	23,947	12,994	21,963	,,
	In the Seven Months ended 31st July.			
Of 2nd quality	2,606	4	191	cwts
Of 3rd do.	117,294	32,296	65,828	,,
Of 4th do.	127,038	87,764	208,502	,,
Total, all qualities	246,938	120,064	274,521	,,

The Hemp imported from the Philippine Islands during the month and seven months presents the following figures:—

	1865.	1866.	1867.	
Quantity for the month ended 31st July	41,231	985	7,035	cwts.
Quantity for the seven months ended 31st July	145,562	26,312	49,598	,,
Value for the month ended 30th June	£22,475	—	£29,468	
Value for the six months ended 30th June	£149,177	£59,517	£108,497	

The following is a return of the total quantity of Raw Silk imported into the United Kingdom:—

From	1865.	1866.	1867.	
	Quantity for the Month ended 31st July.			
China	—	4,400	2,406	lbs.
British India	—	3,928	—	,,
*Egypt	214,046	150,589	242,184	,,
Other Countries	105,392	65,771	61,706	,,
Total	319,438	224,688	306,296	,,
	Quantity for the Seven Months ended 31st July.			
China	90,564	83,695	26,957	lbs.
British India	4,260	61,199	—	
*Egypt	1,971,732	1,604,624	2,039,224	,,
Other Countries	789,997	794,741	1,021,794	,,
Total	2,856,553	2,544,259	3,087,975	,,
	Value for the Month ended 30th June.			
China	£7,543	—	—	
*Egypt	73,311	£179,708	£212,181	
Other Countries	134,325	88,003	86,729	
Total	215,179	267,711	298,910	
	Value for the Six Months ended 30th June.			
China	£111,559	£92,608	£31,266	
British India	4,047	64,430	—	
*Egypt	2,116,268	1,686,975	2,306,787	
Other Countries	862,345	986,347	1,351,206	
Total	3,094,219	2,830,360	3,689,259	

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and seven months ended 31st July, and their value to the 30th

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June of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and seven months ended 31st July are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 31st July.			
Coffee (lbs.)	14,052,141	13,200,875	16,020,078
Hemp (cwts.)	137,433	151,935	73,364
Thrown Silk (lbs.)	372	2 329	16,871
Tea (lbs.)	4,651,677	1,539,669	2,825,267
Unrefined Sugar (cwts.)	1,382,850	1,455,611	1,084,406
Quantity for the Seven Months ended 31st July.			
Coffee (lbs.)	61,410,355	58,788,530	69,661,425
Hemp (cwts.)	387,172	432,847	262,572
Thrown Silk (lbs.)	12,569	24,701	75,684
Tea (lbs.)	71,303,281	76,974,195	65,121,405
Unrefined Sugar (cwts.)	5,696,325	6,309,097	6,693,266
Value for the Month ended 30th June.			
Coffee	£393,190	£414,470	£511,338
Hemp	100,630	173,962	115,119
Thrown Silk	4,782	3,534	36,016
Tea	737,778	1,425,488	210,430
Unrefined Sugar	1,277,101	838,732	1,230,602
Value for the Six Months ended 30th June.			
Coffee	£1,546,062	£1,405,752	£1,693,829
Hemp	381,903	505,096	356,244
Thrown Silk	23,567	45,646	128,322
Tea	4,745,783	5,784,773	4,525,325
Unrefined Sugar	4,511,603	5,069,028	6,009,631
Entered for Home Consumption in the Month ended 31st July.			
Coffee (lbs.)	2,374,616	2,660,861	2,645,798
Tea (lbs.)	7,704,182	8,766,623	9,268,884
Unrefined Sugar (cwts.)	911,478	947,610	947,444
Entered for Home Consumption in the Seven Months ended 31st July.			
Coffee (lbs.)	17,850,292	18,493,686	18,867,039
Tea (lbs.)	57,134,055	58,807,548	62,502,711
Unrefined Sugar (cwts.)	5,976,510	5,796,417	6,704,419

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st July, 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	26,499,736	34,078,900	38,676,415
Tea (lbs.)	101,092,945	97,720,786	84,729,842
Unrefined sugar (cwts.)	3,470,886	3,865,849	3,137,361

During the three months and six months ended 30th June of the present and two previous years the value of the merchandise imported into the United Kingdom from the undermentioned colonies and foreign countries was as follows :—

Imported from	1865.	1866.	1867.
For the Three Months ended 30th June.			
China (exclusive of H. Kong)	£3,067,951	£3,241,563	£1,332,053
Hong Kong	183,947	48,680	49,405
Japan	286,668	108,260	106,022
Singap. & Straits Settlements	451,682	440,629	332,210
Ceylon	807,955	868,047	1,115,921
Philippine Islands	306,641	202,214	251,205
Borneo	12,229	10,008	18,744
Siam	7,274	6,540	—
For the Six Months ended 30th June.			
China (exclusive of H. Kong)	£5,108,789	£5,554,151	£4,233,414
Hong Kong	499,608	96,576	138,290
Japan	415,510	180,748	197,132
Singap. & Straits Settlements	863,088	718,792	567,138
Ceylon	1,255,170	1,228,912	1,431,937
Philippine Islands	790,730	306,140	281,174
Borneo	19,842	10,008	27,970
Siam	9,372	7,929	—
Java	—	—	3,063

EXPORTS.

The Exports to China and Hong Kong during the month and seven months are returned as follows :—

	1865.	1866.	1867.
Quantity for the Month ended 31st July.			
Cotton yarn	3,840	388,080	833,900 lbs.
Cotton manufactures	12,910,816	16,191,591	13,138,302 yds.
Worsted stuffs	1,767,961	1,373,773	1,423,910 ,,
Woollen & worsted cloths	221,105	139,922	65,360 ,,
Lead	107	102	426 tons.
Quantity for the Seven Months ended 31st July.			
Cotton yarn	872,702	2,912,506	3,843,548 lbs.
Cotton manufactures	68,354,658	101,973,487	80,579,498 yds.
Worsted stuffs	10,008,406	12,276,389	14,706,474 ,,
Woollen & worsted cloths	1,015,499	1,097,659	822,975 ,,
Lead	1,037	4,185	1,804 tons
Value for the Month ended 31st July.			
Cotton Yarn	£708	£30,160	£61,493
Cotton manufactures	270,644	378,941	260,103
Worsted stuffs	135,795	85,705	88,382
Woollen & worsted cloths	31,496	27,605	9,739
Lead	2,228	2,285	8,782
Value for the Seven Months ended 31st July.			
Cotton yarn	£82,925	£285,187	£288,238
Cotton manufactures	1,516,497	2,534,318	1,631,364
Worsted stuffs	758,534	823,338	940,120
Woollen and worsted cloths	172,620	187,456	128,376
Lead	22,647	92,010	37,184

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	1865.	1866.	1867.
	Quantity for the Month ended 31st July.		
Ceylon	18,200	148,000	104,995 lbs
Singapore	80,000	252,550	166,600 ,,
	Quantity for the Seven Months ended 31st July.		
Ceylon	116,392	492,978	176,295 lbs
Singapore	933,390	811,920	1,371,390 ,,
	Value for the Month ended 31st July.		
Ceylon	£1,428	£14,426	£8,270
Singapore	7,200	21,055	15,786
	Value for the Seven Months ended 31st July.		
Ceylon	£9,818	£57,451	£15,135
Singapore	86,867	81,664	123,765

Of Cotton Manufactures the following were the Exports :—

To	1865.	1866.	1867.
	Quantity for the Month ended 31st July.		
Ceylon	391,165	3,821,786	2,545,480 yds.
Singapore	1,736,058	5,920,344	5,490,400 ,,
Java	2,191,206	3,027,990	3,372,200 ,,
Philippine Islands	2,694,983	58,720	3,619,500 ,,
	Quantity for the Seven Months ended 31st July.		
Ceylon	5,870,621	14,005,352	12,426,978 yds.
Singapore	28,717,504	31,649,001	41,368,843 ,,
Java	18,045,031	30,600,115	23,025,586 ,,
Philippine Islands	17,839,848	11,887,774	23,200,272 ,,
	Value for the Month ended 31st July.		
Ceylon	£9,491	£65,122	£51,272
Singapore	39,057	127,975	109,697
Java	51,127	62,793	67,202
Philippine Islands	60,408	2,279	85,219
	Value for the Seven Months ended 31st July.		
Ceylon	£151,057	£342,940	£276,669
Singapore	595,216	736,373	851,056
Java	394,569	739,639	526,581
Philippine Islands	436,237	314,747	567,978

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the seven months ended 31st July of the present and two preceding years :—

	1865.	1866.	1867.
	Quantity for the Seven Months ended 31st July.		
Cotton yarn	50,900,602	73,320,836	90,352,541 lbs.
Cotton manufactures	1,115,005,252	1,412,385,282	1,520,053,577 yds.
Worsted stuffs	108,803,303	132,938,793	118,123,461 ,,
Woln. & worsted cloths.	13,953,795	19,882,014	17,759,353 ,,
Lead	12,871	16,459	14,334 tons
	Value for the Seven Months ended 31st July.		
Cotton yarn	£5.012,047	£7,577,085	£8,413,869
Cotton manufactures	24,437,480	33,515,402	30,407,197
Worsted stuffs	6,528,975	7,720,234	7,306,670
Woollen & worsted cloths	2,126,336	3,089,434	3,050,483
Lead	278,689	366,965	311,803

During the month and six months ended 30th June of the present and two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	1865.	1866.	1867.
	For the Month ended 30th June.		
China (exclusive of H. Kong)	£322,382	£479,489	£409,458
Hong Kong	133,657	144,470	250,084
Japan	123,755	58,690	193,402
Singap. & Straits Settlements	180,333	89,929	131,641
Ceylon	49,383	130,663	53,532
Philippine Islands	65,629	120,889	132,865
Java	123,175	260,430	126,302
	For the Six Months ended 30th June.		
China (exclusive of H. Kong)	£1,718,225	£2,630,041	£2,110,155
Hong Kong	791,932	1,391,916	967,147
Japan	704,713	794,881	816,797
Singap. & Straits Settlements	853,943	944,437	1,047,807
Ceylon	291,367	491,176	355,432
Philippine Islands	524,358	413,201	600,240
Java	455,190	824,188	679,516
Siam	15,204	4,088	—

MANCHESTER MARKETS.

Prices continue in favour of buyers, and rather induce purchases. Quotations are :—Grey Shirtings, 7 lbs., 8s. to 8s. 3d. ; 8¼ lbs., 10s. 3d. to 10s. 6d.; Cotton Yarn, Nos. 16-24, 1s. 2d. to 1s. 3d. ; Nos. 28-32, 1s. 3d. to 1s. 4d. ; Maddapollams, 3s. 8d. ; Long Cloths, 9s. ; T-Cloths, 6s 1d.; White Spot Shirtings, 11s. ; Damasks, 20s.

The following is from the circular of Messrs. Jorss and Co., Leeds :—It is generally believed that we have passed the lowest point, and that during the ensuing months business will revive, as a demand is likely to spring up for the American, Continental, and home trade. The money market is very quiet. The supply of money continues large, and the rates of discount remain easy. The best bills are taken at 1¼ per cent. to 1⅝ per cent. The Wool trade does not present any new feature ; the business has been confined to meet pressing wants for a brief period. Prices are on the whole unchanged, though in a few instances rather in the seller's favour. Of Yarns small quantities were purchased, and a slight improvement in the demand manifested itself at old rates. The Piece market, like the other two branches of the trade, remains unchanged ; no orders have yet been given out by the home trade, but a fair business was done in the warehouses, buying from stock. The reports from America are more favourable, some orders for quick delivery were placed, but prices have not yet been influenced by the better prospects of the future.

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PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful entrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London.

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854 and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	80,000,000 ...	£3,200,000
Capital paid up ...	...	50,000,000 ...	£2,000,000
To be paid up Sept. 15, 1867		10,000,000 ...	£400,000
Do. Mar. 15, 1868		10,000,000 ...	£400,000
Do. Sept. 15, 1868		10,000,000 ...	£400,000
Reserved Fund ...	...	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion.

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking busines of every description with the Continent, India, China, &c., upon erms to be ascertained at the Office.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0

RESERVE FUND £145,902 14

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Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio)*.
Sir F. J. Halliday, Esq. K.C.B. |
Jas. Murray Robertson, Esq. |

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

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LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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STOREKEEPERS,

GENERAL MERCHANTS

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The CHEAPEST INK.

The BEST INK.

The PERMANENT INK.

The 1d. Packet equal to a 6d. Bottle.

The 1s. Bottle makes Two Quarts.

PERRY and CO.'s PATENT ESSENCE OF INK.

This preparation produces Extemporaneous Ink of the finest quality in one minute with cold water, and instantly with hot water, by simple solution as salt or sugar. Sold in packets 1d. each, and in glass bottles 1s. each. Sample free, per post, for two stamps. Sold by all Stationers, Wholesale, 37, Red Lion-square, and 3, Cheapside, London

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PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

"The Slate, as our readers may suppose, is made of the same material, and we are sure would be found very useful to all housekeepers, nearly as much so as the Dairy, which we would advise our readers to purchase. The price is very low, and there are four or five sizes."—From THE QUEEN, April 6.

PERRY and CO.'s PATENT BOSTONITE PLAYING CARDS, 2s. 6d. per pack.

Bostonite Slates from 6d. each.
Bostonite Book Slates, 6d., 1s., and 1s. 6d. each.
Bostonite Memoranda Tablets, 6d., 1s., and 1r. 6d. each.
Bostonite Diaries, 1s., 1s. 6d., and 2s. 6d. each.
Bostonite Music Slates, 6d. each.
Bostonite Purses, from 1s. 6d. each.
Bostonite Multiplication Tablets, 4d. each.

NOW READY, PRICE 21s.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill.

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NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. ROBERT C. LAMBERT, in the Firm of MORGAN, LAMBERT, and CO., Hong Kong, CEASED on the 31st March, 1867.

ROBERT C. LAMBERT.

London, 1st June, 1867.

THE Undersigned have this day Established as GENERAL COMMISSION AGENTS, under the Firm of LAMBERT, WHYTE, and CO.

ROBERT C. LAMBERT,
W. A. WHYTE.

London, 9, Mincing-lane, 1st June, 1867.

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ESTABLISHED IN SHANGHAI, 1863.

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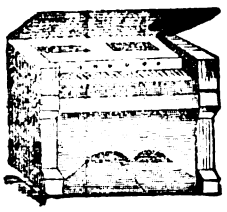

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FOR THE
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DYSENTERY, CHOLERA. FEVER, AGUE, ETC.

CHLORODYNE.

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DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

DR J. COLLIS BROWNE'S CHLORODYNE is the best and most certain remedy in COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc.

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DR. J. COLLIS BROWNE'S CHLORODYNE EXTRACT *from the* GENERAL BOARD OF HEALTH, *London, as to its efficacy in Cholera*—"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

From A. MONTGOMERY, Esq., *late Inspector of Hospitals, Bombay*.—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

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AGENT: Hong Kong, Mr. A. S. WATSON.

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Be not misled by the statements of unscrupulous persons, as the Defendant was termed by th Vice-Chancellor

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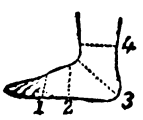
ELASTIC  BOOTS.

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Printed Circular, with full particulars of Prices, forwarded free to any part of the world.

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BOOTMAKERS TO THE PRINCE AND PRINCESS OF WALES,

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N.B.—SELF-MEASUREMENT—Stand on a sheet of paper and mark round the outline of the foot. Take the size of the foot in the places marked in the above drawing.

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THE most durable and beautiful paint known, is cheaper than White Lead, and is proved to be superior for all purposes than the pernicious Lead Paint, and equally adapted for all climates.

Its whiteness is unaffected by bilge water, boiling sugar, or noxious gases.

It is free from any poisonous ingredient, and suited in all respects to the use of the painte

Each Cask of Pure White Zinc is stamped "HUBBUCK, LONDON, PATENT."

Inferior Zinc Paint, so marked, having been sold in Foreign Markets, the Patentees offer a Reward of FIFTY POUNDS for information which will lead to the conviction, in an English or Colonial Court, of those who have pirated their Mark. Both Exporters and Retailers are liable for its sale.

THOMAS HUBBUCK AND SON,

WHITE LEAD, OIL, PAINT, AND VARNISH WORKS,

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HUBBUCK'S ANTI-CORROSIVE PAINTS

Are very durable, and the most valuable protection to Iron Roofs, Bridges, Piers, Ships, and Buildings exposed to stormy weather and scorching sun; they soon become extremely hard, and do not blister.

They are made of Stone, Slate, Copper, White, Blue, Green, or any other Colour that is desired.

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For Coating Iron and Wood Ships' Bottoms; a preservative against fouling and corrosion. This composition is ready for immediate use, and obviates the waste of carrying unmixed Paints, Oils, Driers, &c. It is also applicable to al the purposes of other Paints.

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Has less colour than Raw Linseed Oil, is a quick, hard, and certain drier for White and Light Coloured Paint.

PAINTS AND OILS PROPERLY PACKED FOR EXPORTATION.

PEACOCK AND BUCHAN'S COMPOSITIONS FOR KEEPING OFF BARNACLES, WEEDS, &c.

THIS is now established as the BEST and CHEAPEST known for protecting ships bottoms from galvanic action or fouling. It is used on the ships of the "Peninsular and Oriental," "Royal West India," "Panama and New Zealand," "Pacific Steam," and other Royal Mail Companies; also on foreign ships of war, and in H.M.'s Royal Dockyards. Apply to the Manufacturers direct, SOUTHAMPTON, or to their accredited Agents at all the seaports of the world.

Extract from the "Standard" of October 18th, 1866

"COMPOSITION FOR IRON SHIPS' BOTTOMS.—It appears that the iron turret ship 'Huascar,' on Captain Cowper Coles' plan, and fitted with his patent tripod masts, &c., belonging to the Chilian Government, before leaving England was coated on her bottom with Messrs. PEACOCK and BUCHAN'S last Improved Composition for protecting the plates and rivets, and keeping off shell fish, &c., and which has given such entire satisfaction that they, the said Government, have just ordered *five* tons of the material to be sent out to the Arsenal at Valparaiso for the use of their Iron Fleet in the Pacific. The Spanish Government have also ordered a considerable quantity of this composition for the use of their Iron Fleet."

Extract from the "Greenock Advertiser" of October 11th, 1866.

"ANTI-FOULING COMPOSITION.—The ship 'Ceres,' of Greenock, lately reached this port after a two years' voyage, and has been put into Dock to receive a fresh coating of Messrs. PEACOCK and BUCHAN'S (of Southampton) Patent Composition. The vessel was coated with it at London, in 1863, and sailed thence to Melbourne, Calcutta, Bombay, and Greenock, and on her arrival here the copper was quite clean and clear of barnacles, and has thus saved a very heavy per centage of wear and tear. We understand that the local agents, Messrs. Macallister and Fyfe, have received a letter from Captain M'Kenzie, of the "Hooyland," of Glasgow, stating that on his ship's return from a voyage to Surinam the copper, which had also been coated with this Cmposition, was perfectly clean"

STEAM ENGINES, SCREW AND PADDLE STEAMERS, &c.

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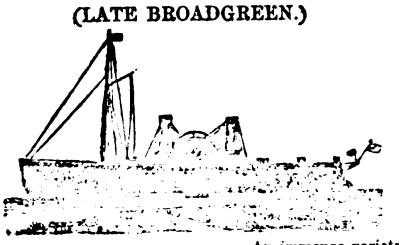

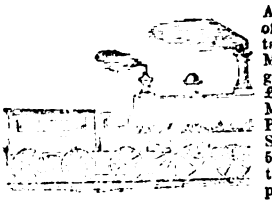

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From LORD BROUGHAM.

I think very highly of your Telescope as a powerful Instrument, and am quite astonished at the very moderate price you have put upon it.

From D. CRIGHTON, Esq., Forfar, N.B.

I have thoroughly tested your £2 2s. Model Steam Engine, with which my boys are highly delighted, the material and workmanship are excellent, and being quite safe, I don't know of a more useful and instructive mechanical gift for young lads.

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The Hon. F. G. Wynne is highly pleased with the 17s. 6d. Vertical Engine; it is remarkably cheap, and well worth its price. He gives Mr. Richardson great credit for it.

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This highly-finished Microscope is warranted to show the animalculæ in water, eels in paste, &c., magnifying several hundred times. The Microscope is mounted on a brass stand, and has a compound body with Achromatic Lenses, Test Objects, Forceps, and spare glasses for mounting objects, &c., &c. The whole contained in a highly polished mahogany case, price 7s. 6d., or will be sent carriage free (by rail) for 8s. 6d.

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Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at Long Distances.

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GEORGE JONES, No. 8, Billiter-street.

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COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

N.B. Extra Steamer from Suez, for Aden, Ceylon Madras, and Calcutta.

It is the intention of the Company to dispatch an EXTRA STEAMER from Suez to Calcutta, in correspondence with the vessels conveying the Mails, &c., leaving Southampton on the 20th, and Marseilles on the 28th of October.

This arrangement will afford additional facilities for the conveyance of Passengers and Cargo.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

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It is frequently done in 72 hours.

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Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versa*.

For further particulars apply to the Company's offices at FLORENCE, via Montebello, 42; PARIS, Rue de L'Universite, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLO. *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday and Saturday.

National Line, leaving Liverpool every Wednesday.

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New York and Havre Line, leaving Falmouth once a month.

And at Panama by the steamers of the

Royal Mail Line, leaving Southampton on the 2nd and 17th of every month.

West India and Pacific Line, leaving Liverpool 5th and 20th of every month.

Generale Transatlantique Line, leaving St. Nazaire, France, 18th of every month.

Passengers by this route are less than ten days in the tropics.

The next departures will be from San Francisco:—

GREAT REPUBLIC, 5,000 tons, December 3rd.

CHINA, 5,000 tons, January—

COLORADO, 4,000 tons, February—

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, 145 Cheapside, London.

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Freights.—£31. 7s. per ton measurement, with 10s. per ton primage.

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Do.	Desana	A1 13 pr.	E.I.D.	With des.
Hong Kong ...	Carmarthnsh.	A1 14 yr.	W.I.D.	With des.
Do.	Serica	A1 13 pr.	W.I.D.	With des.
Kanagawa, Nagasaki, & Osaca	Broadwater ..	A1 10 yr.	W.I.D.	With des.
Kanagawa and Nagasaki ...	Evelyn	A1 13 yr.	W.I.D.	With des.

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CHINA, JAPAN, SINGAPORE, and PENANG.—The following splendid first-class clipper SHIPS will be despatched as under:—

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Ditto	Min.....	A1 13 yr.	E.I.D.	To fol.
Hong Kong & Whampoa ...	Avon	A1 13 yr.	W.I.D.	With des.
Hong Kong ...	Fiery Cross .	A1 13 yr.	E.I.D.	To fol.
Ditto	Sir Lancelot	A1 14 yr.	W.I.D.	To fol.
Yokohama	Rifleman.....	A1 13 yr.	E.I.D.	With des.
Ditto	Eliza Shaw...	A1 15 yr.	W.I.D.	To fol.
Singapore and Penang	Anne Dymes	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

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Bombay ..	Pegasus.....	1183	A1 7 yrs.	E.I.D.	Sep. 20
Colombo ...	Seafield ...	616	A 1 10 yrs.	W.I.D.	Sep. 14
Colombo ...	Granville ...	602	A 1 15 yrs	W.I.D.	To fol.
Colombo ...	Spr. of the N.	671	A1 10 yrs.	W.I.D.	To fol.
MalabrCst.	Star of the Mersey ...				Sep. 20
Aden	New Brunsk.	499	A1	Tyne	To fol.

No. 22, Great St. Helen's, E.C.

Has a large portion of her cargo engaged, and will meet with quick despatch.

DIRECT for MANGALORE, Cannanore, Calicut, and Cochin, the fine, fast-sailing British ship, STAR OF THE MERSEY, A1, 254 tons register; E. THOMAS, Commander; London Docks. This magnificent clipper, built under special survey in 1863, is strongly recommended to shippers of fine and season goods.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail Sept. 14.

DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, A1 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

A regular trader. To follow the "Seafield."

DIRECT for COLOMBO, the splendid British-built ship, GRANVILLE, A1 15 years, 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, well known in the Ceylon trade, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Bebington," and will meet with the usual quick despatch.

FOR BOMBAY DIRECT, the fine British-built clipper-ship PEGASUS, A1 (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, is confidently recommended to shippers, and has a great portion of her cargo engaged.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Regular line of Packet Ship.

To follow the "Tweed."

FOR HONG KONG and WHAMPOA, the nearly new clipper-ship ALBERT VICTOR, A 1 13 years, 858 tons register, newly metalled; DAVID MUIR, Commander: lying in the East India Docks. This fine ship, built by Messrs. Steele, of Greenock, offers a favourable opportunity for shippers of fine goods at this season.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

With Quick Despatch.

FOR SHANGHAI, the splendid clipper ship, MAITLAND, A1 12 years, 799 tons register, WILLIAM COULSON, Commander; to load in the East India Docks. This vessel has proved herself to be equal to the fastest of the clippers; will be despatched in twenty days after arrival from Foo-Choo.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

COLOMBO DIRECT (to follow the "Thames"), the clipper PALESTINE, AA1, 608 tons register; T. PARK, Commander; loading in the West India Dock. Has unrivalled accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard,; and for Freight or Passage to F. TALLACK, 23, Birchin-lane, E.C.

THE LONDON AND CHINA TELEGRAPH.

THE NINTH Vo[lume] of this JOURNAL commenced on th[e] of January, 1867. The Subscription for the thre[e] bers per month is 30s. per annum, including Postag[e] lt to the Export Supplement 12s. Terms for advertis[ing] 2s. 6d. per five lines; and 6d. for each additional line.

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Nagasaki—Japan ...	PIGNATEL AND Co.
Yokohoma	HANSARD AND BLACK.

OFFICE, 2, COWPER'S COURT, CORNHILL, E.C (Over the Jerusalem.)

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Thursday, September 12, 1867.

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 258.] LONDON, MONDAY, SEPT. 30, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	May 26	July 20	July 28
Nagasaki			Aug. 1
Hakodadi			
CHINA—Peking			July 27
Tien-tsin			July 30
Chefoo			Aug. 1
New-chwang			
Hankow			July 2
Kiu-kiang			July 8
Chin-kiang			
Shanghai	June 19	July 31	Aug. 6
Ningpo			Aug. 2
Foo-Chow			Aug. 3
Formosa—Tamsuy			
Amoy			Aug. 4
Swatow			
Hong Kong	July 26	Aug. 2	Aug. 12
Canton			
Macao			
PHILIPPINES—			
Manila	June 10	July 22	Aug. 5
COCHIN-CHINA—			
Saigon			July 28
SIAM—Bangkok			Aug. 14
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Aug. 15
MALACCA STRAITS—			
Singapore	July 17	Aug. 8	Aug. 20
Penang	July 10	Aug. 9	Aug. 23

The inward (French) mail is not yet telegraphed from Suez. Telegrams in advance of the Mail of Aug. 28 from Hong Kong have been received. Telegrams from Japan to 26th August, via San Francisco, due here on the 14th inst., have not been published. Via Kiachta telegrams to Aug. 26 were received on the 18th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Masilia, arrived Sept. 27.—From Shanghai: Mr. Broadman, Mr. Holmes. From Hong Kong: Mr. Scholfield, Mr. Danseger, Mr. Dent, Mr. Bacis, Mr. Ziell. From Singapore: Mr. Rodger. From Penang: Rev. C. Belda. From Galle: Mr. and Mrs. Crowe, Mr. Firville, Mrs. Firville, child, and servant, Mr. Plump.

To Southampton, per P. and O. steamer Syria, expected to arrive Oct. 4.—From Hong Kong: Mrs. Hogg, child, and servant, Mr. Adamson. From Singapore: Mr. Jackson. From Galle: Mr. Birchell, Mr. and Mrs. Kidd, child, and servant. From Yokohama: Mr. Malcolm, Mr. Jurst, Mr. Trotter.

PASSENGERS OUTWARD.

Per P. and O. steamer Bangalore, from Southampton, September 20.—To Ceylon Mr. and Mrs. Rudd and two children, Miss Pinchand, Dr. S. Cooper, Mr. Donaldson, and one 2nd class passenger. To Singapore: Mr. Hervey. To Penang: Mr. Gilberts. To Shanghai: Mr. A. K. Dyer. To Hong Kong: Mr. A. Price. To Calcutta: Mr. H. D. Jones, Mrs. P. Taylor and child, Mr. O'Bryen, Mr. A. and Miss Colvin, Mr. J. Walker, Mr. and Mrs T. W. Armstrong, Mr. W. F. Gibbon, Mrs. Andrew Smith, Mrs. and Miss Layard, Mrs. Walter and servant, Miss Hervey, Mrs. H. Whish and ayah, Mrs. Miles, Miss Wilson, Mr. R. D. Bayley, Mr. and Mrs. Healey, Mr. and Mrs. Ford, Mr. P. Corbet, Mr. W. Broughton, Mr. F. A. Vaughan Colonel Bent, Mr. C. H. Bailey, Mrs. Dunn, child and servant, Mr. E. Forrest, Mr. Cowie and child, Mr. R. W. Clifton, Mrs. O'Keefe, Mrs. Brown and child, Paymaster Murphy, Mrs. Upton, and five second-class passengers. To Madras: Captain and Mrs. Gunning, two children, and servant, Mrs. Charles Gunning, Mrs. Morley and child, Miss Watt, Capt. and Mrs. Hudleston, child, and servant, Mr. and Mrs. G. Thom, Rev. G. McRae. Major Canning, Mr. and Mrs. Hackett, Mr. D. A. Kerr, Mr. T. McGann, and one second-class passenger.

From Marseilles, September 28.—To Hong Kong: Mr. E. H. Price, Mr. Leopold Kahn, Mr. Shambler. To Shanghai: Mr. D. Brand, Mr. Hockley, Mr. G. D'Arnoux, Mrs. Bradfield and child. To Ceylon: Mrs. Morris, Mr. Blackett. To Yokohama: Mr. E. H. Hall. To Calcutta: Colonel Mundy, Mr. and Mrs. Lepage, Mr. and Mrs. E. Hudson, Mrs. and Miss Hastings, Miss S. J. Barrow, Mr. J. C. Dodgson, Mr. and Mrs. A. D. Dunn, child, and ayah, Mr. R. S. Duncan, Miss Fyfe, Mr. J. Anderson, Mr. W. Anderson, Mr. and Mrs. E. S. Pearson, Lieut. and Mrs. W. B. Craigie, Mr. and Mrs. J. H. Matthews, Miss Matthews, Mr. and Mrs. Blanford, Mr. and Mrs. C. D. C. Lloyd, Mr. F. Woodhouse, Colonel Rigby, Mr. and Mrs. Cotton, Mr. A. Cohn, Miss Elliott, Mr. E. Studd, Mr. and Mrs. Higgs, Major Perkins, Mrs. Chambers, daughter and son, Mr. E. Macnaghten, Mr. Jonas. To Madras: Capt. J. A. Campbell.

From Suez.—To Shanghai: Mr. Trautmann.

Per P. and O. steamer, from Southampton, September 27.—To Singapore, via Bombay: Mr. Cody, Miss Hennessey, Mr. M. Fenwick. To Shanghai: Captain Shaw.

From Marseilles, October 5.—To Hong Kong, via Bombay: Mr. and Mrs. Hertmans. To Singapore: Mr. Pope Hennessey. To Yokohama: Mr. W. Strahan, Mr. L. Fletcher.

Per P. and O. steamer, from Southampton, October 4.—To Ceylon: Rev. C. Mersom Mr. Amyaud Elliot, Mrs. Scott.

From Marseilles, October 12.—To Ceylon: Viscount Downe, Earl of Gosford, Sir Samuel Hayes, Bart., Mr. J. Murdoch, Mr. and Mrs. Armitage. To Hong Kong: Mr. F. Porter.

Per P. and O. steamer, from Southampton, October 20.—To Ceylon: Mr. P. D. Millie, Mr. Blackston, Miss Gladding, Mr. C. W. Pardoe. To Hong Kong: Miss Caldwell, Dr. C. M. Jones. To Singapore: Mr. C. B. Twindale. To Penang: The Hon. C. C. Plunkett. To Yokohama: Mr. C. G. Dunlop. To Shanghai: Mrs. Lewis, Mrs Evans, Mr. Alfred Genth.

From Gibraltar: To Hong Kong: Miss Burton.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child, Mr. Greenshields, Mrs. Waterhouse. To Hong Kong: Mrs. J. Haffenden, Mr. T. Pyke, Mr. F. Rowett. To Yokohama: Dr. and Mrs. Jenkins. To Ceylon: Mr. W. N. Duckworth.

From Suez.—To Ceylon: Mrs. Bloomstrand, Miss Von Eberstein. To Penang: Mr. E. Fredericks. To Shanghai: Mr. J. Mackellar.

Per P. and O. steamer, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mrs. Willans and two children, Miss Willans. To Yokohama: Capt. and Mrs. MacDonald, children and servant.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donman, Mr. W. E. Miller.

Per P. and O. steamer, from Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida, Miss Reneaud. To Hong Kong: Mr. Tait. To Ceylon: Mr. and Mrs. Gunter.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings our advices from this port down to the 27th July. The P. and O. steamer *Singapore*, which should have brought the London mail of May 26, arrived on the 16th, but without the mails, as the postmaster at Shanghai had put them on board the P.M.S.S. *Costa Rica*, which, going round by Nagasaki, was not in until the 20th—four days after the regular mail steamer *Singapore*. The P.M.S.S. *Colorado*, that was to leave San Francisco on the 3rd inst., was about due, and was anxiously expected. London telegrams extended to June 14. The following is from the *Japan Times*:—

"This incident ought to induce our countrymen here to join with the China merchants in petitioning Government to grant a proper subsidy to the P. and O. Company. The directors' last report shows how the competition of the Messageries Imperiales has diminished their profits, and they will soon cease running steamers for nothing or less, and then a trade which brings in seven millions sterling to the English treasury in duties, and seventy times seven millions in value to the English trade returns, will be dependent for the intelligence which is its life on French or American post-offices and mail packets. Is it not strange that, at the very time when the American Government—recognising the evil done to its commerce by English shipowners having taken from American much of their carrying trade—should be doing everything in its power to encourage and foster their merchant service, our own should not only refuse extension of subsidies to such an enterprising and important company as the Peninsular and Oriental, but absolutely proposes reduction?"

Our account of the recent political crisis at Osaka (says the *Times*) is confirmed in all material points from various sources. The Gorojiu's proclamations which we published last mail indicated, as we observed, a tendency on the part of the Shiogoon to admit the Daimios to share in the foreign trade. Proclamations by the Mikado, issued about three weeks since from Miako, ratify the Shiogoon's late arrangements with the foreign Ministers, and order the cessation of hostilities against Chiosiu. The authenticity of our information is now, we think, set beyond a doubt.

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However, it may be now accepted as certain that there has been a serious *emeute* at Osaka, apparently only prevented from assuming the proportions of a revolution by the good temper and statesmanlike exertions of the Shiogoon and four old Daimios. We are sorry that we cannot yet assure our readers in Europe that the vexed question of the Daimios' claims is altogether set at rest. But it is much to have settled the Chiosiu difficulty, and we may rely with some degree of confidence on other points of difference being adjusted as amicably. The trade with foreigners can no longer be confined to the Kuanto—the eight provinces immediately under the rule of the Shiogoon—and kept up, as now, almost as a monopoly for his benefit. The foreign Ministers see this, the Shiogoon himself is awake to the fact, and, most important of all, the Daimios are convinced of it, and ready to use "the last argument of princes," if need be, to gain their ends. We can but conclude that their just demands will be very soon conceded, and then, but not till then, will become possible the realisation of those golden dreams of a rich and enormous trade with this country which have floated before the eyes of every traveller since the days of Antonio Mota and Francisco Zeimoto.

The *Japan Times* gives the following account of the gross fraud practised on the Japanese Government by certain United States citizens:—"Four years ago America] was represented, most unworthily, by General Robert H. Pruyn. Accustomed as the Japanese had been to the fair dealing and honourable conduct of his predecessor, Mr. Harris, the Government gave Mr. Pruyn credit for the same qualities—and for three ships of war to boot. They paid him, in 1863, $637,000 in clean Mexicans, and early in 1866 arrived one of the two smaller vessels bargained for—the *Fusiyama*. The Japanese were much disappointed with their purchase, averring that she was not sufficiently strong for a vessel of war, that her machinery and armament were by no means what they expected, and that she was, altogether, "a clock that wouldn't figger." Our readers may remember an incident, related in our chronicle of the war in the Inland Sea, which would seem to justisfy the native estimate of the *Fusiyama*. A little double screw steam yacht of eighty tons, the *Otentosama*, armed with Blakeley steel guns, which had been sold to Chiosiu, ran up alongside the *Fusiyama* in Shimonoseki Straits, fired her diminutive broadside into her—spun round and gave her the other and passed on without the Shiogoon's ship returning a shot. She was in fact, a hopelessly bad bargain. After waiting in vain for a long time for their ships or the balance of their money, the native Government, advised what course to pursue in New York by an American house of high standing in Yokohama, and accredited to Messrs. Low Brothers, sent an Embassy whose appearance has created, according to the *New York Herald*, no little surprise and much conjecture as to its object. Meanwhile Mr. Pruyn and his partners, to use no harsher word—Mr. Thurlow Weed and Mr. R. L. Lansing—had the use of the $637,000 or the bulk of it—an enormous sum in United States currency, all through the war. When Mr. Pruyn left Japan to exercise his talents in a larger sphere, he "ran" for the office of Lieut.-governor of New York (which for the credit of the city we may state he did not obtain), and it was not supposed at the time that his election expenses, which, from undiscovered causes were singularly heavy, had been saved out of the modest salary which the United States allows its Minister in far Japan. After the Japanese had been presented to the President, the *Herald*, we observe from the issues of the 3rd and 5th of May, obtained the necessary information, and having called attention to the visit of the Embassy by stating, with grave humour, that England had requested the Shiogoon's mediation in the matter of the *Alabama* claims, exposed the whole of this most nefarious transaction, and called emphatically for strict and searching inquiry, pointing out with great truth how much the better policy is honesty, and how American interests must suffer from such deception, which had driven the Japanese Government to France and Holland to be better served. The discomfiture of Mr. Pruyn and his friends will follow of course, for the facts and figures are known and are in good hands, and thus 'the whirligig of time, brings about its revenges."

We turn with cordial pleasure to the record of worthier work by an American of a different stamp. Our story of the events of the past fortnight would indeed be incomplete without honourable mention of a dictionary of Japanese and English, just given to the world by Dr. J. C. Hepburn, of the American Presbyterian Mission to China and Japan. We hope to be able, in our next, to review this valuable work; meanwhile a few words upon it here will not be out of place. Dr. Hepburn has dedicated some years of his life expressly to the study of the Japanese language with a view to translate the Scriptures into that tongue. There may be many who regret that Dr. Hepburn's time, for much of the rest of his life, should be dedicated to what the experience of a century has shown us to be a hopeless task—the attempt to alienate the sensuous and imaginative Oriental from his own gorgeous and outwardly attractive religion, and to induce the adoption of our pure and simple faith. But his labour has produced already a noble fruit in the book we have just received, and if he does no more, he may be well content that he should have associated his name with so useful and so enduring a monument to his toil.

We alluded in our last (says the *Times*) to the bankruptcy of Messrs. Hansard and Black, and commented on the impropriety of hurrying on the sale of the *Japan Herald*, without giving bidders in China and elsewhere an opportunity of competing for that valuable property, stated, on the authority of the official assignee, to be working at a clear profit of $12,000 per annum. Mr. P. B. Walsh, of the English Consulate, who officiates in that capacity, afterwards postponed the sale till the 1st of August. This is simply, as we have pointed out in the *Japan Times*, paltering with the creditors and the late Mr. Hansard's heirs. The sale, up to the present date, could not legally have taken place, for no statement of the bankrupts' accounts has yet been laid before their creditors, and, judging from the time which has been consumed in making them up since the date of the bankruptcy—June 21st—it is presumable that they will require rather a sifting examination before they are passed. That interests of such magnitude—for the liabilities are very much larger than could possibly be expected—should be jeopardised thus by an amateur assignee, is a very strong argument in favour of the change which we shall not cease to advocate until we see it accomplished—the substitution, for the imbecile system of Consular jurisdiction, of a properly qualified Court in Japan. Here is an income of $12,000 a year offered for sale at a few days' notice to certainly not more than three local bidders, in a place where capital is by no means plentiful—offered without any advertisement in China or America, whence bidders might reasonably be looked for—and offered, moreover, before the bankrupts' accounts are made up, accounts apparently so confused that it is by no means impossible that the bankruptcy might prove to be only a temporary suspension.

Another case of some interest has been the subject of consular jurisdiction during the fortnight, in which Mr. Robert Brett, late of the Chartered Mercantile and Hong Kong and Shanghai Banks, moved that the former institution should be restrained from appropriating certain moneys of his, deposited as security for his good conduct while in the bank's employ as manager, until the rightful owner thereof should be ascertained. An injunction was granted, but though the case was of importance—other interests than Mr. Brett's being involved—we give no report of it in full, as it must be tried over again when whoever thinks himself the rightful owner asks for the money.

A report has been received to the effect that the remains of a ship, supposed to be the *Camilla*, have been found on a reef on the west coast. The *Salamis* has gone out to verify the statement. The *Camilla*, it will be remembered, was the last of those brigs known in H.M.'s service as "coffin brigs," and was lost in 1861.

Sir Harry Parkes has left Yokohama for Hakodadi in the *Basilisk*. He will, it is believed, meet Admiral Keppel in the *Salamis* and Captain Bullock in the *Serpent*, at Hakodadi, and thence proceed in company to examine the harbours on the west coast recently surveyed. Lady Parkes remains in Yokohama.

Mr. Abel A. J. Gower, recently promoted from the Hakodadi Consulate to that of Nagasaki, arrived here on the 24th inst. on his way to Europe on leave before taking up his new appointment. Mr. Marcus O. Flowers acts for him at Nagasaki till his return, and then goes on to Hakodadi as Consul at the northern port, where Mr. Eusden at present fills the post as Acting Consul. The retirement of Captain Howard Vyse from the service is the immediate cause of these changes, and others are expected on the opening of Osaka.

On the 25th July (says the *Japan Herald*) took place an

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event that may rank among political affairs, inasmuch as it arose out of recent diplomatic agreements with the Japanese Government, and is opening a door that has hitherto been strictly closed by the Japanese. Europeans residences are no longer confined to the limits of the settlement, but no less than 125,000 tsuboes (36 sq. ft.—1st.) of land on the hills to the east of Yokohama were offered by the Japanese Government for sale to foreigners at an upset price of 25 cents per tsubo, bearing an annual rental of $12 per 100 tsuboes; the greater part found purchasers, in spite of the high rental, at prices varying from 26 cents to $1 per tsubo. In the course of a few months we may expect to see suburban villas all over the bluff, and the beauty and healthfulness of Yokohama will be greatly enhanced.

NAGASAKI.

We hear from Nagasaki that there is considerable excitement in that port consequent on the arrest of a large number of native Christians, report says several hundred in number. There is no doubt some exaggeration in the accounts that have reached us, both as regards the severity of the Japanese authorities towards its dissenting subjects, and as to the number of Christians who are subject to this new persecution. These are not recent converts, but descendants of the Christians of the 17th century. In view of the intimate relations that subsist between the Government of the Tycoon and the French Defender of the Faith, this conduct on the part of the Nagasaki officials is not a little remarkable.

A correspondent gives the following, under date July 19:—"There is likely to be some trouble here in consequence of a number of villagers having petitioned the Government to allow them to embrace the Roman Catholic religion. This has given great offence to the Japanese officials, who have arrested and imprisoned some sixty to seventy people. For the last six days the officers with a body of soldiers have been searching for those suspected of being of foreign religion, who, when found, were carried off to prison. Thus the native town has been in a great state of excitement for several days. I hope it will not lead to some foreigner being cut down by a Japanese fanatic when arresting those who signed the petition. A French priest dressed as a Japanese was discovered preaching. Him the soldiers carefully avoided, well knowing he was intentionally in the way, and would for his cause sake suffer himself to be cut down, so as to be vaunted amongst the holy army of martyrs. He, however, was so alarmed he did not come home for one night, but slept on the mountain, thus making fine capital for his religion. So high was the fear of being suspected as of the proscribed religion, that Mr. Lindau could not prevail upon any of his Japanese coolies to carry two bags of rice he gave as a present for the relief of some poor children living in the vicinity of the Roman Catholic Chapel. Doubtless, this trouble has been courted by the priests so as to bring the French Consul to take the matter up. A few French men-of-war may be expected here shortly, and an explanation or satisfaction demanded. If not given, or if there should be undue hesitation, then threatenings, and probably a suspension of trade for a few months, all for what? for nothing but to satisfy the religious vanity of some half-a-dozen useless, lazy, priests—ever mischief making."

CHINA.

PEKING.

The *Recorder* publishes the following items from Peking:—Instructions have been issued from Peking to the provincial authorities for the raising of a loan of one million taels, of which 100,000 taels is said to be for the purpose of supplying rice to the people, in view of the famine which is anticipated in consequence of the severe drought. Li, Footai of this province, has been called upon to contribute no less than taels 30,000 to 40,000, and this is to be raised out of the taxes upon trade, so that we may look to additional imposts being placed upon foreign commerce, both locally and also in the form of transit dues. The utter absurdity of the stipulations in the Treaty as so duties could not be more clearly shown, seeing that here is an order emanating not from the local authorities, but from Peking, which directly sanctions duties in addition to those stipulated for.

We hear that the Chinese officials at Peking have expressed some curiosity concerning Mr. Wade's prolonged stay at Shanghai, and are disinclined to attribute it simply to a desire to bring out the Tsu Erh Chi. They surmise that he is engaged in matters connected with the revision of the Treaty; and, we are told, are endeavouring to obtain some information on the subject by giving instructions that his movements be watched. It would seem that there is a regular system of espionage adopted in reference to foreign officials of importance; and if we may judge from the accurate manner in which the natives obtain particulars of all commercial matters, we may conclude that they contrive to keep themselves pretty well *au-fait* as to the diplomatic movements and intentions of our officials.

The following is from a correspondent who is accompanying the Imperial forces:—"As far as I can ascertain Li Futai has got the rebels in a nice fix in the Shantung province, where the main body of them is now assembled near some seaport. In order to prevent them from escaping, Li is sending two columns to guard the main roads; and to prevent them from taking a seaport he has sent despatches to Tsen-kwo-fan, at Nanking, to guard the seaports of the Shantung province. Li Futai would have pushed the rebels more, but he is awaiting orders from Peking. The country people, however, are very much afraid of Li Futai, and are quite astonished to see him with so many foreigners attached to his army. The country around here is also more cultivated than in Honan, the latter being a perfect desert. Nganhwny is also very fertile'; plenty of tobacco is grown there. Li Futai has commanded his generals to build a line of fortifications 1,000 to 1,800 li long, so as to keep the rebels in the Shantung province, and as soon as these breast-works are finished he will inspect them personally, and then begin to fight the rebels in this small compass."

TIENTSIN.

A letter from this port, dated July 20, says:—

"The long expected wet weather has not yet appeared, and this region is in consequence suffering dreadfully from drought. On the 13th inst. we had a heavy thunderstorm with rain at Tientsin, but 48 hours later clouds of dust were flying along the Takoo-road, proving how little influence the shower had had on the ground. On the 15th instant the *Peking Gazette* informed its readers that the Emperor would visit the temple to pray for rain. His Majesty has bestowed half a month's extra pay on the Manchows in Peking, owing to the dearness of food through the drought.

"Large bodies of mounted rebels are roaming over this province. On the 16th instant they attacked the distict of Jinkew, and robbed and plundered the rich people, besides killing some sixty or seventy people said to be officials. Since then the Governor-General has placed 300 soldiers at Kaou-yang district to protect it against any attack by the rebels, and to keep them back from Peking. These rebels appear to go about in bodies of 800 or 1,000 strong, and being all mounted, keep moving over an extensive tract of country. I hear that on the rebels appearing in Anping district, the four gates of the provincial city of this province called Paouting-foo were closed for over thirty hours, and were not opened till four mandarins had been appointed to guard them and search the people entering the city to find rebel spies. At Anping the Imperialists had a fight with a body of mounted rebels, and according to Yamen, *i.e.* imperial, reports, slaughtered over 400 and caused the rest to fly to the westward. All these reports show a very unsettled state of things as existing even in this province, so well provided with Imperial forces; and I fear the country is disturbed by rebels and starving people in Shansc and Shense. Business in imports is completely stagnant so far as the Shanse traders are concerned. In fact there are now scarcely any Shanse traders in Tientsin, they having nearly all left for their homes, seeing no prospect of doing any business profitably in consequence of the famine and rebels. A local dealer has been buying some grey shirtings for the Peking market at taels 2.70 to taels 2.73, but the quantity has been trifling. Otherwise I do not hear of any operations in other manufactures.

"Just at noon, on the 17th instant, Tientsin was thrown into considerable alarm by the explosion of a quantity of powder stored at the parade ground store, outside the West Gate of the city. Even at Tszechuhlin, where the foreign community reside, three miles from where the powder exploded, the concussion was so severe that the venetians of the windows of my house were thrown open. It has since been stated that some 94 persons were killed and injured by the explosion, and that some 300 packages of gunpowder had been exploded. It appears a fire burst out in a building adjoining the depot, which communicated with the powder store in a few minutes, and caused the explosion."

HANKOW.

A correspondent of the Shanghai *Recorder* says:—"The tea

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season has come to a somewhat premature termination, and might be said to be at its last ebb. Some few small parcels have been settled for cash, but no settlements of any consequence have taken place for some time,—in fact the native dealers are so preposterous in their demands that the foreign merchants cannot be prevailed upon by the middlemen to purchase. Some fourteen or fifteen packages of Russian teas have been settled, and are being shipped off by the *Rona*. Business still remains in *statu quo*, as when last I wrote to you ; little or nothing doing.

"The excitement caused by Mackellar and Co.'s failure has all but subsided, and the affair is now spoken of only as a 'nine days' wonder,' and almost forgotten—except by the teamen, who are still clamorous not to close any sales but for cash payments. Notwithstanding the quantity of tea that is constantly arriving from up country they still hold out, and prefer storing their produce to trading with foreigners on a more liberal basis.

"A large quantity of tea has been stored in foreign godowns, and the teamen have got advances on it from the banks. This I am very glad to see, as it will no doubt have a tendency to bring about a new state of things, for when their bills fall due they will be sure to sell at a much lower figure than the foreign merchants are now willing to pay rather than not take up their drafts. The present state of things cannot last, and I am in hopes in a very short time to see a reaction in business. The green tea season will open in about three weeks ; perhaps this will bring them to their senses, and all future settlements, I have no doubt, will prove more remunerative than those for some years past.'

A meeting of the Chamber of Commerce has been held, at which it was proposed that cash payments should in future be insisted on in sales of imports to Chinese, but the resolution was negatived on the principle that its tendency would be to throw business still more into the hands of native merchants. Resolutions condemnatory of the Taotai in issuing the proclamations he has done subsequently to Messrs. Mackellar and Gordon's failure were proposed and adopted. The British, United States, and French Consuls have written replies to a letter from the Hankow Chamber of Commerce, unanimously condemning the action of the Taotai. The letters are characteristic of the nations from whose representatives they respectively emanate. The British Consul says nothing as to his intended line of action ; the French Consul states generally that the Chamber may rely on his support in this as in all cases when redress of grievances has to be obtained ; while the United States Consul states without reservation that he will take measures in concert with his colleagues to show his Excellency Wang that his ground is absolutely untenable.

We learn from Hankow that "the chief of the Mahommedan rebels in Yunan has proclaimed himself Emperor, under the title of Tsin-lin."

SHANGHAI.

The present mail brings Shanghai dates to August 6. The French mail of June 19 arrived out on the 31st of July, with London telegrams to July 6. The following items of news are from the *North China Herald*:—

A meeting of the Volunteer Corps has been held, at which its finances were shown to be 300 taels to the bad. It was resolved to sell sufficient rifles to cover this deficit, and to call another meeting in September, to decide on any further measures in respect to the corps.

We are glad to learn that the last year's working of the Kiachta line has been sufficiently remunerative to enable Mr. Grant to repay the old shareholders the first instalment of their capital at the time fixed.

A special proclamation from Peking has recently been issued by the Che-hsien of Shanghai, and by the Chinese authorities of places near the means of water communication, to the effect that, on account of the scarcity of provisions occasioned by the protracted drought in the North, no duties will be levied upon rice sent by Chinese merchants to Tientsin and the northern ports.

The East India Telegraph Company appears to have deferred for the present its scheme of introducing telegraphs into China, convinced of the difficulties attending the task. By the last mail the directors announced this fact to their commissioner in China, saying however that they hoped to resume their relations with him at no very remote period. "A due regard," they add, "for the economical administration of the affairs of the company, for the change in their plans of laying down cables first, and the evidence you furnish that nothing can be done at present in China to promote the original plans of land lines, either by obtaining concessions or in securing a part of the capital necessary, all being taken into careful consideration, have determined the company on this line of action."

The barque *Zodiac*, bound to this port from Newchwang with a cargo of beancake, got on shore on the North bank, on her way up the river with a Chinese pilot on board. She has since been got off, but had to be towed up to Shanghai and beached on the Pootung side, to prevent her sinking.

Everyone has known for some time that the Church finances were embarrassed, but very few are aware of their complete exhaustion. It was known that sufficient funds did not remain to complete the building according to the design, but no one anticipated the deadlock which has actually come to pass. No one thought, when the foundation-stone was laid twelve months ago, with such elaborate ceremony, that the walls would be stopped half way. Yet such, we believe, is the present position of affairs ; every dollar is expended, the contractor is barely paid for work done, and the church is little more than half finished. 12,000 taels are required to enable even a temporary roof to be put on the building, besides some 3,000 taels for extra charges, and 26,000 taels are wanted to enable its perfect completion according to the design. Two schemes have, in this emergency, suggested themselves—the raising a loan, or the sale of a slice of land sufficient to raise the required sum. Tentative negociations have, we are told, been entered into for a sale of land, and a *quasi* promise of advancing the necessary funds on mortgage, has been received. It will be well that the matter should be fully discussed, and the difficulty thoroughly appreciated, before a final expression of opinion is asked from the community as to the course to be pursued. The plans first received from Mr. Gilbert Scott involved an outlay of tls. 90,000 ; and a resolution for their adoption and for the commencement of the work, was actually passed at a meeting of subscribers held in February, 1865. At that time, too, the trustees had only 25,000 taels in hand ; and it is characteristic of the sanguine disposition which then pervaded Shanghai that a proviso attached to the resolution, that an additional 20,000 taels should be collected before the building was commenced was thought a comparatively trifling restriction. Fortunately, a technical objection led to delay, after which a more sober view was taken. Gilbert Scott's plans had been much altered by Mr. Kidner, and in deference to a prevailing wish the trustees sent them for his approval before acting on them. The delay involved in this reference enabled a clearer perception of the Church's monetary prospects to be arrived at. And, twelve months later, when a new meeting was called to hear Mr. Scott's approval of the alterations, this feeling had so far grown that a reduction of tls. 30,000 was made in the estimates, by the substitution of a wooden for a vaulted brick roof, of brick for granite arches, and by the abandonment of a spire. These amended plans, the trustees were authorised to commence carrying out with tls. 30,000 only, of the tls. 60,000 needed, in hand. The present dead-lock is a result of this reliance on the future. The impecuniosity, however, from which Shanghai has lately been suffering, was then only beginning to be felt, and the collection of even tls. 30,000 did not seem a hopeless task.

Considerable excitement has been caused in the settlement owing to the deaths of two Europeans by hydrophobia. Both of them were bitten some time since. The Municipal Council have since taken steps to suppress the great number of dogs which are always to be found loose in the streets. A notice has been issued saying that all dogs found unmuzzled in the streets would be taken by the police, and if not owned within forty-eight hours, would be destroyed. The French Municipal Council has been invited to take joint action in the matter.

Two lots of land with houses thereon, situate between the Tientsin and Ningpo roads have been sold. The one containing about three mow seven fun, for taels 10,500, and the other of about two mow brought taels 4,000.

The P. and O. steamship *Malacca* ran down the British barque *Tientsin* from Penang, near Woosung. The barque was in tow of *Titan*. In attempting to cross each other's bows, the *Malacca* struck her amidships and sank her instantly. The *Titan* narrowly escaped being dragged down with her. No lives were lost,

An officer of the United States ship *Supply* was seen to quit the shore a few nights ago in a sampan for that vessel. As he

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has not since been heard of, it is probable that he fell overboard and was drowned; no boatman can be found who is willing to admit any knowledge of the circumstance. At Hong Kong, where those boats have several hands each, a case of this kind would give rise to a suspicion of foul play, but no Shanghai laudah, nor even a couple of them, could very well manage to cast a foreigner overboard.

Messrs. Oppert, Scharfenort and Co. have declared themselves insolvent before the Prussian Consul, and the Agra Bank made an application to set aside the adjudication in bankruptcy of Messrs. Dent and Co. The rule was refused.

FOOCHOW.

A meeting has been held at Foochow to consider certain modifications that may be deemed necessary when the Tientsin treaty is revised; but very little interest seems to have been shown. Twelve persons only were present, and elected four of their number to consider the subject, and draw up a report.

The wreck of the *Taewan* has been sold for $1,700.

HONG KONG.

Our advices from this port are to the 12th August. The English mail of June 26th was delivered on the 2nd Aug. with telegrams to July 13th. The *Norna* (extra steamer from Bombay) subsequently arrived with telegraphic dates from India to the 19th July. The following items of news are from the *Overland China Mail* :—

Much discussion has continued on the subject of licensing gambling in Hong Kong. There is no public announcement of any change in the proposed policy of adding to the revenue of the colony by the sums to be paid for licences.

The twelve Chinese who, by the singular construction placed upon the law governing mercantile shipping, are held to be the only parties implicated in the mutiny on board the *Jeddo* —the passengers, dear souls, being asleep and unconscious while the whole affair came off—were on the 7th Aug. handed over to the Portuguese Consul, who sent them on board the steamer *Principe Don Carlos II.*, Mr. Douglas of the jail providing a guard. The efforts made to elucidate the particulars of the massacre have unfortunately, despite the efforts of Mr. Stewart, the Coroner, to arrive at some tangible statement of fact, been unsuccessful, and the legal proceedings taken here have resulted only in the establishment of one fact—that passengers on board a vessel where mutiny occurs are not held in any way responsible for such an occurrence. We trust that the Macao Government will take proper steps to carry out justice, now that Hong Kong has done more than half its work in ascertaining who are the most guilty of the scoundrels it is about to take charge of. We shall await with much interest the conclusion of the trial. The only misfortune is that they don't hang at Macao, or in any way violently take life—a fact which is possibly fortunate for others than the mutineering murderers now handed over to its officials.

The collapse of the China telegraph scheme will be a source of lively regret to all who indulged in hopes of seeing Hong Kong and Shanghai connected by the mysterious wire. We were not among the number of those who believed that the time had quite arrived for the introduction of the telegraphic wire into China, although we strenuously advocated submarine telegraphic communication between the open ports. The abandonment of the scheme conclusively shows, however, that even for this the time has not yet come. And Dr. Macgowan may console himself with the reflection that, even had he succeeded in overcoming all physical obstacles, and in being able to announce to the foreign public in China that everything was ready for the commencement of the enterprise, it would have been no nearer completion than it now is. Had the idea been cordially endorsed by foreign merchants, the company would long since have received such assurances of support as would have justified it in at once commencing operations. We are inclined to question the truth of the statement which appeared in the *London and China Express*, as to orders for the manufacture of the cable having been already given, and the doubts we then expressed have been perfectly justified by the result.

Considering the non-reliability (as now proved) of the reports of Dr. Macgowan's successful efforts in the north which have already reached us, we naturally hesitate before giving too much credence to the published rumours of his partial success in Japan. So long however as a gleam of hope exists in that direction, we trust he will not relax his efforts towards bringing the intelligent people of that country into telegraphic communication with the Western world. Should he however find that circumstances are not yet sufficiently favourable to justify extended attempts in that direction, there is still a field open for the exercise of his experience and ability in the proposed route from Singapore to Hong Kong, and which moreover possesses the additional advantage of having been the subject of public discussion and official approval by Her Majesty's Government. Before, however, again devoting a considerable amount of time and trouble to the task of opening a way for the telegraph to Eastern Asia, we would advise the zealous but somewhat over-sanguine doctor to thoroughly canvass the foreign communities at each point, and to draw up and widely circulate a programme of his intended operations. Let him first of all clearly ascertain to a fraction the amount of guaranteed support he is likely to get from the mercantile community, and then calculate how much may be expected from those who casually, but with tolerable regularity, are likely to avail themselves of the line when it is once established. Despite a good deal of writing and talking on the subject, this, the first and most practical necessity before commencing a novel and expensive undertaking, seems to have been comparatively overlooked.

The report of the Hong Kong and Shanghai Bank, to be presented at the meeting of shareholders called for the 13th August, is highly satisfactory. After making every provision for contingencies and setting aside $75,000 for the reserve fund, the directors are enabled to declare a dividend equal to 8½ per cent. on the paid-up capital, leaving upwards of $14,000 to be carried forward. In the face of the present untoward condition of the China trade such a result could hardly have been looked for.

A preliminary meeting of the Hong Kong Chamber of Commerce has been held to discuss matters connected with the approaching revision of the treaty, but time was taken for deliberation.

At a meeting of shareholders in the Hong Kong Hotel Company it was explained that there had been 2,124 shares originally subscribed for, and 1,984 shares allotted (the total number of shares of the company being 2,000); that 86 shares had been subsequently forfeited, leaving at present 1,898 valid shares on the register. A satisfactory sketch of the company's prospects was drawn by the chairman.

Sir Rutherford Alcock, we are told, has succeeded in setting at rest the much vexed question of the rice trade at Taiwan. A positive and definite promise has, it is said, been given that the embargo shall be immediately removed, and a notification will shortly be published by the foreign and Chinese authorities to that effect. In confirmation of this announcement the *China Mail* mentions that a ship has arrived at Amoy with a cargo of rice from Takao. The same paper is informed that Sir Rutherford has promised to do his best to put an end to the obstructions in the way of foreigners exporting camphor from Tamsui.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 20th August. The outward mail of July 10 arrived out on the 11th August, another quick transit of a few hours over 31 days. The French Mail, with dates from London to the 17th July, came to hand on the 18th August, by which opportunity telegraphic dates were received to the 8th August.

At the time of the despatch of our last *Overland Journal*, says the *Straits Times*, the riots which had prevailed at Penang for some weeks previous were understood to be at an end; but a few days afterwards intelligence reached us that disturbances on a much greater scale, and attended with much more serious consequences, had again broken out. On intelligence of this second outbreak arriving here a meeting of the Legislative Council was called, and the Preservation of the Peace Bill, which confers very peremptory powers on the Governor in Council was read a second and third time and passed. After this his Excellency the Governor proceeded himself to Penang in the newly-purchased steamer *Peiho*, together with H.M.'s ship *Rifleman*, with the view to adopt very strenuous measures for the suppression of the disturbances. These vessels left this on the 14th, and arrived at Penang on the 16th instant; but by that time the riots had subsided of themselves, the rioters either having satisfied their belligerent propensities or being alarmed at the decisive steps adopted by Government and the English residents. It is said that the Governor has imposed very heavy fines upon the two Hoeys which principally maintained the disturbances; but

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however desirable such a proceeding might be, it is difficult to conjecture how these fines are to be levied. The *Rifleman* returned from Penang on the night of the 18th, and the *Peiho*, with his Excellency the Governor on board, is expected to-day.

The expedition to the Nicobars, undertaken with the view to test the truth of the rumours which had been circulated to the effect that a number of Europeans were confined there in bondage, and if such proved to be true to endeavour to rescue them, has been brought to a close. H.M.'s steamers *Wasp* and *Satellite* proceeded there in company, having on board the Chief Commissioner of Police of the Settlement, and a brother of Maharajah's to act as an interpreter. On arrival off the islands, boats were lowered and parties despatched in the direction of the villages along the shore; on their arrival on the beach however they found all these deserted, the natives having seemingly on the appearance of H.M.'s vessels decamped into the interior. To penetrate the in-lying jungle, if it had been possible, would have been a most dangerous task on account of the advantages it afforded to the natives for concealed attack, so it was not attempted. One girl of apparently European descent was discovered, and has been brought back; but with the exception of this, and the burning of a few villages, we suppose meant, and which it is to be hoped will be received as a warning, the expedition has been without result. What the Government are to do with the interesting maid is a question not very easily answered.

PENANG.

Advices from this port to the 23rd of August are of a satisfactory nature, the riots having come to an end. The followiug interesting account of the riots was unfortunately shut out of our last issue:—

The principal items of news have reference to the riots in Penang and the immediate neighbourhood, which reached to such an alarming pitch, that on the 3rd of August a public meeting of the inhabitants was held, and the following resolutions passed:—

"That from what the members of this meeting have themselves witnessed to-day, they are confident that the public peace cannot be kept without the aid of the military, and the police under arms as they are at present."

"That the Justices of the Peace be called out, and be stationed at convenient points, with a force of police and troops; to carry out the Riot Act, if it be necessary to be proclaimed, with European inhabitants aiding."

"That the European inhabitants do tender their services in support of the authorities during the present disturbances, to be distributed as the authorities may direct."

"That till the Lieutenant-Governor takes the direction, the magistrate with the commanding officer do fix the position for the location in different parts of the town of justices of the peace with European inhabitants, the police and troops in aid."

Notwithstanding all these precautions the riots increased every day. On the night of the 3rd of August the military took possession of the town, the principal posts at which they were stationed being the new market, opposite Messrs. A. A. Anthony's godown, the Ujong Passir one, on the Prangin road commanding the bridge, one of the principal entrances into town from the Jelutong district, and the Pitt-street one commanding the scene of Saturday's conflict. At each of these stations there were two justices of the peace keeping alternate watches day and night. During the night the town was comparatively quiet, the streets occupied by the Chinese being all well lighted to guard against a surprise. The whole of the 4th of August was occupied in the removal to a place of safety of a number of Ghi-Hin people with their valuables. The first alarm of fighting was given at nine o'clock on the evening of the 5th of August in Beach-street, where Bishop-street joins it. At first the men in Bishop and Church streets were easily controlled and sent back to their houses, all was then quiet for a few minutes. The sound of musket firing was however soon heard and the rush of the Ghi-Hins up Beach-street became general; the small party of special constables and volunteers who were on the spot went along with Mr. Nairne, the Justice of Peace at that time on the station, towards the scene of conflict, which was chiefly confined to that part of Beach-street where it is joined by Chuliah-street. The fire was kept up with great energy by the Chinese, who were further stimulated by the waving of their faction flags; a brisk fire was also kept up from the windows of the houses adjoining; from one house a shot was fired which struck down the havildar of the company the order was given to fire, and the military, after firing several vollies, advanced and drove the rioters into their houses; the house firing, however, still continued, although not so frequent as before. Shortly after this a 12-pounder gun was brought up, and being loaded with canister shot was fired up the street by which the Chinese had retreated; this timely and forcible lesson produced quiet for a short time, and the gun was advanced to the next street, to a spot which commanded Chuliah-street and Penang-street on both sides. Time was thus got to bring up some more guns, which were immediately put into position so as to rake the principal streets up and down, advantage being taken as much as possible to place the guns on the cross roads, by which means the control of four distinct lines was obtained.

On the 6th inst. it was impossible to say that anything would occur, as the whole town seemed quiet. Rumours and reports were, however, going about concerning a settlement of the dispute between the two principal Kongsis, all very contradictory. At the Pitt-street station there was some fighting, chiefly about the house adjoining the Toh-peh-kong Kongsi-house, and from the mosque behind that there was round shot fired from a gun placed on the top of the mosque. A twelve-pounder gun was run up China-street to the corner of Pitt-street, and a gradual advance was made on the Kongsi-house, under cover of this gun. Shortly after this a charge was made on the house, and it was taken, the windows and doors were then destroyed, and the place rendered useless for further mischief; a number of arms of various kinds was found inside, but the house was quite deserted. In another direction, at the head of Chuliah-road, near Love-lane, there was a stiff fight with the military, and the officer commanding the detachment was obliged to put his men under cover; the fire from the Chinese being very heavy, they were only able to advance step by step under cover of fire from the gun. In about half an hour the Chinese were silenced, and quiet was again restored. The rest of the day was occupied by again consolidating the defences in town and keeping down fires. The roads were covered with fugitives coming into town, being either burned out of their houses, or threatened with it. Every European house along the Northern-road was filled with men, women, and children, and their goods; every tree which afforded a shade was made use of by these unfortunates, and a heavy shower of rain in the afternoon did not improve their condition. The Chittys and Klings all removed their goods into the European godowns, or wherever room was to be had.

The *Rainbow* cruised about the harbour, intercepting junks and sampans carrying arms and men, and did real good service. Captain Webb, in charge of the police-boat, also intercepted several sampans carrying arms, and a buffalo-cart full of arms was seized in the province, on its way to be sent across.

The two succeeding days, the 7th and 8th August, passed off quietly enough, although some fighting was going on, and houses were set on fire. Two guns were captured by a body of special constables from Chow Rasta, and one of the principal Malay headmen taken prisoner with two of his sons; they were marched to town under charge of Captain Chevalier and a body of armed police, the guns were afterwards taken to the fort. The same morning a body of 1,500 Ghi Hins attacked Jelutong, but were repulsed by some 3,000 Toh Peh Kongs, and from 30 to 50 men killed. A body of Ghi Hins with two guns, 3 pounder howitzers, were coming down the road past St. George's Church, on arriving at the corner they were met by the military on one side, and by the specials and police on the other. The Chinese, abandoning their guns, fled in two parties, one escaping round by the Court-house and another rushing forward, found themselves hemmed in by the military. A number of the latter party rushed into the compound of the house occupied by Mr. Pasley and the sheriff; most of these managed to escape by a tree over into the adjoining Chinese houses. One man was shot dead; another, after being wounded, was bayoneted to death by the sepoys. Three prisoners were taken, one of whom was wounded both by shot and bayonet. The guns and prisoners were brought to town, and quiet was again restored as far as any serious fight was concerned; there was, however, continual firing going on from the houses, and many were killed and wounded. The loss of life was very considerable; at the very least computation one hundred were killed in the fight and numbers wounded; the dead were left behind in some instances, but most of them and the wounded were always picked up and carried away, so that it is quite impossible to arrive at anything like a conclusion as

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to the number killed. The fires went on extending; all the houses on both sides of Titi Papan were burned down; there was also a very extensive fire behind the mosque from which the guns had been fired.

The *Penang Gazette* in reference to this subject says:—We must not omit to say that every one in the Settlement has been doing his utmost to preserve order, and we are most especially indebted to the assistance of Captain Chevalier, of the ship *Dewa Gungadhur*, and his crew who really behaved well, and were particularly thanked for their services by the Lieutenant Governor and Colonel Man.

Captain Alexanderson has also worked well night and day, and the crew of the *Coleroon* were on shore also doing duty in guarding the barricades and guns, in fact every one had to do his work. How long this is to last we cannot say; we have not force enough to put it down with a strong hand, and as yet no settlement has been made. We are safe enough in town, the fort is held by the sepoys, the head-quarters of the regiment being removed from the lines to the fort, which is now full of ladies and children.

The men-of-war have been anxiously expected, and it is to be hoped they will soon arrive.

A meeting of the members of the Penang Exchange has been held at the Exchange-rooms, to consider the matter of numerous letters having gone astray passing through the Penang post-office. Several of the gentlemen belonging to most of the firms here gave in a list of letters which had been lost, and in some instances the loss was very inconvenient. After some discussion it was proposed by J. Buttery, Esq., that a letter should be forwarded by the Chamber of Commerce to the Lieutenant-Governor in reference to the above complaints, in order that he may institute such inquiries as he may see to be necessary under the circumstances.

By the mail just received, we learn that on the evening of Aug. 14 the colonial steamer *Peiho* arrived with his Excellency the Governor, the Attorney-General, and his Excellency's private secretary on board. The *Rifleman* came in at the same time. On board the *Peiho* were twenty-five artillery men under the command of Lieut. Hickson, who immediately proceeded to the Fort and took their quarters there. The next day the *Satellite* arrived from the Nicobars viâ Acheen. There was no longer much danger of a renewal of the riots with such a force at our disposal.

The next day an Armstrong gun was landed and placed at one of the barricades under a guard of the sailors of the *Wasp*, but as tranquillity seemed to be entirely restored, it was withdrawn the day after, and the barricades also removed, thus giving free transit through all the streets.

During the few days at the beginning of the week the police and special constables were occupied in endeavouring to arrest the heads of the various Kongsis Chinese and Malays, and the result has been that nearly all of them have been safely lodged in the Fort, pending a settlement of the dispute which has brought about these late riots. There have been several arbitrators appointed, but as yet no satisfactory arrangement has been come to.

Quiet is now restored, and trade appears to go on as before, the various tradespeople are pursuing their avocations as usual, and we have no doubt that there is an end of any more fighting for the present; for the future, the Government, by means of legislation must be looked to for protection; we trust it will be short and sharp.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.	4s. 8d.	4s. 9d. to 4s. 9½d.
At Shanghai	4 ditto	6s. 2½d. to 6s. 2¾d.	6s. 3d. to 6s. 3½d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 4¼d.	4s. 5¼d. to 4s. 5½d.
At Singapore	4 ditto	4s 4½d. to 4s. 5d.	4s. 5½d. to 4s. 6d.
At Manila	6 ditto	4s. 1d.	4s. 2d.

At Shanghai, bills on India, Rs. 806 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 73 per 100; and exchange on Hong Kong, 28 discount. Hong Kong and Shanghai Bank shares, 1½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 18 to 28 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, 2 per cent. premium.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales
From June 1 to July 31, 1867		20415493	21573699		6071257	48060448	12822
Corresponding period last season		21797431	21915916		4466499	48179846	6747

SHIPMENTS SINCE.

July 25	Sovereign of India	Shanghai	1,034,693a	
— 26	Niphon	Canton	685,484a	
— 27	Caldew	Foochow	580,900a	
— 27	Star of China	Shanghai	1,269,735a	
— 27	Hoang Ho	Do.	719,697a	
— 28	Queen of the Age	Foochow	1,087,900a	
— 29	Ottawa (m.l. str.)	Shanghai, &c.		1,302a
— 30	Aima	Canton	686,208a	
— 29	Coral Nymph	Shanghai	964,185a	
Aug. 1	Maiden Queen	Foochow	1,177,300	
— 2	Anglo-Saxon	Shanghai	791,477	
— 3	Dunmail	Do.	1,025,829	
— 5	Chalgrove	Canton	587,853	
— 7	Chanticleer*	Do.	341,255	
— —	Baroda (ml. str.)	—		2236

a Included in above totals. * Completing at Macao.

TO UNITED STATES.

		Pcls.
From June 1 to July 31, 1867	783480	30
Corresponding period last season	880540	102

SHIPMENTS SINCE.

	Ship.	From		
July 28	Jeanie	Hong Kong	460	30a

a Included in above total.

TO THE CONTINENT

		Bales
From June 1 to July 31, 1867	13,771	—
Corresponding period last season		—

TO AUSTRALIA.

From June 1 to July 31, 1867 ... ... 3,716,800 lbs.
Corresponding period last year 3,397,005

SHIPMENTS SINCE.

	Ship.	From.	
July 29	Blairmore	Foochow	186,600a
— 29	Melrose	Do.	304,800a
— 31	Rubicon	Do.	227,860a
Aug. 1	Helen	Do.	417,200

a Included in above total.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANTROBUS—On the 15th Sept., at Eaton Hall, Congleton, the wife of J. Comtte Antrobus, Esq., of a son.

BIRLEY—On the 25th Sept., at Highfield, Standish, near Wigan, the wife of Frederick H. Birley, of a daughter.

BARING—On the 18th Sept., at Bath House, Piccadilly, the Hon. Mrs. Baring, of a son.

BOWMAN—On the 22nd Sept., at 1, Belgrave-square, Monkstown, Mrs. Robert Ker Bowman, of a daughter.

CAMPBELL—On the 23rd Sept., at Ellerslie, Streatham, the wife of Patrick Campbell, Esq., of a son.

COOPER—On the 15th July, at Swatow, the wife of W. Cooper, H.B.M.'s Acting Consul, of a son.

DISTANT—On the 17th August, at Penang, the wife of Captain Distant, of a son.

ELLES—On the 12th Sept., at Wimbledon-common, the wife of Jamieson Elles, Esq., of a son.

FITZROY—On the 27th July, at Shanghai, the wife of George H. Fitzroy, Esq., of a daughter.

FITZROY—On the 27th July, at Shanghai, the wife of George H. Fitzroy, Esq., of a daughter.

FLOWERS—On the 27th July, at the British Consulate, Nagasaki, the wife of Marcus Flowers, Esq., H.M.'s Consul, of a son, stillborn.

HUGHES—On the 7th July, at Yokohama, Japan, the wife of Emilius Hughes, Deputy-Assistant-Commissary-General, of a son.

IRVING—On the 8th August, at Singapore, the wife of the Hon. C. J. Irving, Auditor General, of a son, still-born.

LANCASTER—On the 22nd Sept., at 67, Kensington-gardens-square, Bayswater, W., the wife of J. Locke Lancaster, Esq., of a son.

LOCOCK—On the 10th July, at Yokohama, Japan, the wife of Sydney Locock, Esq., First Secretary of Her Majesty's Legation, of a son.

NEWLANDS—On the 12th August, at Helston-lodge, Singapore, the widow of the late A. Newlands, Esq., of the S.S. Filipino, of a posthumous son.

SANFORD—On the 20th Sept., at Grove Villa, Stockwell-park-road, the wife of Heaume Sanford, Esq., of a daughter.

SMITH—On the 21st Sept., at Goldings, Hertford, the wife of Robert Smith, Esq., of a daughter.

STILL—On the 17th Sept., at Hillside House, the wife of E. A. Still, Esq., of a son.

WEIR—On the 15th August, at Mount Carey, Singapore, the wife of J. Weir, Esq., of a daughter.

MARRIAGES.

DENT—MARSHALL.—On the 18th Sept., at St. Hilda's Church, South Shields, by the Rev. T. H. Chester, M.A., incumbent, assisted by the Rev. T. R. Green, M.A., incumbent of Byker, Newcastle-on-Tyne, brother-in-law of the bride, and others, the Rev. Charles Dent, M.A., eldest son of Thomas Dent, Esq., of Hyde-park-gardens, London, late curate of the parish, to Marion, fourth daughter of William Marshall, Esq., of Westoe, South Shields.

MCDOUALL—HUTTLESTON.—On the 1st August, at Christ's Church, Canton, by the Rev. John Henry Gray, M.A., Consular Chaplain, John McDouall, Esq., of China, to Adeline Gibbs, youngest daughter of the late Henry Huttleston, Esq., of Fairhaven, U.S.A.

PYKE—CAMPBELL.—On the 24th Sept., at Tunbridge Wells, Thomas Pyke, Esq., of Hong Kong, to Florence Elma, youngest daughter of the late W. A. Campbell, Esq., barrister-at-law, and granddaughter of the late Hon. Sir William Campbell, Chief Justice of Upper Canada.

TALBOT—TALBOT.—On the 3rd Sept., at Northampton, Mass., U.S.A., by the Rev. F. D. Huntington, D.D., of Boston, Geo. W. Talbot (of China) to Violetta, daughter of Charles N. Talbot, of New York, formerly resident at Canton.

DEATHS.

BOECKER—On the 28th July, at Shanghai, of hydrophobia, Rodolphus Boecker.

DANIELS—Lost, with all on board the ship Fy Chow, which sailed from New York on the 15th March last, aged 20, Stanley Herbert, second son of Arthur Daniels, Esq., of Fellows-road, Eton-park.

GOODRIDGE—On the 20th Aug., at New York, Ezra R. Goodridge, Esq.

GUNDRY—On the 20th Sept., at Weymouth, Walter Eustace Gundry, Esq., late of Bridport, Dorset, aged 71, deeply regretted.

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JAMESON—On the 27th September, at 60, Milton-road, Gravesend, Captain Charles Jameson, of Hong Kong, aged 51 years.
MARSHALL—On the 28th August, at sea, on passage home from China, Edward Marshall, Esq., aged 48.
PREVOST—On the 25th Sept., at Cotmandene, Dorking, Surrey, Isidore Prevost, aged 74.
VINCENT—On the 19th Sept., at Seaford, Sussex, Harry Vincent, son of Capt. Thomas Vincent, late of Shanghai, aged 5 months.
WAKEFIELD—On the 31st July, at Shanghai, of hydrophobia, William G. Wakefield, aged 23.
WITHERS—On the 12th Sept, Lieut. William Withers, R.N.R., of Cranfield-road, Wickham-park, New-cross, late of China.
YOUNG—On the 2nd August, at Shanghai, William Young, late master of the barque Belle.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Quite a revival has taken place in our market for a variety of woollen goods, many of which had for some time been exceedingly dull. In our staples—plain Cottons and Yarn—we have to note on the contrary rather a falling off in demand, and though we make no change in last mail's quotations, we should have to do so had much business been done. For 16 to 24s and 28 to 32s holders of the latter staple would have to submit to a reduction of perhaps $0.50 to $1 to effect sales. 38 to 42s are an exception to our general remark, being saleable at previous rates. The arrival of the Barracouta and Caractacus have increased the stocks of Grey goods, and buyers appear to be holding off for a fall. SS Camlets, on the other hand, are in better demand, $16.50 to $16.75 can be got for best. Scarlet we can quote at $20, and Black at $17; but SS only are saleable, and other qualities are nominal, at our reduced quotations. Black Velvets are again lower, but in fair demand, and at the figure in our tables sales have been made. For best, holders have to give way $0.25 and for inferior, $0.50. Coloured Velvets are not wanted and quotations are nominal. The large arrivals have much affected Lawn, which has dropped $0.10. Good Lastings and Crapes have gone off in small quantities at the prices we give, as have also blankets. Dyed Brocades, Spots and Chintzes are heavy in stock, and we see no sign of an early improvement. Lustres and Orleans, plain and figured, are in the same state, and of Taffachellas the stocks are enormous, with no demand. Metals are without change. Sugar and Rice have again fallen in value, and stocks of the former are now left almost unsaleable in the holders' hands. The weather being most favourable for the native Rice crop, and everything promising a large out-turn, it is to be feared that the great quantities of foreign grain now in our market will soon be in the same position.

SHANGHAI.—Grey Shirtings: The business done in these goods has been limited, and prices have gradually weakened. The latest news from the north does not seem as yet to have produced any better feeling; 7 lbs. Cloth maintains its value. White Shirtings have also been less active at reduced prices. T-Cloths: There are more sellers than buyers, and rates tend in favour of the latter. Long Ells have been in steady inquiry, and higher rates are looked for. Camlets are still very dull; one sale of HH assorted is reported at as low as tls. 13 per piece. Spotted Stripes are without change. Metals: The Juanpore adds to stocks of Iron and Lead; Nail Rod quoted at tls. 2.50 to 2.55. Coals: Without further arrivals of moment, the market remains pretty much as last noted; the turn continues in favour of buyers. Cardiff, from ship's side, tls. 15 nominal; English, tls. 14 do.; Sydney, tls. 10.25 sales; Japan, tls. 7 do.

CANTON.—A decline of $1 is noticeable in Yarn, and 10 cents in Lead. Quotations for other articles of import remain unchanged.

HONG KONG.—The market for Cotton and Woollen manufactures has been in a state of stagnation, owing to the large sales by auction of damaged goods ex Solent and Northfleet on underwriters' account, which have fully supplied the immediate wants of the dealers, as well as taken up all their ready money, it being the custom to pay cash for goods thus disposed of. In consequence of the absence of demand for sound goods, nearly all quotations are nominal. In some instances holders are disposed to be firm, but the market has been decidedly weakened, and to effect sales some reduction would in most instances be submitted to. The small sales of Grey Shirtings and T-Cloths (sound goods) reported show a marked decline. White Shirtings remain utterly neglected. The slight demand for fancy cotton goods, reported last mail, has subsided, and there are no settlements to note. Woollens: The fortnight's demand has been supplied at the auction sale of damaged goods, but the market remains firm, and rates have an upward tendency. Metals: Nail Rod Iron continues in good demand at about former currencies. Reported sales are all "to arrive," showing that stocks are inadequate to the demand. There are no sales to report of Bar or Hoop Iron. Lead is in some request here, and stocks must now be getting low. In Canton, on the other hand, a decline of 10 cents is noticeable. Coals: Continue to arrive steadily from all parts, and the market is consequently still further weakened. In many instances holders will not submit to the low offers which simultaneous arrivals always prompt, and prefer to land and store—ample supplies are now probably near at hand, and a return to the high rates lately ruling cannot be expected for many months.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—In this market there has been more activity, and prices have slightly advanced. Purchases have been almost wholly on American account. The quality of what we have yet seen of the new crop is inferior, but all native reports agree in promising improvement. Settlements are about 2,100 piculs, and stocks 2,500. With these we do not include 1,000 piculs of unsaleable old Tea. The Pauline is loading for New York, the Brewster for San Francisco.

SHANGHAI.—Black: We have had a moderate but steady business doing throughout the fortnight at slightly easier rates. Holders of Oonam teas having submitted at last to the offers made them, several chops have been settled at 18 taels, a price nearly on a par with the London value. Good Ningchows have been scarce, and have sold readily at taels 27 to 29. Of Oopacks only a few chops have been offered on this market, but the prices paid for them have been fully up to last mail's quotations. The really good second crop teas are mostly withheld from the market being stored under advance in Hankow. Arrivals from that port have been very small in consequence; but from Kiukiang the second crop of Ningchows are beginning to come in freely, and our stock has been maintained at about 40,000 chests of all descriptions. The settlements comprise 2,500 chests Oopack fair at taels 22 to 26; 9,000 chests Ningchow fair to fine at taels 22 to 29; 12,500 Oonam common to fair at taels 18 to 22. Green: The fortnight's business has been confined to twelve chops, which have been settled at rates which show little change from former prices. The new Teenkais have begun to arrive nearly one month earlier than usual; at present about 5,000 half-chests are on offer. The quality is greatly inferior to that of last year, the colour being dull and much mixed. Teamen are asking last year's prices for these teas, but we have not heard of any offer having yet been made. As stocks accumulate, the teamen will be glad to accept lower rates, and we shall probably be able to advise the opening of the market in our next. The fortnight's settlements comprise:—9,000 half-chests new Pingsuey, fair to good, tls. 32 to 40; 2,800 do. new Hoochow, fair to good, tls. 32 to 33; 200 do. old Fychow, good, tls. 29.

HANKOW.—Teamen were not anxious sellers during the early part of the fortnight, having generally succeeded in getting advances on their Teas, but latterly there has been more disposition to do business, and settlements amount in all to 19,400 chests, to which is to be added 1,700 chests contracts, and 4,300 native shipments. Prices generally were five mace to a tael below last mail's rates. Very few of the second crop Oopacks had found buyers, the demand chiefly running on the Oonam kinds at tls. 16 to 18. Quotations are:—Oopacks, fair to medium, tls. 17 7.5 to 24; Oonams, fair Oonfa, tls. 16 to 17 7.5; ditto, common to fair, tls. 10.5 to 18.5.

KIUKIANG.—Black Teas: The teamen continue to prefer taking the chance of the Shanghai market to accepting the prices offered them on the spot, and only one chop has been settled out of the 44 arrivals. This was a small parcel of 357 half-chests Ningchow at taels 21.5. Some 2,000 packages remained in stock. Quotations were—Ningchows, common to fair, nominal; Hohows, nominal. Green Teas: The season turns out to be earlier than usual, and the new Teas may be expected in ten days' time. The cost is still said to very moderate.

FOOCHOW.—Congou: An active demand has continued for shipment to the United Kingdom and the Colonies, but the unsold stock gradually increasing on their hands, the teamen have submitted to slightly easier rates for all grades offering on the market. The second crop generally is poor, but some of the teas from the upper districts stand out well from the rest. The first of the teas of the third crop are expected to come forward shortly. Souchong: Settlements have been almost entirely confined to the common and medium kinds, the finer grades having nearly all gone forward in earlier ships. Oolongs: Considerable quantities have arrived during the past fortnight, including some of the well known finest chops. Three small cargoes have been despatched for San Francisco. Flowery Pekoe: Several parcels have been settled at full prices, a portion being probably intended for the coast trade. Scented Teas: There has been considerable demand for these descriptions, and the teas that are left being generally of inferior quality, the bulk of present settlements do not show as good value as earlier shipments.

CANTON.—Three more chops of Country Congous have been settled at slightly advanced rates and two fresh chops have arrived at market. Holders are firm. Scented Teas: At the commencement of the fortnight the teamen raised their rates for both Capers and Orange Pekoes, but finding little or no demand they were obliged to submit to a reduction, and the market closes at about the same rates which were ruling a month since. A further decline may be expected in view of the large quantities gone forward. Quotations are as follows:—Country Congou, tls. 24.5 to 25.5; Country Greens, Gunpowder, tls. 34; do., Young Hyson, tls. 24; Canton Congou (new make), tls. 15 to 20; Young Hyson, tls. 19; Scented Orange Pekoe, tls. 24 to 32; Scented Caper, tls. 13½ to 26; Gunpowder, tls. 18 to 22.

SILK.

YOKOHAMA.—In our last we reported a very small business, owing to the scarcity of silk. The same cause acted against us until about a week after the departure of the steamers, when supplies began to come down more freely, and the weather being favourable and the crop promising well, we may now look forward to an active business, unless checked by home advices. The settlements for the mail consist chiefly of medium bank sorts, little of fine classic silk having yet come forward. For the best Mybash offering $820 is asked and paid: and a few bales of Shimonita are held for $870, a price not likely to be had, so long as the present cautious temper of buyers is maintained. Koshiu 1 and 2 is in the market at $780, the holder having refused $760. We have no other changes to make in our quotations. Arrivals for the fortnight are, 330 piculs and the unsold portion consists of about 100 piculs of old and 145 of new silk. Silk Eggs have come down to the number of 140,000 cards, of which 100,000 have found buyers at apparently extravagant prices, ranging from 4 to 9 boos per card. It must be borne in mind, however, that boos were laid in at 345 per $100, whereas last year they had only touched at this season 311.

SHANGHAI.—Business in Silk was resumed immediately after the departure of the last mail, notwithstanding the unfavourable telegraphic news of the Home market mentioned in our last report, and confirmed by later advices. The market when opened appeared somewhat firmer, owing to the bulk of the Silk being held by Chinamen, who were in a position to hold and not compelled to realise, and this firmness ruled throughout the greater part of the past fortnight; there were, however, some few exceptions, who were, owing to pressing payments falling due, desirous of realising their stocks even at a reduction on last mail's rates, and the parcels thus offered were quickly secured by the foreigners. As the mail is closing, the market appears somewhat easier, and the dealers evince anxiety to realise, owing to continued unfavourable advices of the Home market, just received, viâ Kiachta. Quotations show a further reduction of tls. 10 to 15 for chop and market No. Tsatlee; tls. 5 to 10 for 4, 5, and common Tsatlee; tls. 10 to 20 for Karshing Taysaams; and tls. 5 to 80 per picul for Hainings. The settlements are estimated 1,500 bales, and consist of 770 bales Tsatlees, 250 Taysaams, 250 Hainings and

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Yuenfas, 150 Sewhings, 50 Laeyongs, 30 Hangchow Tsatlees: total, 1,500 bales. The majority of the purchases have again been confined to market and common Silks, and but few classic chops have found buyers, owing to the high prices still asked by the natives for these descriptions. The arrivals from the interior have been very small, and from Ningpo only 118 bales have been received, therefore our unsold stock is reduced to 4,600 bales. Prices: Tsatlee—Chop No. 1, tls. 580 to 590; ditto 2, tls. 555 to 560; Market No. 3, tls. 505 to 525; ditto 4, tls. 570 to 490. Taysaam—Chop No. 1, tls. 475 to 490; ditto 2, tls. 455 to 470. Yuenfa and Hainings, No. 1, tls. 485 to 500; ditto 2, tls. 465 to 480. Hangchow Tsatlee—Tls. 430 to 460.

CANTON.—Regardless of discouraging advices from home, and the heavy yield of China and Japan silk, holders remain very firm, and some of them continue to ask fabulous prices. The quotations below, however, fairly represent the rates paid for the bulk of Canton shipments per outgoing mail. The hopes held out of a great improvement in the new silk have not been realised, now that the whole of the third crop is on the market. The silk turns out to be full sized although rather better in colour than the preceding crops. Quotations are as follows:—Loongkong No. 1, $540 to 545; do. No. 2, $525 to 530; Kowkong, $490 to 500; Cumchuck Lucklow, $525 to 530; Rereeled Cumchuck, $600 to 610; Punjum, $140; Tsatlee No. 1, $570 to 580; do. No. 2, $555 to 565.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From London, July 14, Caratacus; from Liverpool, 16, Barracouta; from Glasgow, Coquette (steamer); from New York, 19, Minnehaha.

At SHANGHAI.—From London, July 26, Polmaise and Invincible; 30, Juanpore, Weymouth (reported by telegram).

At HONG KONG.—From Glasgow, July 29, Lamont (steamer); from Newcastle, Aug. 2, Hyacinth; 7, Juanita; 9, Isabella; from New York, 6, Queen of the Sea.

At MANILA.—From Liverpool, July 27, Adan y Eva; from Glasgow, 24, Tio y Sobrino; from Cadiz, Aug. 2, General Echague.

At SINGAPORE.—From Liverpool, Aug. 12, Archos; 18, Achilles (str.)' from Shields; 9, British Banner, from Sunderland; 14, Antipodes; from Rotterdam, 12, Otto; from Hamburg, Bernhard Carl; from New York, 11, Fung Shuey (str.); from Tyne, Antje, from Liverpool, Bonnie Lassie: from Cardiff, Stad Delft, Maria Elizabeth (reported by telegram).

At PENANG.—From Liverpool, Aug. 14, Achilles (str.).

At BATAVIA.—From London, California; from Glasgow, County of Elgin.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, July 25, Sovereign of India; 27, Hoang Ho, Star of China; 30, Coral Nymph; Aug. 2, Anglo Saxon; 3, Dunmail.

From FOOCHOW.—For London, July 27, Caldew; 28, Queen of the Age; Aug. 1, Maiden Queen.

From HONG KONG and CANTON.—For London, July 25, Passe Partout, Wemyss Castle; 26, Niphon; 29, Atma; Aug. 5, Chalgrove; 7, Chanticleer; for New York, July 25, Jeanie.

From MANILA.—For Cork, July 28, Chalmers; Aug. 2, Flora (via Iloilo); for Pernambuco, July 24, Sir Harry Parkes.

From SINGAPORE.—For London, Aug. 16, Corneille David; for Liverpool and Glasgow, 11, Huntley Castle.

From PENANG.—For United Kingdom, none.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Pauline.

At SHANGHAI.—For London, Fusiyama, Grenadier, Helen Nicholson, Invincible, Isles of the South, Jubilee, Pegasus, Sir W. Wallace, Wild Deer.

At FOOCHOW.—For London, Pakwan, Caranjah, Scawfell (all full), Maggie Leslie, Medina.

At HONG KONG and CANTON.—For London, Kelso, Hyacinth; for New York, Princess of Wales.

At MANILA.—For London, Napoleon, Neptune, Corea (*via* Cebu); for Liverpool, Trinidad, Ogono; for Hamburg, Voludoro; for New York, Galatea, Melrose.

At SINGAPORE.—For London, A. H. Wille, Meg Merilies, Simoon, for Liverpool, Bella, Lochleven Castle; for New York, Benvoirlich; for Boston, Alexander.

At PENANG.—For London, Coleroon, Gungadhur.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. To New York, per sailing vessel, £2 10s. to £3; per steamer, $45.

At SHANGHAI.—To London the rate is £2 10s. per ton of 50 cubic feet, at which rate all vessels on the berth are loading.

At FOOCHOW.—To London, £2 10s. to £3 per ton.

At HONG KONG and CANTON.—To London vessels on the berth are loading at £2 10s.

At MANILA.—FREIGHTS.—The demand for tonnage is weaker. Last rates for London are, dry sugar, £2 15s.; wet do., £3 5s.; and Hemp, £3 10s. per ton of 20 cwt. The following engagements are reported since last mail:—Flora, 400 tons, from Iloilo to Channel for orders, Sugar at £3 10s. for U. K., and £4 for Continent; Ethan Allan, 397 tons, from Iloilo with sugar to Sydney, £3 per ton; Corea, 451 tons, from Cebu to U. K. at £3 10s. for Sugar, and £3 15s. for Hemp.

At SINGAPORE.—Freights to London have suddenly declined to £3 per ton. The Simoon, after attempting, without success, to take the berth for London or Liverpool at £3 10s., has laid on for the former port at £3, and the loading ships are now accepting the same rate to enable them to fill up quickly. The rate to Liverpool is unchanged at £3 10s. The amount of available tonnage in the harbour is still extremely scarce, and we can only look upon this reduction in the home rate as temporary. Tonnage continues extremely scarce and rates have again risen, the present quotation to Holland being f.87.50 per last equal to about £4 8s. per ton.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
July 24	County of Elgin	Glasgow	Singapore
— —	Dispatch	Amsterdam	Yokohama
— 26	Benefactor	New York	Hong Kong
— —	Vier Gezusters	Tjilatjap	Batavia
— —	Jupiter	Batavia	Amsterdam
— 28	Sea Flower	Sunderland	Shanghai,
— —	Insulinde	Amsterdam	Batavia
— 31	Cornelia Adolfina	Batavia	Amsterdam
Aug. 2	Catherine	Singapore	Boston
— —	Copernicus	Batavia	Schiedam
— —	Monarch	Manila	London
— 3	Benefactress	Yokohama	New York
— 4	Sourabaya Packet	Amsterdam	Batavia
— 5	Anna Digna	Brouwershaven	Batavia

SHIPMENTS OF SILK FROM SHANGHAI FROM JUNE 1 TO JULY 20, 1867.

Shippers.	Bales.	Shippers.	Bales.
Adamson and Co.	333	Primrose and Co.	316
Birley, Worthington, and Co.	290	Pustau, W., and Co.	21
Barnet, G., and Co.	977	Russell and Co.	434
Bourjau, Hubener, and Co.	227	Sassoon, Sons, and Co.	36
Bower, Hanbury, and Co.	783	Scheibler, Matthei, and Co.	753
Bovet Bros.	122	Shaw, Bros., and Co.	279
Brand and Munro	1095	Siemssen and Co.	160
Carter and Co.	697	Skeggs and Co.	175
Chapman, King, and Co.	30	Smith, H.	10
Cumine and Co.	65	Turner and Co.	240
Gilman and Co.	475	Trautmann and Co.	187
Gamwell, T. R.	190	Thorne and Co.	134
Gibb, Livingston, and Co.	123	Wright, J. H.	229
Heard and Co.	125	Sundries	90
Holdsworth, E.	10	Textor and Co.	441
Jardine, Matheson, and Co.	209	Dow and Co.	171
Jarvie, J., and Co.	50	Overweg and Co.	14
Maertens, Latham, and Co.	200	Martin	1
Meynard, Cousins, and Co.	112		
Milsom, E.	286	Total bales	10189
Petrocochino and Co.	99		

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At Schelde, from Akyab, Penrith; at Queenstown, from Akyab, Leamington; 26, from Macao, Kosmos; 25, at Deal, from Batavia, Henrietta; 24, off the Wight, from Batavia, Albrecht Beyling; 13, at New York, from Hong Kong, Windward; 23, at Bremen, from Rangoon, Benares; 22, at Hamburg, from Rangoon, Malabar; 23, at Brouwershaven, from Rangoon, Emily Farnum; 24, at Belle Isle, from Akyab, Notre Dame de Bon Sort; 22, at Danzig, from Maulmain, Marine Minister von Roon; 26, off Dungenes, from Batavia, Minister Franzen van der Putte; 29, at London, from China, Serica; in the Downs from Rangoon, Suretta; 29, at Liverpool, from Rangoon, Royal Alfred; at Queenstown, from Akyab, Sydney.

DEPARTURES.—From Amsterdam for Padang, Padang Packet; from Cardiff for Shanghai, Phœnix; Sept. 24, for Singapore, Delft; 26, from London, for Cardiff and Shanghai, Robin Hood; 25, from Sunderland, for Colombo, Sea Snake; for Galle, Adele; 27, from London, for Yokohama, Hiogo, and Nagasaki, Hiogo; for Hong Kong and Canton, Avon; 22, from Shields, for Galle, Lady Cecilia; 28, from London, for Hong Kong, Carmarthenshire; for Shanghai, Devana; 26, from Liverpool, for Hong Kong, Arab; from Sunderland, for Batavia, Maasluis; 28, from Deal, for Galle, Mount Stuart Elphinstone, after repairing.

LAID ON.—At London, for Shanghai, Maitland; for Hong Kong, George Crowshaw; at Liverpool, for Hong Kong, Maria Louisa Antoinette; for Batavia and Sourabaya, Baron van Heemstra; for Galle, Pudsey Dawson; at Glasgow, for Penang, Salado.

SPOKEN.—Maria, Batavia to Amsterdam, Aug. 9, off Agulhas; Ocean Rover, Sunderland to Galle, Sept. 2, 13 N., 24 W.; Egmont and Hoorn, Clyde to Singapore, Sept. 17, 49 N., 9 W.; Red Riding Hood, London to Hong Kong, Aug. 10, 11 N., 25 W.; Templar, Boston to Galle, July 30, 3 N., 24 W.; Betty Perlbach (Hambg. barque), Manila to Queenstown, Aug. 3, 27 S., 5 E.; Nederland and Oranje, Java to Amsterdam, Sept. 2, 16 N., 30 W.; Abviza de Manila (?), Havana to Hong Kong, Sept. 9, 31 N., 35 W.; 3rd d.p., No. 5902 (Dutch barque), Batavia to Amsterdam, Sept. 10, 33 N., 35 W.; Sophia Konigender Nederlanden, Batavia to Amsterdam, Sept. 5, 14 N., 19 W.; Wyk-aan-Zee, Batavia to Amsterdam, Sept. 1, 16 N., 29 W.; Waterloo, Amsterdam to Batavia, Aug. 12, 9 N., 22 W.; Sea Star, Liverpool to Singapore, Aug. 12, 9 N., 22 W.; Esperanza, Cadiz to Manila, Aug. 21, 1 N., 24 W.; Ashburton, New York to Hong Kong, forty-two days out, 26 S., 29 W.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 3,000 tons coals for Singapore.

CASUALTIES.—The Charlotte, Vincendeau, from Penang and Rangoon to Havre, which put into Algoa Bay, June 24, leaky, has been condemned there. The Phœnix, Cullen, from Cardiff to Shanghai, put in at Milford, Sept. 23. through stress of weather, and was hauled alongside the hulk to lighten, in order to stop a leak aft.

SIR FREDERICK BRUCE.—A telegram received on the 20th inst. by the Atlantic Telegraph from New York announces the death of Sir Frederick William Adolphus Bruce, G.C.B., Her Majesty's Minister at Washington Sir Frederick was the third and only surviving son of Thomas, seventh Earl of Elgin, and was born June 14, 1814. His Excellency, who had for the last twenty-five years been in the diplomatic service, was attached to the late Lord Ashburton's special mission to Washington in February,

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1842; was Colonial Secretary at Hong Kong from 1844 to 1846, when in June that year he was appointed Lieutenant-Governor of Newfoundland. In July, 1847, he was appointed Consul-General in the Republic of Bolivia; in the following year was made Chargé d'Affaires; and in August, 1851, was appointed Chargé d'Affaires to the Oriental Republic of the Uruguay. In August, 1853, he was appointed Agent and Consul-General in Egypt. In April, 1857, he accompanied his brother, the late Lord Elgin, in his special mission to China, and brought home the treaty with China, signed at Tientsin in June, 1858, and for which service he was made a Companion of the Order of the Bath. Sir Frederick was appointed Envoy Extraordinary and Minister Plenipotentiary to the Emperor of China on the 2nd of December, 1858. He was appointed Envoy Extraordinary and Minister Plenipotentiary to Washington in 1865. The late Sir Frederick was made a Knight Commander of the Civil Division of the Order of the Bath in December, 1862, and a Grand Cross of the Order in 1864.

FRAUD ON MESSRS. BLAIN, TATE AND CO.—HOW TO TREAT MISAPPROPRIATIONS.—Yesterday, at the Justice-room of the Mansion-house, Mr. John Watson Grubb and Mr. Arthur Robinson, both of 29, Austin-friars, insurance brokers, attended before the Lord Mayor on a summons, which charged that they, being intrusted as brokers with securities for the payment of money to the amount of £2,000.—namely, certain policies of insurence, with directions in writing to pay the proceeds of such securities to a person specified in such directions, did, in violation of good faith, and contrary to those directions, convert to their own use and benefit the same securities and the proceeds thereof. Mr. John Blain deposed that he was a partner in the firm of Blain, Tate, and Co., merchants of London and Shanghai. They did certain repairs to a vessel called the Trebol, in the beginning of 1866, which belonged to Messrs. Wakefield, Nash, and Co., of Liverpool. A debt of £3,000 was due to witness's firm in respect of those repairs, and in consequence they placed themselves in communication with Messrs. Wakefield and Co., and afterwards with the defendants in reference to the collection of certain insurances. The defendants were then carrying on business as insurance brokers, and they were instructed by witness's firm to act as agents in the settlement of the affair of the Trebol. Subsequently witness saw both the defendants at their office, and told them that he had made inquiries of the Universal Insurance Company, and was informed that the money had been paid long since. They admitted that that company had paid, and that they had received the money. He then said that he had inquired at the ether insurance offices, and found that they had all paid except one. They admitted that also. He then asked for a check. They said they could not give him one, because they were afraid that they should have to suspend payment the next day. He said that that would make no difference, as they could give him the moneys they had received. They then stated that they had not got the money, that it was gone, and that they had to do things which they would not have done except in extremities. After that he wrote to say that criminal proceedings would be instituted against them. They had no authority whatever from him to apply the money in any way to their own purposes. Mr. Thomas William Harrison, a clerk to Messrs. Blain, stated that he had frequently called on the defendants in July and August last, and asked them whether the claim for the Trebol was settled. They invariably answered that it was not. The Lord Mayor said he should remand the defendants until the 1st of October, taking bail from them for £200 each, and one surety of £100 for each. The bail was immediately tendered and accepted, and the defendants were forthwith set at liberty. We think the conduct of Messrs. Blain, Tate and Co. calculated to set a wholesome example in the treatment of such cases.

NEW STEAMER FOR CHINA OR JAPAN.—Another new steamer, the *Sunrise*, has been despatched for sale in China or Japan. The *Sunrise* has been built by Messrs. Lawrence, Hill, and Co., of Port Glasgow. She is classed A A 1, and has been constructed under special inspection. Her length of keel is 140 feet, breadth of beam 21 feet, depth of hold 11 feet, builders' measurement 300 tons. Her measurement capacity in the hold is 335 tons of 40 cubic feet, equal to a capacity of 240 tons in dead weight including coals, which is carried at a draft of water 11 feet aft and 9½ feet forward. The engines, also by Messrs. Lawrence, Hill, and Co., are direct acting, with inverted cylinders of 45-horse power, with tubular boilers and three-bladed screw. It is anticipated that she will make 10½ knots per hour under steam, consuming about seven tons of coals per day. The vessel is schooner rigged, and round stern, with a full poop, capable of accommodating 18 passengers. The *Sunrise* has been built in a first-rate substantial manner, and in this respect is much superior to the class of vessels usually constructed specially for sale. She has left for Hong Kong under canvas, under the command of Captain Alexander Buchan, who has the necessary power to sell. Unless sold in China she will proceed under steam for Japan.

THE SAN FRANCISCO AND CHINA STEAMERS.—The outward-bound Pacific mail steamers are going to have a coaling station, it is said, on Brooks's Island, "midway between San Francisco and Japan." Is this the convenient island which was lately discovered in that same locality, right on the steamers' track, and which, to the chagrin of the discoverers, suddenly disappeared again, like that island of Gladys, sung by Jean Ingelow? "The mountain isle was gone; the careless sea had quite forgotten it, and all was even as it had been before." Such a rythmic epitaph might, at all events, be written on the island in "long. 150 deg. 50 m. W., and lat. 40 deg. 40 m. N." The schooner *Leah* has just returned to San Francisco, telling us that on that spot she found only a "tract of discoloured water," 250 miles long and 86 miles wide. Now, this is notably the same "tract of discoloured water" found previously by the *Caroline Mills* in the same place, and covering the same area. But, though little birds like "sandpipers," and big birds like "boobies," and Portuguese men-of-war were seen in vast numbers, no bottom was found with 150 fathoms of line. "Shallow soundings" are hoped for in the vicinity, but shallow soundings would not do for a coaling-station. Hence, if Brooks's Island means this terraqueous stretch of discoloured water, it can only be used in a metaphorical pleasantry for something fictitious, like "Brooks of Sheffield" in one of Dickens's novels. But we hope that the birds betoken a real *bona fide* island in existence near by, which future explorations may make known.

CHINESE CHILDREN AND THE PENNY POSTAGE.—When Sir Rowland Hill set on foot the penny postage he little thought that he was laying the foundation of a bridge over which tens of thousands of little Chinese boys and girls would toddle into heaven. A correspondent of the *Weekly Register*, by name John Good, writes to that paper, in answer to an inquiry as to the use to which defaced postage stamps can be put, to say that a good nun once told him that for every single defaced postage stamp collected and sent to China, a Chinese child is brought to baptism; and that ever since the good nun told him this, he has been diligently collecting defaced English postage stamps wherewith to save sinful little Chinese souls. Why the Chinese should bring their children to be baptized on receipt of a defaced postage stamp the good nun did not explain to Mr. John Good; but that gentleman says that if anybody wishes to know he will make further inquiry about the matter.

DECREASE OF THE CHINESE POPULATION.—Within the last six months many thousands of the Chinamen who spent years in the mines of California have gone away to Nevada, Montana, and Idaho. The placers of the Territories attract them, and in the Silver State they find work on the railroad. As for the number who have migrated, there is no record of it, but 5,000 would be a very low estimate, and probably 10,000 would be nearer the true figure. As many as 300 have left a single town (Chinese Camp, in Tuolumne County, for instance), and in more than one county the decrease in the Chinese residents is said to be at least 1,000. The certain pay of the railroad, $31 per month, is a great attraction to them, and many who remain in the mines say they too would go if the work were easier and the hours of labour fewer each day. Those who start for the Northern territories give as a reason the receipt of letters from friends informing them that there is no miners' tax, and in many places they can get water for washing without paying a ditch company. The foreign miners' tax, and the water tax, together absorb, in many instances, half of their total receipts, and a journey of 1,000 miles is willingly undertaken when there is a fair prospect of escaping from both. One of the results of this exodus will be a decided decline in the receipts of the State Treasury. A tax of $4 per month is levied on all foreigners who work in the mines, but by common consent, or at least without public objection, the tax is collected only from Chinamen, and they have in some years paid as much as $250,000. During the fiscal year ending June 30, 1863, the amount was $186,000; but there has been a slow decline since, not so much because of the decrease in the number of miners as because of their inability to pay. The tax collectors, who receive a proportion of the amount collected, and thus have a strong motive for studying the best method of managing the business, have found that by severity they would drive the Celestials away from their respective districts or counties, so they generally try to accommodate their demands to the ability of the companies. In those claims which pay well, the full tax is exacted for every man; in others the tax is exacted for one-half or one-fourth of the miners, according to circumstances. This mode of doing business gives great opportunities to dishonest collectors, who, it is said, accept $2 of Chinamen who demand receipts, and $4 from those who do not; and as Celestials are not permitted to testify in our Courts of "justice" against white villains, the swindle has the indirect sanction of the law. Probably not half, perhaps not a third, of the collectors are guilty of this dishonesty, although both Chinamen and white men complain of it as a common thing.

OUR TRADE FOR THE HALF-YEAR.

(THE TIMES.)

The official Trade Returns, just now completed to the end of last June, show that in the first six months of the present year we exported goods from these islands to the value of about £88,000,000 sterling. That is the first broad fact as it appears upon the new accounts; and the first deduction is that it represents a decline of about £5,000,000 compared with the trade of the corresponding period in 1866. That return, however, was exceptionally large, so that the reduction expresses no serious abatement of the national industry. If we now proceed to analyse the aggregate before us, we shall soon arrive at three or four principal divisions. Just one quarter of the whole business was transacted with our own colonies, and all but one-half of that amount is due to India. In fact, if we set down £10,000,000 to India, £4,000,000 to Australia, £2,000,000 to Canada, and £1,000,000 to Singapore, we shall have accounted at once for £17,000,000 out of the £22,000,000, while Hong Kong, the Cape and the West Indies will take nearly £3,000,000 more. The remainder is divided between 15 colonies or settlements, of which Gibraltar, Malta, and Ceylon are the most important and the Falkland Islands and Heligoland the least.

Assigning, then, £22,000,000 out of £88,000,000 to our colonial trade, we have £66,000,000 representing our business with foreign nations—that is to say, with the rest of the habitable world, for there is literally not a region which our exports do not reach. In round numbers, we may again distribute this total between the four quarters of the globe by giving £35,000,000 to Europe, £5,000,000 to Asia, £5,000,000 to Africa, and £20,000,000 to America. From this rough classification it will be seen that our Continental Trade is more than one-half of our whole foreign trade, and approximating to one-half of all our trade together. Indeed, during the particular period under review Germany alone was almost as good a customer to us as the United States. Our trade with France—£5,800,000—is little more than half that with Germany, but it is buoyant, and may be materially increased. With Holland a very large business is done considering the smallness of the country. The Netherlands, with a population of 3,500,000, take upwards of £4,000,000 worth of goods from us; Austria, with just ten times the population, takes just one tenth of the supply. Turkey deals largely with us, so does Italy, and so, for its size, does Belgium, though the commercial intercourse with that country, which once represented the most important branch of English trade, has lost its relative magnitude. Still Belgium is a better customer than Russia or Spain; though as regards the latter country it should be observed that we do a very considerable business with Cuba and the Philippines. The trade with Cuba in particular has been larger this year than the trade with Japan, and all but as large as that with Portugal. To Greece we actually send less than we do to the blacks of San Domingo.

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Our Asiatic trade—that with British possessions excepted—is of course mainly with China, which takes upwards of £2,000,000 worth from us, while Japan figures for rather less than half that amount, and the Dutch East Indies for about £700,000. Our trade with Africa resolves itself practically into the trade with Egypt, and that, in reality, means our trade with the countries beyond. Egypt is the high road to India, and, consequently, the exports and imports set down to the account of that country are preternaturally large. Western Africa, however, does figure for nearly £500,000 in the total of £5,000,000. and a pittance of some £25,000 is contributed by "Eastern" Africa. Whether the Abyssinian expedition will bring any modification in these figures we cannot pretend to conjecture. As to Northern Africa, Morocco, Tunis, and Algeria find places in the list, beyond doubt—the former country counting for £100,000, but the great French colony buys little more from us than Madagascar.

In America—British colonies again excepted—we may say that our trade is pretty equally divided between North and South—that is, the several States of South America take between them British goods to about the same value as the United States alone. It must be remembered, however, that throughout these remarks we have been speaking only of the first six months of the present year, and that the Returns of the period have been affected by exceptional circumstances. Last year, for instance, our trade with the United States was above £15,000,000 instead of under £12,000,000, the difference being explained partly by the deficiency of the American harvest in 1866, and partly by the effects of the present prohibitive tariff. America, it may be hoped will one day resume her old transactions with us, but in the meantime there is something very remarkable in the commercial progress made by the States of the Southern Continent. Brazil, though her account has considerably fallen off in this last return, is still a better customer to us than Italy, and the little republic of Chili has been a better one than Belgium. Here, however, it should again be noticed that the figures are accidentally large. Last year the Chilian ports were blockaded by the Spanish squadron, and it is the natural rebound of trade since the opening of the harbours which has carried up the return from £570,000 in 1866 to £1,500,000 in 1867. Besides these States, the Argentine Republic, New Granada, and Uruguay are large dealers with us, and Venezuela and Ecuador add their quotas to the total. With Mexico, considering the capabilities of the country and the incredible wealth of its soil, we are, doing next to nothing, and perhaps the less we do the better.

The countries bringing up the end of the list exhibit some curious variations, all, no doubt, to be accounted for, but showing how capricious the demands of such places must be considered. Last year, for instance, the "Islands in the Pacific" bought goods to the value of £100,000 from us, whereas this year the item is under £20,000; Persia took £25,000 worth in 1866, and but £6,000 worth in 1867; while Siam, which had thrown off last year with orders to the extent of £4,000, has this year dropped out of the list altogether. On the other hand, Arabia has risen from £715 to £1,178, Bolivia from £408 to £3,074, and Madagascar from £1,612 to £3,319. Moreover, if Siam has disappeared from our books, two entirely new customers have presented themselves. The "French possessions in India" open an account with £2,074, and the "Northern whale fisheries" with £100.

Perhaps the most assuring features in these returns is the magnitude of the area over which the transactions extend. Forty-eight States and twenty-two colonies, covering between them the whole habitable globe, deal more or less with these islands. This division of risk, or multiplication of opportunities tends incredibly to the safety of our trade. When one door shuts another opens, says the proverb, and we have seventy doors to rely upon. The whole world cannot be in difficulties at once, and some customers are sure to make up for the backwardness of others. But to maintain this trade we must also maintain our own industry. We undertake it may be almost said, to clothe the world. Our exports represent, in the main, cotton, linen, woollen, and worsted manufactures; our imports are the raw materials required for this industry, and the food to sustain us in the work. What other countries grow we make up for use, taking at the same time the abundance of their harvests to compensate the insufficiency of our own. That, in a few words, is a description of the national trade which is expressed in the Returns from which we have here been quoting. We are keeping our position pretty well, but it should not be forgotten that our rivals are now more numerous, more energetic, and more confident than in former times, and that we must prepare ourselves for a competition far more severe than any we have hitherto experienced.

Naval and Military.

An interesting account of the Surveying Expedition in the Straits of Magellan, with Sketches, by Mr. Bedwell, of the Hydrographic Department, and formerly engaged in surveying in China, Japan, and Korea, has been published in the *Illustrated London News*.

A court-martial has been held on board the flag-ship Victory, at Portsmouth, for the trial of Mr. James Rogers, supernumerary engineer on board Her Majesty's troopship Urgent, lately arrived from China, on a charge of drunkenness. The prisoner pleaded "Guilty," and, having been previously convicted for a similar offence, the Court sentenced him to be dismissed Her Majesty's service. The Court was composed of Capt. F. B. P. Seymour, C.B., of the Victory, president; Capt. George Hancock, of the Duke of Wellington; Capt. M. S. Nolloth, of the St. George; Capt. Henry Boys, of the Warrior; Capt. John C. Soady, of the Serapis; and Capt. Henry Phelps, of the Orontes.

The men who came from China in Her Majesty's troopship Urgent have been paid off at Portsmouth. They were the crews of the Adventure, the Bustard, the Banterer, the Grasshopper, the Havock, the Haughty, the Slaney, and the Vigilant. The men were granted six weeks' leave. The Urgent was taken into dock at Portsmouth for necessary survey and repairs previous to further troop service.

It is announced at Woolwich that Captain Stirling's battery No. 9, 2nd Brigade, garrison Artillery, some time under orders for Ceylon, is to proceed to Penang.

Quartermaster Woon, of the Woolwich division Royal Marines Light Infantry, recently promoted, has been entertained by the commandant and officers of the division at dinner. Quartermaster Woon's service in the corps extends over a period of upwards of twenty-three years, including the Arctic expedition, in which he volunteered, in search of Sir John Franklin, and also the expedition in China, under Sir James Hope.

The death of Lieutenant-General Ward, R.E., promotes Major-General Montgomery Williams to be lieutenant-general, and Colonel Sir F. E. Chapman, K.C.B., Governor of Bermuda, to be major-general. By the same event Major Dillon, late of the 30th Regiment, becomes a lieutenant-colonel, and Captain G. H. Fraser, Royal Artillery, a major in the army.

Sir Robert Napier will no doubt become Colonel-Commandant of the Royal Engineers, in succession to the late Lieutenant-General Ward.

The whole of the squadron of iron mortar vessels built for service in the Black Sea during the war with Russia, and since laid up at Chatham Dockyard, are gradually being brought into use for service at the various ports. On Friday week an order was received at Chatham Dockyard directing four of the iron mortar vessels at the eastern end of the yard to be brought forward for harbour service at Portland. One of them is to be fitted at Chatham, and three at Portsmouth Dockyard, by hired hands, who are to be entered at both establishments for the work.

It has been usual on the occasion of trial trips for the makers of the engines to provide refreshments on board the vessel tried. The Lords of the Admiralty have issued an order directing that in future the custom be altogether discontinued.

The surveying vessel Hydra is not going, as was at first supposed, to sound the Red Sea in connection with the Abyssinian expedition, but is to be employed in taking soundings between Aden and Bombay, preparatory to the laying of the Anglo-Indian telegraph cable.

The Serapis, iron screw troop ship, Captain Soady, arrived at Spithead from Quebec, with the fourth battalion of the Rifle Brigade.

Nelson, screw line-of-battle ship, fitting for colonial steam guard and training ship at Victoria, Australia, is alongside the jetty of Portsmouth yard, receiving stores and general outfit. She will carry out muzzle-loading rifle guns, iron gun carriages and slides, and some large cast-iron guns fitted with steel tubes on Major Palliser's plan, and a quantity of shot and shell, besides a quantity of stores for use in the colonies. Great difficulty is experienced in getting seamen to man this ship, and it is uncertain when she will leave on this account. It is reported that special inducements will be offered to secure an efficient crew to take her to Australia.

St. George, 72, screw line-of-battle ship, Captain Matthew S. Nolloth, has left Portsmouth Harbour for Spithead. She will receive ammunition and proceed to Portland as coast-guard ship and training vessel for navigating cadets. This fine wooden man-of-war has been at Portsmouth since the grand naval review at Spithead, having had all her defects made good. The gun-room, cadets' school-room, and bath-room, have been enlarged, and many necessary alterations made. There are now twenty-three navigating cadets on board, the full complement being forty. The young gentlemen appointed to this ship remain on board twelve months, receiving practical instruction, and having passed an examination they are appointed to various ships in commission, as navigating cadets, a rank formerly known as masters' assistants.

Her Majesty's favourite yacht the Fairy is being internally demolished. Some time since an order was received that her stores be returned, which was equivalent to a direction to pull her to pieces, so far as her below deck fittings were concerned. The result was that this handsome yacht was stripped of furniture and ornaments. The looking glasses were removed, and even the glass door handles returned to store. The alleged reason of this work of demolition is that Her Majesty will not permit the yacht to be used, except as a Royal yacht, and as it is not deemed advisable to repair her at present, the stores or furniture and fittings were ordered to be returned to the dockyard. The Fairy is one of the fastest yachts afloat, even in these days of improved machinery. Her lines are admirable, and when in use she was a general favourite, going eighteen knots an hour. During the naval review she fouled a yacht and injured her stem, bending it round and breaking the plates. It was proposed to repair her at an estimated cost of between £200 and £300; but, on reference being made to a memorandum about her condition—that she be kept water-tight—the damage was temporarily repaired to comply with the order literally, and the estimate was reduced to about £5. Her engines are in excellent condition, and it is generally regretted that this favourite yacht of the Queen, Prince Consort, and Duchess of Kent, should be stripped, when she might be repaired and all her defects made good.

The distribution of the Banda and Kirwee prize-money will commence on the 23rd Oct. The first proportion will be in the ratio of £50 for each private's share.

THE troopship Urgent, Capt. S. Henderson arrived at Spithead on the 10th inst, and shortly afterwards went into Portsmouth harbour. She left Hong Kong on the 7th of June, calling at Singapore on the 20th, Mauritius, July 13; the Cape, August 1, Ascension 19, and St. Vincent 29, and has brought home the officers and crews of several ships paid off and re-commissioned. The list comprise:—Capt. Waddilove, Lieut. M'Laughlin, Navigating-Lieut. Brent; Mr. Vinal, paymaster; Mr. Pearce, assistant-paymaster; Mr. Ryan, navigating sub-lieut., from Her Majesty's ship Adventure; Commander Magnay and Navigating Sub-Lieut. Tarrington of the Bustard; Lieut. Singleton of the Dove; Lieut. Morrice of the Hardy; Lieut. Andoe and Navigating Lieut. Purvis of the Vigilant; Lieut. Moncrieff of the Argus; Lieut. Hammond of the Icarus; Navigating Sub-Lieut. Morrice of the Bantam; Dr. Hague and Mr. Street of the Rattler; Mr. Rowland, naval instructor, of the Pearl; Navigating Sub-Lieut. Barnes of the Havoc; Navigating Sub-Lieut. Kelly of the Grasshopper; Navigating Sub-Lieut. Clarke of the Manilla; Navigating Sub-Lieut. Scott of the Bristol; Assist.-Surg. Umberley of the Princess Charlotte; Mr. Brice midshipmen, of the Princess Royal; Deputy-Assist. Superintendent of Stores Baker; Mr. W. G. Marsden and Mr. Mackintosh, 17 engineers, 17 warrant-officers, 374 seamen, marines, and invalids, and 14 soldiers, invalids and time-expired men; the latter were disembarked at the dockyard, and the former sent to the flag-ship Victory, three invalids have died since leaving Hong Kong.

The old 60-gun steamship Meeanee, 2,591 tons and 400-horse power, brought up to Woolwich from Sheerness, having had her engines removed, was undocked. She is intended to be prepared for hospital accommodation on the China station.

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NOTICES TO CORRESPONDENTS

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

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The London & China Telegraph.

LONDON: MONDAY, SEPT. 30, 1867.

THE HONG KONG GAMBLING ORDINANCE.

SIR RICHARD MACDONNELL has astonished the colony of Hong Kong by more than one bold and original measure, but the ordinance which may be briefly described as "the Gambling "Ordinance" is certainly the most remarkable of them all, and seems to have given rise to more excitement than even the much-detested Stamp Act. The matter now under discussion however involves various considerations that were not affected by the last-named measure; that was simply and purely a question of expediency, while this has to be considered as regards its religious, moral, and social consequences as well. It is quite natural that such a measure—coming so unexpectedly, and appearing at the first glance so entirely opposed to the traditional principles of English government—should be viewed with alarm and aversion by a large proportion of the colonists; and it is equally natural that the resident missionaries should take upon themselves the duty of acting as the mouthpiece of this party. At the same time it appears to us that these gentlemen, the purity and disinterestedness of whose motives no one can doubt, have nevertheless allowed their zeal in some measure to outrun their discretion. Their protest against the system is couched in spasmodic and vehement terms, instead of in the grave, earnest tone befitting their own position and the cause they advocate. Such phrases as "underhand and un-English," "blindfold "the public," "barefaced hypocrisy," are indicative rather of spleen and a spirit of party warfare than of a desire to convince by earnest argument or logical reasoning. And, moreover, the assertions put forward in these unpleasent terms are evidently exaggerated. We can see no satisfactory grounds for the assertion that the new system "will certainly lead to a large "increase of gambling." The Chinese population of Hong Kong is chiefly migratory, and consequently most difficult of control. Gambling is a vice inherent in Chinese nature. Mandarins and merchants are alike addicted to it—the very beggars in the streets with the alms bestowed on them gamble. We do not believe that any possible measure or regulation, on the part of the Government, could produce an *increased* amount of gambling. Every Chinaman, when the gambling mania is upon him, will indulge it to the utmost, whether legally or illegally. That the proposed system "will have a "seriously demoralising effect on the Chinese" we are equally disinclined to credit. Certainly, the Chinese population of Hong Kong *may* be capable of further degradation—but probably not in this particular way. Again, the dogma that "the Govern- "ment has no right to countenance and sanction vice" is altogether over-strained. What human Government that ever existed was capable of *abolishing* vice—and yet, what should we say of one that entirely *ignored* it? Such a Government would be practically worthless, for to mitigate an evil of any sort and to keep it in check we must recognise its existence. In short, although the efforts of the Rev. Mr. WARREN and his colleagues deserve our respect as a fearless and conscientious endeavour to perform that which they as a body consider their duty, we cannot admit the arguments adduced to be so logical and convincing as they seem to expect.

The GOVERNOR'S reply appears to be one of moderation. His Excellency succinctly replies to each of the objections *seriatim*—and, we must add, effectually demolishes them all. It is made clear enough that no evil can be greater or worse than the unlicensed gambling that now exists; and that the licensing system, by affording a means of regulating the vice, will permit of the many disorders attending it being suppressed, and will at a single blow destroy one great cause of the inefficiency of the colonial police. Sir RICHARD only distantly alludes to a fact that might well be urged as giving the strongest support to his scheme, namely, that a sin of deeper dye than gambling is recognised in Europe, and submitted to Government regulation and control. How many vain and fruitless efforts have been made to suppress what we euphoniously term "the social evil," and how unanimous, though reluctant, is the conviction that its abolition is a thing not to be hoped for! Even our own Government, always the most averse to recognise anything impure, has at last been driven by stern necessity to accede to a partial adoption—in the interests of our army and navy—of the restrictive measures long since in use on the Continent, although they are not yet adopted throughout the country. Taking into consideration the respective populations of the two cities, immorality of this nature probably prevails to about the same extent in London as in Paris; but being under police *surveillance* in the latter city, it is not such a fruitful source of broils, drunkenness, and disorders of the worst description, often ending in murder, as with us. This is what Sir RICHARD MACDONNELL proposes to do with gambling in Hong Kong; success is of course not a matter of certainty, but the experiment is quite justifiable, and in our opinion well worth a trial. One of the collateral advantages of the plan is, that the revenue produced by it will allow of a further postponement of the operation of the unpopular Stamp Act, and another is that it will afford an additional chance of carrying on the Mint—an establishment that we believe all well-wishers of the colony would regret to see abandoned.

The correspondence on this subject received by last mail has not been discussed by the London papers generally. The *Daily News* and *Post* published a part of the memorial to the Governor and the reply, but with no comments. The *Star* remarks that the gross and shameless immorality which the Chief Commissioner of British Burmah was lately compelled to rebuke in the officials subordinate to him has drawn general attention to the common relaxation of moral restrictions which the ordinary life of Europeans in the East has a tendency to produce. "A very deplorable instance of this laxity," says the *Star*, "is to be found in the fact that Sir R. G. MACDONNELL, the Governor of Hong Kong, has recently authorised the establishment and conduct of a limited number of gambling houses in the colony. This official sanction of a practice which is condemned by the English law, by that of China, and by the educated opinion of this country without exception, has not been allowed to pass without protest on the part of the community, but the Governor persists in his policy. It is not probable that the Home Government will allow him to carry out the scheme which he has announced; but the Colonial-office has so often sanctioned unwise and improper action on the part of its subordinates, where public opinion has not emphatically recorded its protest against them, that it is well to be warned and to speak out in time against these immoral proceedings. The question of interest now is whether Sir RICHARD MACDONNELL has satisfied the scruples of H.M.'s Government on the subject. No doubt the SECRETARY of STATE for the COLONIES will communicate the decision arrived at by the next mail." The writer of these stringent remarks appears to forget that the first hasty outcry of public opinion on matters which involve feelings of sentiment as well as questions of expediency is often retracted when due time has been taken for consideration; and further, that numberless measures that have been at first loudly condemned, have in the end proved both wise and beneficial. Let us hope that the Gambling Ordinance may be included in this category.

THE NEW SEASON'S TEA CLIPPERS.

ONCE more this annual contest has resulted, the winner—by a few hours only—being the *Ariel*, Captain KEAY. She left Foochow at 8.30 A.M. on the 13th June and arrived in the docks at 7 A.M. on the 23rd September, thus performing the passage in 102 days, less one hour and a-half. The next best passage is that of the *Taeping*, Captain DOWDY, who left England as chief officer, but assumed the command at the Cape of Good Hope, in consequence of the illness of Captain MACKINNON, who subsequently died there. The *Taeping* left

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Foochow at 11.45 A.M. on the 4th June, and was docked in London shortly after 2 P.M. on the 14th September, or 102 days three hours, thus leaving the victory to the *Ariel* by four hours and a-half. Had there been a premium for first arrival, as in former years, the *Taeping* would undoubtedly have got it. The *Fiery Cross*, which left Foochow on the morning of the 5th, arrived in the docks on the 23rd inst. in 110 days. The *Maitland*, which left on the 31st May, docked on the 24th, 115 days. The best passage, however, is that of the *Sir Lancelot*, Captain ROBINSON (late of the *Fiery Cross*), which sailed from Shanghai on 16th June, and docked on the 23rd inst. at eight A.M., accomplishing the passage in 99 days. This vessel did not come down the China Sea, but by the long Eastern passage. The other ships from Foochow and Shanghai, which sailed before the 15th June, are expected in the next few days.

THE tenders for the performance of the India, China, and Japan mail service have been sent in, and the P. and O. Company are, we understand, the only contractors for the whole scheme of services. The owners of the Italian line now running between Brindisi and Alexandria have sent in a tender for that portion of the service, but the British India Steam Company, which it was expected would be able to perform a section of the service in India, &c., has not tendered. The arrangement and terms of the new contract will at least occupy a month.

THERE is no truth in the report that Mr. POPE HENNESSY, the newly-appointed Governor of Labuan, has been nominated for the Governorship of Queensland. Mr. HENNESSY, accompanied by Miss HENNESSY and Mr. CODY (private secretary), proceeds to Labuan *via* Bombay by the next mail.

INTELLIGENCE has been received from the directors of the East India Telegraph Company in New York, confirming the telegraphic accounts of the purchase from the Western Union Company at San Francisco, of a portion of the submarine cable for the coast of China.

Mr. EDWARD H. HALL, a correspondent to some of the leading journals in the United States, proceeds by the next mail, *via* Bombay, for a tour through China and Japan.

THE CONSUL AT HANKOW.

(To the Editor of the *London and China Telegraph.*)

SIR,—I note that a slight inaccuracy has crept into a statement made in your paper dated Sept. 12 regarding the health of Consul Gibson, whom I had the pleasure of being intimately acquainted with when he was Acting Vice at Tientsin. He was wounded by a spear, and suffered considerably for some months, but when he left he was in rude health. He and Col. Gordon were made mandarins of the red button for the services they rendered in suppressing the rebellion, the full particulars of which are of course on record.—I am, Sir, yours very truly,

Liverpool, Sept. 16. ROBERT LIVINGSTON, Jun.

THE NEW SEASON'S TEA.

A rather unworthy attempt has been made to spoil the sale of the new teas per *Taeping*, through the columns of the *Daily News*. That the Editor has been imposed on there can be no doubt amongst persons well informed in the trade. That the teas are not so good as they should be is agreed by all competent judges; but that *retail dealers* have made heavy losses in the purchase and sale of tea, is a statement so far from fact that it has simply been held up to ridicule. The following is the notice alluded to:—

The Chinese have of late years adopted the practice of adulterating the spring-grown tea with the old and withered leaves of the previous season's yield. In the new crop of Kaisow just to hand this system has been carried to such an extent that the usual characteristics of that description of tea—viz., ripeness and richness of flavour—have been entirely destroyed. The first arrival of Kaisow has in former years sold at 2s. 6d. to 3s. per lb.; but now, and principally through its fame, 2s. 2d. is the highest price obtainable for comparatively fine sorts, and sales are being pressed as low as 1s. 5d. Some judges affirm that, should the Taeping's cargo fairly represent others *en route* with more plentiful supplies, many of these teas will only fetch the price of common Congou. At present the better-informed firms refuse altogether to purchase, as it is known that the Chinese, after having tired buyers with immense quantities of this comparatively poor produce, have afterwards brought forward the finest qualities. It is also reassuring to know that musters of shipments from Shanghai of really fine Oopacks have arrived overland, and that the general quality of Congou from that port is superior to last year's supply. It is thought that these facts should be made known amongst retail dealers, lest their losses, which have already been heavy from the prevailing commercial depression, should be increased by too early purchases of new tea.

Messrs. W. S. Shuttleworth and Co., wholesale dealers, took the pains to have this printed as a circular, and issued it with the remark, "We entirely concur in the views therein expressed." We blush for Messrs. Shuttleworth's recommendation, and would ask them if they supplied the information to the editor of the *Daily News*. On the following day "A Tea Broker" wrote to the editor, and his remarks are certainly more cogent than the comments on it:—

TO THE EDITOR OF THE DAILY NEWS.

Sir,—In your money article of this day you make a statement on the subject of the quality of the new season's tea just at hand ex Taeping, to the effect that they "are largely mixed with old and withered leaves." It is not to be expected that newspaper editors can be judges of such an article as tea; you must therefore be acquitted of any mischievous intention to damage the interests of the consignees, but it is to be wished those who have afforded you this intelligence were equally free from interested motives. It is no novelty for the Chinamen to mix the new crop with leaves of the previous season, with the view of increasing the quantity, to meet the extravagant demand for fine tea at the opening of the season in China; it has been done, more or less, for years, but the very object proposed would insure the matter being carried out by an acute and intelligent race with reasonable caution. To use "old and withered leaves" in the sense you apply it would be deliberately to spoil the bulk, and render it comparatively worthless. That some parcels have last season's leaf mixed with the new is unquestionable; on the other hand, many are free from any admixture whatever, and all are sound, useful, serviceable tea, though not so fine as the average of some seasons. The effect of your article is to severely damage the interests of the consignees in that portion of the cargo still unsold, by raising an unfounded and most unreasonable prejudice, and that, in an article like tea, which is but imperfectly understood, is, beyond measure, mischievous, and may temporarily be equivalent to a confiscation of thousands sterling. It is generally the case that some disinterested person, who has been unable to "get in" as well as his neighbours, favours the country trade with similar advice at his own expense in a circular; but why you should adopt his interest, and save him that trouble, I am at a loss to see.—I am, &c., A TEA BROKER.

City, September 18.

The reply of the *Daily News* was:—

Our correspondent is illogical, and, indeed, contradicts himself. He rebukes us for having stated that there is any adulteration, or rather, as it would appear, for having, as he insinuates, "damaged the interests of the consignees" of the *Taeping's* cargo; yet, almost in the same breath, he admits the fact of the adulteration, but asserts that there is nothing new in the practice. We did not say there was anything very new in it; unfortunately, the practice of adulteration complained of has been carried on for many years, but it has now proceeded so far as to make it necessary, in the interest of the great consuming body, that it should meet with public exposure. We are quite unable to understand how a journal seeking to uphold the integrity of commerce, and the purity of the articles of which commerce is the purveyor, can be deemed deserving of such remarks as those ventured upon by our correspondent, who, we must infer, has interests which prevent him from clearly discerning the truth of the matter. As everybody knows, many of the leading articles of trade are flagrantly adulterated in their passage through the hands of the retail dealers, and it is of vital importance to the consumer that every possible safeguard shall be established to ensure their reaching our ports in a pure state. Adulteration at home is surely sufficient without our food being subjected to similar practices by Chinamen and other foreigners. Some time ago the adulteration of Indian cotton was carried to such an extent as to threaten the falling into discredit and disuse of the whole of the Indian production of that article, but the outcry which was opportunely raised on behalf of the manufacturing interest has fortunately sufficed to bring about at least a partial remedy. We cannot help thinking that the interests of the entire tea trade, both merchants and brokers, including our correspondent himself, would be best served were they firmly to set their faces against the practice of adulterating the article by which they live, even if such a course should occasionally involve the forgoing of a small commission. It need only be added that if the tea by the *Taeping* is a really good article, it cannot possibly be damaged by the mild criticism that has appeared in these columns.

THE LATE SIR FREDERICK BRUCE.

(THE TIMES.)

With great regret we announce this morning the death yesterday of Sir Frederick Bruce, Her Majesty's Minister at Washington, from an attack of diphtheria. Within a period of four years the nation has lost the services of three members of one family, who were each endowed with eminent qualifications for the important work to which they severally devoted their lives. Lord Elgin died at Dhurmsala in the autumn of 1863, from the effects of a short excursion in the hills following closely upon an exhausting season in the plains of India. He was but just acquiring an intimate knowledge of his duties as Viceroy, when an affection of the heart deprived India of a ruler of long experience and great ability. General Bruce, a devoted servant of the Crown, died while in attendance upon the Prince of Wales; and now their brother, who had shared with Lord Elgin the labours of his mission in China, and who excelled him in diplomatic skill if he was not his equal in geniality of disposition, has also been removed in the prime of his life and in the height of his usefulness. It is but a few weeks since Sir Frederick Bruce was pressed by Mr. Seward to accompany him to his home at Auburn, and he must afterwards have returned to Boston, where he had already spent a part of the summer. There, apparently, he contracted the terrible malady which sometimes sends in a few hours the strongest men to their graves.

The country would have had much reason to deplore the death of Sir Frederick Bruce whenever it had happened; but his loss is an especial misfortune at a time when negotiations of the utmost intricacy and delicacy are pending with a Government which is not always disposed to approach Great Britain in a spirit of generosity and forbearance. Seldom has a citizen of another country visited the United States who possessed so keen an insight into the political working of the great Republic, and at the same time ingratiated himself so thoroughly with every American who approached him. He did full justice to the people and their form of Government, while he read the national character with faultless nicety, and explored with large discrimination every detail in the action of their national institutions. Americans who were best acquainted with their civil

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polity perceived after a little conversation with him that he understood its machinery better than the majority of their countrymen. It might almost be said that he applied himself night and day to the systematic study of its merits and its defects through the medium of men or books. His own house at Washington was frequented by the most eminent political men whose duties detain them in that city a great part of every year. Although naturally somewhat impulsive in temperament, he invariably exhibited entire calmness and self command when the circumstances of his position led him into trial. In the spring of last year he accepted an invitation from the Secretary of State to attend the Hall of the House of Representatives, in order to hear a tributary oration to President Lincoln. He was compelled to listen to a violent and extravagant denunciation of England and other European Powers. Most Americans of any position felt that their sense of hospitality had been outraged, and called afterwards to console Sir Frederick Bruce. They found him earnest in his condolence with them upon having had a solemn occasion turned to their discredit. "I know nothing of national sensibility in this matter," he was accustomed to say. "Mr. Lincoln was a noble specimen of the Anglo-Saxon race, and as such I went to hear justice done to his memory. Beside the open grave men stand chastened and subdued, and all animosities are extinguished. If I am invited to see a savage put on war paint and flourish a tomahawk, and execute a war dance around it, the responsibility of the exhibition does not rest with me."

This imperturbable temperament in all his official relations served him well on many occasions from the day when he succeeded to the laborious duties relinquished by Lord Lyons, but never was it of greater advantage than in the protracted and difficult controversy concerning the *Alabama* claims. This discussion it fell to the lot of Sir Frederick Bruce to conduct on the part of Her Majesty, and we divulge no secret when we state that it was in accordance with the late Minister's repeated advice and exhortations that a wise overture towards a settlement was made by the present Government. He had succeeded in establishing for himself relations of cordial friendship with Mr. Seward and the President, and probably there are few outside the circle of his own family who will be more shocked at the tidings of his death than the astute and keen-eyed old man with whom he had sustained incessant diplomatic fence. Sir Frederick Bruce always cherished the hope that he would be able to render his country the service of removing a fertile ground of contention from the path of the two Governments, and thus bring them into closer and more friendly relations. He tried hard to induce the administration at Washington to adopt some amicable method of terminating the long dispute. Mr. Seward may sometimes have been disposed to trifle with the subject; at other times he may have made it appear of cardinal and portentous consequence. But the British Minister was always watchful to seize every opportunity of advancing towards such a reconciliation as would not offend the pride and honour of either people. It was greatly owing to his firm and persuasive representations that the United States' Government interrupted last year the preparations for the Fenian raid into Canada, and his own acuteness often changed the opinions of those members of the President's Cabinet who were distinguished for the bitterness of their prejudices against the country he represented so efficiently.

He is gone, and the duty devolves upon the Government of appointing a representative to one of the most onerous and perplexing offices in its gift. Each occupant of that post finds his labours more exacting than those of his predecessor. Lord Lyons had the *Trent* affair to arrange, but it was an exigency which brought his Government to his side with positive instructions. The critical difficulties in which Sir Frederick Bruce was sometimes placed could only be met by the unprompted discretion of the Minister. We render to the dead but justice when we record that he never deceived or disappointed his Government, and was never in the smallest act of his life unworthy of the great nation which it was his pride to serve. It is impossible to over-estimate the mischief an incautious or unguarded man acting in his capacity might occasion, and, therefore, in choosing his successor every consideration ought to be set aside, except the single one of personal fitness for the office. The old sources of irritation which Sir F. Bruce endeavoured to close for ever may easily be re-opened, and we should anticipate more good fortune than ordinarily falls to the lot of nations or individuals if we dared to hope that no new cause of umbrage on either side would arise. England and America are too nearly related not to disagree on minor topics. A man of quick observation, of a tolerant and elastic mind, and of large compass of thought will know how to deal with these emergencies when they present themselves, and such a man it is now incumbent upon the Government to send to Washington. The American people need no assurance from us that the good relations which the late Minister made it his daily study to promote will be taken up in the same spirit by his successor. There must come a day when small national vexations will be abandoned by common agreement, and till it arrives the only course England can pursue is to give evidence of her friendliness towards a people of her own race and her own nurture by sending to them as her ministers men like him whose loss she now laments.

THE CONDITION OF FINANCE.

A writer in *The Times* on the present and lato extraordinary condition of the money market says:—

I find that six of the great joint-stock banks in London hold just upon £63,000,000 of the public's money. This sum is greater now, when they are only paying 1 per cent. on deposits, than it was last year, when they were paying 6 per cent. and upwards. The Bank of England minimum was then 10 per cent., it is now 2 per cent.

We can understand that people can keep their money in the form of deposits instead of shares under such circumstances as those of last year, because the deposits earn as much, or nearly as much, as if invested in shares, and are more readily accessible. But at a time when deposits are only earning 1 per cent. while an investment in bank shares would yield from 5 or 6 to as much as 9 per cent. the enigma appears insoluble.

I think this proposition is self-evident—that nobody would trust his money in the shape of deposits to a bank in whose stability he had not the fullest confidence; in other words, he must believe that his money would practically be as safe invested in its stock as lodged in its till. For all practical purposes this, I think, is indisputable. We all know, doubtless, that as a shareholder he might not merely lose his money, but might be liable to his last shilling to the creditors of the bank in case it broke; whereas in the character of depositor he might get back his money in whole or in part should such a failure occur. But what I think there is no question about is, that unless the depositor had the strongest conviction in his own mind that nothing of the sort would happen, he would not deposit his money with the concern, and, therefore, practically its shares must, in his eyes, be as safe as the deposits in its till payable at call.

Yet, in the face of this, the prices of the shares of the best joint-stock banks are so low as to pay from 5 or 6 to even 9 per cent. on the investment. If people withdrew their deposits altogether and hoarded them in their strong box at home, or buried them in the garden, one could understand it; but that they should leave them in the banks, where they only earn 1 per cent., when they would practically have just the same security for from 5 to 6 to as much as 9, is one of those things which no one can understand, let him be as bright as Dundreary is dull. The apprehension that prices may go lower rather increases the puzzle than otherwise, for if people bought the prices would go up, so that this rests with the public. Even if the dividends payable in the future be less than in the past year, still there is such a wide difference between 1 per cent. on deposits and even the *minimum* I have mentioned of 5 or 6 per cent. on shares as to leave a considerable margin, and it cannot be supposed that depositors at 1 per cent. are speculative people who want to gamble, but rather sober, plodding persons, who only seek a safe investment.

Allow me to give a few figures in further illustration. The London and Westminster, according to the statement at its last meeting, holds more of the public's money this year than it ever held before. The London and County, according to its last report, £12,032 334 this year, compared with £10,718,483 last. The Union holds £10,614,718 this year, as against £10,260,531 last. Now take an illustration of the rate of interest on the investment. The London and Westminster shares are in quite an unsettled state, owing to the recent issue of 50,000 new shares to double its capital, and the prices rise and fall capriciously through this exceptional cause, so that I leave that out of the question. The National Bank, again, has been affected by the Fenian disturbances, &c., and is therefore not in its normal condition. Then there is the London Joint-Stock, which has just issued a lot of new shares, and there are other banks which have been affected by some cause or another. These, therefore, will not so well serve the purpose of illustration, because their shares stand at an exceptionable figure. But let us take a bank the shares of which stand very high (relatively), and which is quite in a settled state, its new shares having been long on the market. The London and County shares are quoted at 54 to 56. Suppose the price paid were £55. The Midsummer dividend was £2 4s. per share both this year and last, and last Christmas dividend was £2 16s., making £5 for the year on £55 investment; that is, at the rate of 9 per cent. Yet this bank, in common with the others, pays 1 per cent. on its deposits, and whereas it held only £10,718,483 of the public's money last year, when the deposits earned 6 per cent., it holds £12,032,334 now. Even the National Bank, whose branches are spread all over Ireland, and which, therefore, might be supposed to have suffered so much from Fenianism, holds £4,906,837 this year, as compared with £5,169,033 last

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, SEPT. 24.

The Second Chamber of the States General was opened on the 16th inst. with the following speech from the throne:—

"Gentlemen,—It is always with true pleasure that I open the legislative session. The accomplishment of this task is doubly agreeable to me to-day, when I have satisfactory communications to make to you upon the situation of the country.

"The dissolution of the ties which united one of our provinces to Germany, effected during the past year, has since obtained international sanction by the London treaty of May 11th last.

"I entertain the hope that, when experience shall have proved the harmlessness of the works executed in the Eastern Scheldt, our relations with Belgium will more and more acquire a character of reciprocal friendship.

"I am glad to be able to announce to you that we continue to entertain the best relations with all other foreign Powers.

"Although it is agreeable to allude to the praiseworthy manner in which the army and navy acquit themselves of their duties, I find myself nevertheless forced to ask your assistance for the purpose of giving some extension to our regular forces. In the meantime care will be taken to drill the National Guard, so far as the existing law admits.

"Measures are being adopted to subdue, with the aid of Providence, the epidemic that has again appeared in some localities of our country. The efforts made to eradicate the cattle plague have been crowned with success. For a long time past only a few sporadic cases of this epizootic malady have been observed.

"During the year that has elapsed public and private education has continued to form the object of my careful attention. You will immediately be invited to discuss the Bill upon university education. A Bill intended to lighten the burden imposed upon the periodical press by the stamp duty will also be laid before you.

"Commerce, navigation, and trade are in a favourable position. You will be asked to examine new arrangements for the verrification of weights and measures, and a Bill upon the regulation of the pawnbroking system.

"The harvest generally has been good, but the products of maritime fisheries have been less abundant. The works upon the State railways are being actively carried on, and the completion of some of the lines will not be long delayed. Two new lines executed by private enterprise will soon be opened to the public. If the present estimates are realised, the revenue will suffice during the current year for the requirements of the public service

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and to continue the works upon the State railways without there being a necessity to resort to extraordinary measures.

"The Bill respecting the financial responsibility of the Ministers, the Bill regulating the Board of Control over the State finances, with certain Bills intended to simplify the levy of the succession duties, will subsequently be laid before you. Your deliberations upon the Bill for a new code of criminal procedure will facilitate the introduction of the new judicial organisation. With the same object I shall cause a Bill for revising the judicial districts to be immediately brought in. You will also probably have the opportunity of discussing a new Bill upon the code of civil procedure in the course of the present session. A measure upon consular jurisdiction, with various Bills relating to a partial revision of the military criminal codes, will soon be communicated to the Chambers. An opportunity will also be afforded you of taking into consideration the organisation of the State police.

"The numerous requirements and differences of opinion with reference to colonial affairs have not failed to exercise their influence upon the situation of our possessions in the East Indies. My first care will consequently be devoted to the interests of the State in those countries, avoiding everything which might compromise public tranquillity or excite the discontent of the native populations. I shall willingly lend my assistance to the development of agriculture and private enterprise, provided other interests are not compromised thereby. I have heard with regret that an earthquake has caused numerous deaths in part of the island of Java. The situation of the Dutch possessions in the West Indies continues to be generally satisfactory, although the necessity of importing labourers into Surinam is still largely felt.

"Other labours also await you. They will open a vast field to your zeal for the interests entrusted to your charge. May they, under God's blessing, contribute to the welfare of the country. I now declare the ordinary session of the States-General open."

Notwithstanding the addresses in reply to the speech were most colourless in both the Chambers, discussion of them was used to ask information from the Minister of the Colonial Department with regard to his intentions respecting a Culture Bill, an India Ground-rent Bill, &c. The important but very lengthy discussions that followed I can give in very few words. The Minister declared himself so Conservative that the *Dagblad* applauded most of the programme, and of course the cultures are to be maintained. I sincerely regret that this will again disappoint India; but on the other side, the Minister made known his programme frankly.

Some days ago there arrived at the Hague Prince MimbouTayou, brother of the Shiogoon of Japan, with his suite of about thirty persons. The Prince was received at the railway station by two Royal Chamberlains; and several Japanese, who have resided here for some years, were present. After the Prince had arrived at the Hotel Belle Vue, the Minister of Foreign Affairs called on him, and had a conference of about an hour. The Captain-Lieutenant of the Royal Navy, Jhr. J. H. van Capellen, has been appointed by his Majesty officer in charge of the Prince during his stay in this country. On the 17th inst. the Prince had a private audience with our King. An enormous crowd was present on the occasion, and the prince, who is only fifteen years old, attracted the greatest attention by his brilliant attire. Mr. von Siebald acts as interpreter. The Prince is never alone; even when he takes a bath two officers watch over him. The Prince and his suite have already made many trips into the country to inspect some of our principal agricultural and industrial establishments, and he has also visited our harbour at Nieuwe Diep, to inspect the new ironclad *Prins Frederik der Nederlanden*, the Haarlemmermeer, the works from the canal from Amsterdam to the North Sea, besides the towns of Amsterdam, Leyden, Haarlem, &c.

The Minister of the Financial Department made his statement on Saturday last. Notwithstanding that he has before stated that the Liberals had left the treasury in a most deplorable condition, he now said that the Government will not be obliged to have recourse to extraordinary measures to cover the amount that will be necessary for the State service. The expenses for 1867 are fixed now at 117,123,494,24½f., whilst the valuation of the receipts is 117,252,547,07½f., so that there is a net balance of 129,052,83f. The amount to be provided by India is valued at 14,856,334,63f. This favourable result is, however, only obtained by the Minister absorbing all the favourable balances of former years. The expenditure for 1868 is given at 99,675,990f., which amount is to be diminished for extraordinary expenses to 86,700,000f., and this sum, the Minister stated, will be covered by the ordinary means. The contribution of India for 1868 is valued at 10,600,000f., but the Minister said that this amount may be regarded as the minimum. Apparently the total amount of expenditure is much decreased, but it must not be forgotten that no more money will be spent for the redemption fund than that fixed by the law, and that only twelve millions will be used for the construction of railways.

The police at the Hague have discovered a scheme for issuing false Confederate Bonds, for 12f. to 14f. It had branches in America, London, Amsterdam, Frankfort, &c., and it is quite certain that a great many of these falsified bonds are already in circulation. A lithographer in the Hague made the bonds but he did not know for what purpose. On a certain day one of his *confreres* called on him and saw one of the copies. Of course he asked for some information, the result of which was that the contractor informed the police, who arrested one of the members of the conspiracy when he came to fetch the 500 printed copies.

One of our East India houses, Messrs. A. van Hoboken and Zoon, are involved in severe pecuniary losses, owing to one of their store-houses falling down filled with sugar and tobacco. It is said that the losses will amount to 200,000f., but I think this sum much overrated. The greatest part of the tobacco was to be offered for sale in a few days.

We are now free from cholera, only some sporadic cases having occurred The rinderpest has also disappeared.

The lieutenant of the R. N. M. P. *Struick* died some days ago in the hospital here, from wounds received at the expedition of Siutang. The papers speak in the highest terms of the bravery and courage of this officer, who was only 25 years old.

In Enschede some disturbances of the public order took place in consequence of a measure taken by the manufacturers to establish a fund for widows of workmen and to provide them with money when the workmen are sick. The workmen were compelled to participate in the scheme, and they declined to consent. The houses of some of the principal manufacturers were much damaged in the row, but troops have restored the public order.

COMMERCIAL.

COFFEE.—The Dutch Trading Company's sale of 127,800 b. Java, held at Amsterdam on the 17th instant, has gone off genarally at 1c. below the valuations, whilst the prices of the inferior qualities declined rather more; pale good ordinary 38½c., against 40c. in August. The company declared before the sale that 130,000 b. should be offered in October, and 110,000 b. in November, and that then the next sale is to be held in February, 1868. There remains for consumption of the Dutch Trading Company's coffees from 1st September to 1st February, 1868, 510,549 b., of which 142,744 are in stock on warrants on last August. For private account the following sale was held on the 20th inst.: 982 b. Padang ex Elva Johanna were offered, of which 947 b. second quality were bought in at 19c., whilst only 35 b. good white with yellowish were sold at 45½c.; 304 b. Java ex Mary and Hellegonda, good ordinary to greenish, were bought in at 38c.; 464 b. Java and 49 b. Triage were sold from 5¾ to 25½c. At Amsterdam were sold 549 b. Java and 737 b. Macassar ex Tjilingsie, at prices that did not transpire.

SUGAR (RAW).—The market is very quiet in anticipation of the Dutch Trading Company's sale on the 25th inst. 1,000 mats and 1,000 baskets Java were sold, and also 1,000 baskets floating per Bremen from ¼f. to ¾f. below the July sale. The stock of raw sugar amounts to 49,804,567 ko., against 47,306,811 ko. in September, 1866.

RICE.—There is a good demand, and the market is very active. 6,344 b. uncleaned good ordinary white Java ex Sultana were sold at 8¾f.; 1,100 b. imported by the same ship, a little damaged, will be offered in auction on the 24th inst. Several parcels Rangoon and Bassein rice changed hands. The imports were very considerable.

SPICES.—The market is very dull, and the transactions few. Only mace is firm in price. Of pepper 806 b. good light Batavia ex Aunt Lizzie were sold at 16½c.

TEA.—The valuation of the 3786/4 and 107/12 chests Java, of the Trading Company's sale on the 10th of October, is as follows:—

25/4 ch.	Boei	75 to 85c.	1197/4 ch.	Souchon	60 to 105c.
685/4 „	Congo do.	58 „ 85	231/4 } „	Pecco do.	100 „ 135
817/4 „	Congo	50 „ 85	35/12 } „		
382/4 „	Pecco do.	75 „ 100	128/4 „	Pecco	150 „ 190
14/4 „	Kempoey	65 „ 70	45/4 „	Oranje do.	105 „ 120
48/4 „	Pecco do.	110 „ 120	24/4 „	Tonkay	65 „ 70
59/4 „	Schin	50 „ 55	131/4 „	Hysant	70 „ 75

For China the market is unaltered, but the transactions are of no importance.

TOBACCO.—In waiting for the auctions there is very little doing. Besides the sales of which I already made mention of, there will be offered on the 7th of October, 3,549 b. Java Soekowono, 1,848 b. F. v. D P., 1,217 b. Java L. C., and 111 b. X, on the 18th October, 4,916 b. which 906 b. KOTTA, 94 b. F. J., 1,868 BLITAR, 403 H. & A. BLITAR, 7 S. S., 659 K. K., 406 J. C. & H. V. R., 519 MERAYOON 54 P. A., and on the 15th inst. at Amsterdam, 2,359 b. Java, Losarie and A. J. Walter.

ARRACK.—50 casks Batavia ex Marie Elise have been sold and 135 do. ex Kennington at private terms.

INDIGO.—The market is very firm, but the transactions are of no importance. Only 10 c. Java were sold.

COTTON.—The market was very quiet and also for manufactures. Maddapollams and Calicots are quoted at former prices:—No. 28 Warps, 12½d.; No. 14, 11¾d.; No. 30 Cops, 11½d.; No. 16, 10¾d.

SILK.—The Dutch Trading Company's sale on the 2nd Oct. includes the following parcels:—478 b. Japan, 156 b. China, and 2 b. Java. The valuation is as follows:—

Bales.		Ko. per bale.	Per ko.
	JAPAN.		
127	Oshio	42 to 59	f.26 to f.40
9	Amatski	45 „ 53	30 „ 38
10	Shida	41 „ 46	31 „ 36
72	Sinchiu	41 „ 57	36 „ 42
18	Maybash ..	45 „ 55	34 „ 40
127	Aechezan ..	24 „ 44	23 „ 32
56	Mino	30 „ 36	23 „ 25
16	Masta	30 „ 32	24 „ 28
5	Sodai	30 „ 32	32 „ 33
7	Sinchiu-Ida ..	30 „ 32	34 „ 36
1	Jama-Mai ..	30 „ 32	24 „ 25
	CHINA.		
97	Tsatlee	47 „ 49	31 „ 34
59	Taysaam ..	47 „ 49	26 „ 30
2	JAVA at 2 ko.		

BANCA TIN.—The sale on the 16th will include 71,476 slabs. The general condition of the market is good. Last week 1,500 slabs were sold at 55f., 200 slabs at 55½f.; 500 slabs Billiton at 53½f.; 500 do. floating at 53½f. Prices in auction will be well maintained, because the production as well in England as in Banca has so much diminished. It is even thought possible that higher prices will be paid ere long.

DRUGS.—Camphor with some transactions at firm prices. Gum Damar: The parcels lately arrived were sold floating. Gutta Percha: On the 1st October 24,000 ko. will be offered for private account. Japan Wax: Very scarce, and high in price.

RATTANS.—160 piculs, ex Tjilingsie, were sold; 2,630 piculs, ex Camperdown and Calamet, will be brought into the market on the 23rd instant.

MONEY.—The demand for discount at the Bank, where still the former rate is maintained, is very limited. In the open market there is no feature. General inactivity prevails still in the Market for public securities. The stagnant state of business, however, does not much affect the prices, and therefore the tone of the market is rather good. The general opinion is that should buyers come forward business will go better; the large amounts of disposable money will certainly strengthen prices. For the moment, however, there is but little demand. Dutch Two-and-a-Half per Cents.,

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53; Three per Cents., 63⅜; Four per Cents., 84⅞; Trading Company, 137½; Rotterdam Bank, 100.

EXCHANGE.—London, 3 mo., f.11.88½; 2 mo., f.11.90½; short, f.11.95. Paris, 3 mo., f.47.10; 2 mo., f.47.20; short, f.47.35. Hambro', 3 mo., f.34.95, 2 mo., f.35; short, f.35.20. Bremen, 3 mo., f.190.

SHIPPING.

ARRIVALS.—Sept. 14, at Hellevoet, from Batavia, Niphon; 15, at Brouwershaven, from Batavia, Hendrika; 16, from Batavia, Willem Poolman; from Samarang, Dahlkarlsa.

DEPARTURES.—Sept 17, from Brouwershaveu, for Batavia, Noach II.; 18, from Hellevoet, for Ceylon (via Cardiff), Constantia; 19, from Texel, for Singapore, Estafette; for Padang, Padang packet; 21, from Hellevoet, for Batavia, H.M. steamer Sumatra; 21, from Texel, for Batavia (via Bahia), H.M. steamer Curacao.

PASSENGERS INWARD.—From Batavia, per Twee Cornelissen, Mr. R. F. van Rhyn; per Maria Catharina, Messrs. A. R. de Roode and W. Kamscheur and family; per Willem Poolman, Messrs. P. van Dyk and family; Schipio and family; Kropveld and family; Moet and a child; Leydelmeyer, Mrs. Brandon and daughters.

The Trading Company chartered the following five vessels to convey produce from India to the following ports:—To Amsterdam, Cornelia, Captain de Boer; Sperwer, Captain Huisman; Vooruit, Captain ——; to Dordecht, Triton, Captain Schey; to Schiedam, Constance, Captain Schroot.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, September 24.

Among the more important Bills that have passed the Bundesrath and are now awaiting the confirmation of the German Parliament is one for creating and legalising a Federal flag for all vessels belonging to the Union. Arts. 54 and 55 of the Constitution enact that the merchant vessels of all the Maritime States of Germany are to be fused into one mercantile navy, with one single flag common to all, the colours to be black, white, and red. In the preamble of the new Bill it is stated that the law of nations requires every sea-going vessel to carry a national flag, and lays stress on the importance of its strict execution; for only such vessels as carry a national flag recognised by other maritime States can claim the advantages secured by treaties with other countries both in times of war and peace, in the former case, however, only when neutral. The Bill provides that no German mercantile vessel can be permitted to wear any other national flag than the Federal one, under the penalty of losing her claim to the protection afforded by it, and the risk of being treated as a pirate. The right and privilege of carrying the German Federal flag can only be exercised by those vessels exclusively owned by persons who enjoy the right of settlement in one of the Confederated States; and in the case of joint-stock companies, where the seat of the management is in one of such States. The other clauses of the Bill contain the particulars respecting the ships' registers, the enrolling of seamen, the mode of measuring the capacity and tonnage of vessels, certificates of origin, &c. It is, moreover, enacted that the possession of a register is to be considered sufficient proof of the right to carry the German national flag.

The fair at Nijni-Novgorod is over, the flag having been hauled down on the 26th of August, old style (Sept. 7). The Kiachta tea dealers return home in very depressed spirits, having sold their stocks at a loss and at long credits, varying from twelve to twenty-four months; whilst the cotton and iron merchants are in a similar position, their only hope for the future being bound up in the execution of the Siberian railway that has been projected and commenced. The failure of a large Moscow house, with liabilities to the tune of 2,800,000 silver roubles, was announced during the fair, and tended to increase the general depression. On the termination of the fair a grand banquet was given by the merchants to the Governor of the province, General Odinzow, at which Col. Bogdanowitch, one of the speakers, laid much stress on the necessity of great exertions for the completion as soon as practicable of the great Siberian railway, his remarks being received with vociferous applause.

Herr Niebuhr, Consul at Rangoon for the Hanseatic city of Bremen, has been appointed corresponding member of the Bremen Society for Natural History.

The Japanese Embassy to Switzerland have left that country and proceeded to Holland. Before quitting Berne they expressed themselves much pleased with their visit, and left behind them some valuable presents, among which is a large geographical map of Japan, executed by native artists.

COMMERCIAL.

The increased animation observable last week in the produce markets has been continued ever since, and the prices of most articles are firm. The demand this week for cleaned Rice was particularly lively, and in some instances higher rates were paid. Cassia Lignea remains in favour, and the late advance is fully established. Several parcels of Cloves have changed hands at rather higher rates, and Pepper still commands an easy sale. For Spelter the demand has slackened, and prices have receded a shade; the sales of the week being only 3,500 centners at 14 marks 1 sch. Banco. Discount 1½ to 1¾ per cent. for good paper.

SHIPPING.

ARRIVED.—Astræa, from Rangoon; Mathilde, from Zanzibar.

SAILED.—Christine, to Nagasaki; Ernst, to Hong Kong.

LOADING.—Carl and Auguste, for Singapore; Isabelita, for Manila; Picciola, for Bangkok; Catharina, for Hong Kong; and Pallas, for Shanghai.

Monetary and Commercial.

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The biddings for £100,000 in bills on India were held at the Bank of England. The amounts allotted were to Calcutta £99,500, and to Madras £500. The minimum price was fixed at 1s. 11½d. on Calcutta and Madras—a reduction of 1 per cent. Tenders at 1s. 11½d. will receive about 21 per cent.; those above will be allotted in full. No tenders for bills on Bombay were invited. These results show no active demand, although the price paid, owing to the smallness of the amount offered, is about 1½ per cent. higher than that of a month ago.

At a meeting held lately of the Hong Kong and China Gas Company a dividend of 5 per cent. for the year was declared, and the accounts from Hong Kong were considered very favourable.

A general meeting of the Oriental Bank Corporation will be held on the 24th October, when an interim dividend for the half-year ended the 30th of June last will be declared.

Several of the consignees per *Ajax* still contend that the passage was not performed in 75 days, and that they are entitled to the reduction of 30s. per ton. The shippers are much to blame in not having the bills of lading more clearly defined.

It is stated that the negotiation of the contemplated Hungarian Railway loan for £8,000,000 has been intrusted to the Societe Generale of Paris, and that it is likely to be issued simultaneously in this country, Germany, and France.

It is stated that the surveys ordered by Lord Cranborne of Captain Sprye's proposed telegraph and tramway route from Rangoon to the western frontier of China, a distance of 500 miles, has been completed, and that the results confirm the views expressed as to its practicability. For some years past a strong interest has been taken in the project at nearly all the leading centres of trade in this country, but it has met with great opposition from the Indian officials. On this subject a correspondent writes:—

Would it not be well to ascertain whether a much easier route is not to be found by going right up the Irrawaddy to Bamoo, which is 500 miles above Mandalay, the present capital of Burmah, and less than 200 from the Chinese frontier, and accessible to steamers? In 1863 I went to Mandalay to see the King of Burmah about English steamers going up, and I had no trouble in getting his permission, the truth being that he would be glad to allow anything that promises an increase of revenue. I may mention that I am acquainted with the navigation of the Ganges, Berhampooter, and the Irrawaddy, and that of these three great rivers I consider the last to be the least difficult.—I am, Sir, your obedient servant, W. C. P.

The bills of Messrs. J. Hewitt and Co., of Liverpool, cotton importers, have been returned. The firm held a good position in the trade, and it is feared the engagements may reach from £250,000 to £280,000. Nothing definite has transpired with respect to property.

The announcement alluded to in our last issue that Mr. William Chappell, silk broker, of Coventry, through inability to meet his engagements, had been compelled to call his creditors together, has we regret to learn been followed by the suspension of payment by Messrs. Peters and Warburton, ribbon and smallware manufacturers, of Coventry and London. In each case the liabilities are said to be about £80,000. With reference to the failure of these firms the *Birmingham Gazette* states:—

There can be no doubt that these mercantile embarrassments are attributable much less to actual depression in the silk trade than to the collapse of a system of accommodation bills for some time past carried on by these houses, and some smaller ones in Coventry, together with one or two firms in the North of England, and several houses in London. It may be reasonably hoped, however, that the stoppage of most of the firms which have been engaged in it—though productive at the time of much suffering and precuniary loss to many classes of trades people—having effectually weeded out the "shaky" establishments, will in the end be beneficial to the legitimate trade of the city.

The following extract is from the *Produce Markets Review* in reference to a letter which appeared in the *Japan Times* signed "R. C. B.":—

"It will be seen that 'R. C. B.' in reality does little to meet what we said, but raises so many side issues, that it is difficult to see the exact point of his letter. He meets our suggestion, that the time may come when tea-tasters will be drawn from a more practical class—by saying that the class from which they are now drawn is sufficiently practical, and that the social harmony in the hongs would be interrupted were an inferior class of men employed. The first is a question of fact of which merchants alone can judge, and so far as 'R. C. B.'s' testimony goes, he is rather unfortunate, for Messrs. F. Huth and Co. than whom none can be better acquainted with the subject, appear to think that the losses in tea are in great measure due to the enormous speculations of tea-tasters; and if so, we may fairly infer that the latter have not a sufficient acquaintance with their business. The second point he raises is one of feeling, which has nothing to do with the purchase of teas. The tea market is now in London, and not in China; and the buyers here are anxious to obtain much more knowledge than they have hitherto possessed of the manner in which trade is conducted in China. It is so difficult to obtain this information that very slight and imperfect statements have to be relied upon, and we should only be too happy to acknowledge ourselves wrong if some of our readers in China would take upon themselves the task of pointing out our errors, or supplying us with such information as it may be in their power to give."

The amount of bullion by the P. and O. Company's steamer

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Bangalore from Southampton on the 20th inst., was in gold, to Alexandria, £10,000; to Galle, £100; to Madras, £939; in silver, to Hong Kong, £25,486; to Shanghai, £2,580; total in gold, £11,039; in silver, £28,066.

The report of the Mauritius Land Credit and Agency Company (Limited) shows an available total of £2,579, and recommends a dividend of 2s. per share, making, with the distribution in March, a total of 10 per cent. for the year. This will absorb £1,250, and after appropriating £1,200 to preliminary expenses a balance of £129 will remain to be carried forward. In the course of next year another £2 per share is intended to be called up.

A petition for the winding up of the Ceylon Coffee Estates Company (Limited) is to be heard before Vice-Chancellor Malines on the 8th November.

The accounts from Manchester report the suspension of Messrs. H. and A. Warrens, but their liabilities are understood to be moderate.

A prospectus has been issued of the Clerks' Dining Company, which has been formed to open establishments in the city to provide shareholders and subscribers with shilling dinners, and to supply provisions for home consumption on equally economical terms. The proposed capital is £20,000, in shares of £1 each, one-fourth to be paid up.

EXPORTS TO THE FAR EAST.

We have received Mr. Sam Mendel's tables, giving the total export of Cotton Goods from the ports of London, Liverpool, Southampton and the Clyde, to China, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and nine months ended 16th September, compared with the corresponding periods of the two previous years.

TO HONG KONG AND WHAMPOA.—For the month ended 16th Sept., 1867: Plain Cottons, 7,326,385; Coloured Cottons, 226,459; Printed Cottons, 78,300 yards; Cotton Yarn, 1,014,188 lbs.; total value of Cotton Goods, £211,609. For the nine months ended 16th Sept., 1867: Plain Cottons, 29,915,080; Coloured Cottons, 1,688,786; Printed Cottons, 467,647 yards; Cotton Yarn, 4,612,654 lbs.; total value of Cotton Goods, £1,083,582. Decrease in value for 1867 against 1866, £68,612. For the nine months ended 16th Sept., 1866: Plain Cottons, 29,910,208; Coloured Cottons, 3,330,779; Printed Cottons, 552,662 yards; Cotton Yarn, 3,460,988 lbs.; total value of Cotton Goods, £1,152,194. For the nine months ended 16th Sept., 1865: Plain Cottons, 22,769,350; Coloured Cottons, 2,283,435 yards; Cotton Yarn, 1,133,600 lbs.; total value of Cotton Goods, £665,075.

TO SHANGHAI.—For the month ended 16th Sept., 1867: Plain Cottons, 14,906,655; Coloured Cottons, 277,926; Printed Cottons, 603,268 yards; Cotton Yarn, 104,300 lbs.; total value of Cotton Goods; £306,904. For the nine months ended 16th Sept., 1867: Plain Cottons, 74,200,523; Coloured Cottons, 7,699,392; Printed Cottons, 3,621,984 yards, Cotton Yarn, 369,232 lbs.; total value of Cotton Goods, £1,745,743. Decrease in value for 1867 against 1866, £508,984. For the nine months ended 16th Sept., 1866: Plain Cottons, 80,613,680; Coloured Cottons, 9,404,357; Printed Cottons, 3,540,674 yards; Cotton Yarn, 48,800 lbs.; total value of Cotton Goods, £2,254,727. For the nine months ended 16th Sept., 1865: Plain Cottons, 58,247,817; Coloured Cottons, 4,093,968; Printed Cottons, 1,590,191 yards; CottonYarn, 74,000 lbs.; total value of Cotton Goods, £1,389,495.

TO JAPAN.—For the month ended 16th September, 1867: Plain Cottons, 1,144,875; Coloured Cottons, 113,984; Printed Cottons, 36,000 yards; Cotton Yarn, 391,580 lbs.; total value of Cotton Goods, £56,793. For the nine months ended 16th September, 1867: Plain Cottons, 13,216,520; Coloured Cottons, 2,708,621; Printed Cottons, 636,802 yards; Cotton Yarn, 2,038,529 lbs.; total value of Cotton Goods, £512,878. Decrease in value for 1867 against 1866, £224,319. For the nine months ended 16th September, 1866: Plain Cottons, 19,958,218; Coloured Cottons, 2,290,629; Printed Cottons, 2,219,431 yards; Cotton Yarn, 1,812,910 lbs.; total value of Cotton Goods, £737,197. For the nine months ended 16th September, 1865: Plain Cottons, 1,556,116; Coloured Cottons, 953,441; Printed Cottons, 966,688 yards; Cotton Yarn, 251,100 lbs.; total value of Cotton Goods, £329,086.

TO SINGAPORE AND PENANG.—For the month ended 16th Sept., 1866: Plain Cottons, 7,575,752; Coloured Cottons, 695,135; Printed Cottons, 476,468 yards; Cotton Yarn, 498,046 lbs.; total value of Cotton Goods, £199,999. For the nine months ended 16th Sept., 1867: Plain Cottons, 45,256,026; Coloured Cottons, 7,071,631; Printed Cottons, 3,513,041 yards; Cotton Yarn, 1,858,853 lbs.; total value of Cotton Goods, £1,286,797. Increase in value for 1867 against 1866, £74,428. For the nine months ended 16th Sept., 1866: Plain Cottons, 37,539,616; Coloured Cottons, 5,485,012; Printed Cottons, 3,210,166 yards; Cotton Yarn, 1,252,577 lbs.; total value of Cotton Goods, £1,212,369. For the nine months ended 16th Sept., 1865; Plain Cottons, 26,717,400; Coloured Cottons, 3,604,074; Printed Cottons, 1,556,665 yards; Cotton Yarn, 999,885 lbs.; total value of Cotton Goods, £745,843.

TO BATAVIA.—For the month ended 16th September, 1867: Plain Cottons, 2,708,626; Coloured Cottons, 635,455; Printed Cottons, 1,539,494 yards; Cotton Yarn, 65,110 lbs.; total value of Cotton Goods, £113,986. For the nine months ended 16th September, 1867: Plain Cottons, 14,207,719; Coloured Cottons, 11,051,504; Printed Cottons, 11,388,004 yards; Cotton Yarn, 468,364 lbs.; total value of Cotton Goods, £878,321. Decrease in value for 1867 against 1866, £120,145. For the nine months ended 16th September, 1866: Plain Cottons, 24,118,186; Coloured Cottons, 8,026,422; Printed Cottons, 7,259,539 yards; Cotton Yarn, 505,608 lbs.; total value of Cotton Goods, £998,466. For the nine months ended 16th September, 1865: Plain Cottons, 12,470,958; Coloured Cottons, 4,219,200; Printed Cottons, 6,054,824 yards; Cotton Yarn, 446,600 lbs.: total value of Cotton Goods, £546,287.

TO MANILA.—For the month ended 16th September, 1867: Plain Cottons, 925,270; Coloured Cottons, 1,135,622; Printed Cottons, 19,730 yards; Cotton Yarn, 34,000 lbs.; total value of Cotton Goods, £49,127. For the nine months ended 16th September, 1867: Plain Cottons, 12,156,924; Coloured Cottons, 12,537,486; Printed Cottons, 746,194 yards; Cotton Yarn, 134,626 lbs.; total value of Cotton Goods, £630,602. Increase in value for 1867 against 1866, £180,450. For the nine months ended 16th September, 1866: Plain Cottons, 7,555,381; Coloured Cottons, 8,958,801; Printed Cottons, 492,365 yards; Cotton Yarn, 46,588 lbs.; total value of Cotton Goods, £451,152. For the nine months ended 16th September, 1865: Plain Cottons, 10,759,287; Coloured Cottons, 11,077,730; Printed Cottons, 951,752 yards; Cotton Yarn, 91,852 lbs; total value of Cotton Goods, £546,195.

TO CEYLON.—For the month ended 16th September, 1867: Plain Cottons, 423,539; Coloured Cottons, 65,903; Printed Cottons, 37,600 yards; Cotton Yarn, 17,240 lbs.; total value of Cotton Goods, £13,784. For the nine months ended 16th September, 1867: Plain Cottons, 12,419,972; Coloured Cottons, 1,069,060; Printed Cottons, 1,958,790 yards; Cotton Yarn, 185,235 lbs.; total value of Cotton Goods, £362,306. Decrease in value for 1867 against 1866, £185,607. For the nine months ended 16th September, 1866: Plain Cottons, 13,326,523; Coloured Cottons, 1,268,906; Printed Cottons, 3,632,937 yards; Cotton Yarn, 709,357 lbs.; total value of Cotton Goods, £547,913. For the nine months ended 16th September, 1865: Plain Cottons, 5,907,275; Coloured Cottons, 1,031,291; Printed Cottons, 812,532 yards; Cotton Yarn, 158,222 lbs.; total value of Cotton Goods, £214,728.

ARTICLES OF IMPORT.

TEA.—The Ariel, Fiery Cross, and Maitland have arrived from Foo-Chow; the Sir Lancelot, from Shanghai; the Belted Will, from Canton; and the samples are mostly on show. The amount of business in the new Teas first in per Ariel, &c., has been moderate, the trade buying very sparingly, although the quality is liked better than the Taeping teas; the finer grades of Kaisow and Pak Ling have met with most attention, up to 2s. 6d. per lb. for Kaisow, and 2s. 7d. for Pak Ling kinds, the latter in boxes has been paid, the greater part ranging from 1s. 10d. to 2s. 2d. per lb. Scented Orange Pekoes have sold at 2s. 4d., Capers at 2s. 2d., and Oolongs at 1s. 11d. to 2s. 3d. Congous: Siftings, both black and red leaf kinds, show no change in prices, the demand being quiet. Broken-leaf kinds remain as before. Fair to good common have been sold to some extent at 11½d. to 11¾d. per lb. Fair to good flavoury kinds are only in limited demand at about previous prices. Good to fine Kaisows, of old import, have sold in moderate quantity at from 1s. 7d. to 1s. 11d. per lb. Common black-leaf kinds have sold from 11½d. to 11¾d. per lb. Fair to good show no change, being only saleable at low prices. Fine, of old import, have sold at public sale at former prices. The new teas, per Ajax, have not sold readily in the country; the few parcels left unsold cannot now be quitted at former prices. In new-make Canton kinds some sales have been made from 1s. 3d. to 1s. 5d. per lb. In Oolongs, new seasons, ex Taeping, have found buyers at from 1s. 11d. to 2s. 4d. per lb. for good to fine quality. In Souchongs there has been but little done, and prices show no material alteration Scented Capers remain without alteration. Some large parcels of Orange Pekoe, of old season, have been sold from 1s. to 1s. 5d. per lb., being rather lower prices. New season's Foo Chow have commanded high prices for the small quantity arrived, say 2s. 5d. to 2s. 8d. per lb. Uncoloured Japans remain as before, the demand being limited. Green Teas.—The amount of business has been small in the absence of fresh supplies, but the prices of all the better kinds are well maintained, but the commoner sorts still remain comparatively dull of sale. Some further supplies of Canton Gunpowder are to hand in the Belted Will, but at present we do not hear of sales being made.

SILK.—The position of the Silk market has not improved; there has been more eagerness on the part of importers to sell, resulting in some little business at a further decline in prices. China Silk: Chop Tsatlees, owing to their comparative scarcity, are firmly held, but all other descriptions must be quoted lower. In Japans business has been very limited; some few bales of new Mibash have arrived, but they are not of tempting quality. Deliveries from 1st to 24th inclusive: China, 1,570 bales; Japan, 424 bales; total, 1,994 bales.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	29	0	to	30	6
,, No. 3	27	0	to	28	6
,, Hangchow	21	0	to	23	0
Yuenfa and Hainin, No. 1 & 2	23	6	to	26	0
,, ,, ,, No. 3	22	0	to	23	0
Taysaam, No. 1 & 2	23	0	to	26	0
,, No. 3	21	0	to	23	6
Long Reel	17	0	to	22	0
Skeins	19	0	to	20	0
Canton	17	0	to	23	0
JAPAN:—Mibash & Sinchew, No. 1 & 2 ...	30	6	to	33	6
No. 3	29	0	to	30	0
Ida, Bricks, No. 1 & 2	26	0	to	30	0
No. 3	23	0	to	24	0
Sodai, No. 1 & 2	25	0	to	29	0
No. 3	23	0	to	24	0

COTTON.—A better demand has been experienced since our last report than for some time previously, and a fair amount of business has been transacted at the former quotations, which are firmly maintained at the close of the market. Sales have amounted to 4,495 bales on the spot and 300 bales to arrive. The stock is 108,631 bales, including 177 bales China and Japan.

COFFEE.—More liberal supplies of Plantation Ceylon have been offered, and mostly taken off, with great irregularity in prices, averaging, however, 1s. per cwt. lower, the greatest decline being on the common qualities. The result of the Dutch Company's sale, of which particulars are given below, has caused further depression in the market for Native Ceylon, and, even at a reduction of 1s. to 2s., there are few buyers. East India sorts continue to be freely offered, and previous prices are not obtainable. By private contract 200 casks Plantation, and 500 bags Native have been sold, and at the auctions 3,715 casks, 195 barrels, 1,060 bags Plantation realised 68s. to 72s. for low to medium; 73s. to 79s. for middling to good middling; and 80s. to 85s. 6d. for bold colory; and of 120 casks, 8,600 bags Native offered only a portion sold at 58s. to 65s. for good to fine bold; 56s. to 56s. 6d. for good ordirary; and 54s. 6d. for good ordinary mixed. Of Singapore 258 bags realised 45s. to 50s. The Dutch Trading

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Company's sale of 127,500 bags on the 18th inst. went off without spirit at ½ to 1 per cent. below the valuations; good ordinary Java, 38½ cents.

CAMPHOR.—We have only to report a limited business in China at unchanged rates.

GALLS.—Improved demand has been manifested for China and Japan, about 60 cases of the former realising 60s. and 108 cases of the latter 55s. per cwt.

GAMBIER.—Firm, with moderate private trade at 24s. 6d. to 26s. for cubes, and 17s. 6d. to 19s. 6d. for block. No business at the auctions.

INDIA-RUBBER.—Small sales of Borneo are reported at 1s. 3d. per lb.

JAPAN WAX.—The market for this import presents a steady appearance, and 126 boxes at auction realised 80s. to 81s. 6d. for fair slabs.

MANILA HEMP.—The market continues extremely quiet, and beyond a small transaction in good roping at £50 per ton there is no business to report.

PEPPER.—Black: The low quotations ruling in this market, together with the fact of the supplies afloat being so much less than at same date last year, have led to some speculative demand, and prices have advanced about ½d. per lb., at which enhancement the market is firm. The public sales have comprised 1,560 bags Singapore, which sold at 8½d. to 8¾d. for good, and 8½d. to 8¾d. for greyish; 1,060 bags Penang part sold at the previous value—2¾d. to 3d. for West Coast. Privately, about 10,000 bags Singapore and Penang have changed hands, part of the former being afloat, at 8½d. to 8¾d., the latest sales being at 8¾d., and the Penang at 3d., with a few at 3d. to 3½d. per lb. White: The very large quantity brought to auction, being about half the stock held here, met with a much better result than was generally anticipated; both home trade and export buyers operating freely at prices which were not more than ⅛d. to ¼d. per lb. below the previous currency. The auctions comprised 2,650 bags Penang, which all sold at 4½d. to 4⅝d. for low, 4⅝d. to 4¾d. for mixed, and 4¾d. to 4⅞d. for good bold quality, and 950 bags Singapore were part sold at 4½d. to 5d. per lb. for fair quality.

PLUMBAGO.—There is still a steady demand, and of 990 barrels Ceylon at auction about one third sold at 12s. 6d. to 20s. per cwt. for ordinary to fair lump and 9s. 6d. to 11s. 6d. for dust.

RICE.—The market continues firm, and the sales effected have been of fair extent at fully previous rates—viz., on the spot and landing 8,000 bags Bassein at 11s. 7½d., 4,000 bags Rangoon at 11s. 9d. to 11s. 10½d., and 4,000 bags white Bengal at 16s. to 16s. 9d. For arrival 150 tons Dacca and broken white Bengal at 12s. 6d. to 13s. landed, and 1,000 tons Ballam at 10s. 9d. to 12s. ex ship; 1,000 tons Rangoon, June sailing, at 11s. 6d. for Liverpool, 600 tons Nakrenzie, August sailing, at 11s. 6d., continental terms, and further 2,500 tons soft grain of the new crop at 10s. 6d., 10s. 9d., or 11s., for Arracan, Bassein, or Rangoon, respectively.

RHUBARB.—Of 148 chests China, at the auctions, two-thirds sold at 5s. to 5s. 8d. per lb. for fair, and 1s. 3d. to 3s. 6d. for low to ordinary.

RATTANS.—With a steady market we have to report the sale of 5,705 bundles Penang, at 3s. to 4s. 5d. per hundred.

SUGAR.—At the opening the market had a very quiet tone, and business was on the smallest possible scale, but without material change in prices; towards the close, however, a strong demand has sprung up for British West India, and large transactions have been effected mostly at full rates. For the few floating cargoes on offer good bids are made, and fully previous prices have been paid. In East India there has been no business at the public sales, and by private contract the only transaction reported is in 450 bags Penang at 31s. 6d. per cwt. The imports of raw sugar into the four chief ports of the United Kingdom to the 14th September were 414,900 tons, against 408,360 tons in 1866. The clearances for home consumption were 377,230 tons, against 341,340 tons. The stock was 206,260 tons, against 245,240 tons.

SAPANWOOD.—The market is steady, and 14 tons Ceylon sold at £8 2s. 6d. to £8 17s. 6d. per ton.

SPICES.—Cloves: The Zanzibar descriptions are in request, and for a small quantity at auction full prices were obtained, but the Penang qualities have been disposed of at rates rather favourable to buyers. The public sales comprised 200 bags Zanzibar, which part sold at 3⅜d. to 3½d., and 11 cases Penang at 11½d. for good, and 9d. per lb. for common quality. Cinnamon: Of Ceylon 13 bales sold at 1s. to 1s. 7d. per lb. Mace: There is not any change to report in the value; holders continue firm, and the few packages sold during the past fortnight have brought full quotations. The public sales have contained 14 cases Penang, which were part sold at 1s. 11d. to 2s. for common, and 2s. 6d. to 2s. 8d. per lb. for middling mixed. Nutmegs: The market continues steady, and for the quantity sold at auction full rates have been obtained. The present stock, which amounts to 1,860 packages, shows a decrease of about 1,000 packages when contrasted with the average of the four previous years. The public sales have comprised 60 cases Penang, part of which sold at 2s. for 79, 1s. 9d. to 1s. 10d. for 84, 1s. 5d. to 1s. 7d. for 93 to 95, and 1s. 3d. to 1s. 4d. for 99 to 110 to the lb.

TAPIOCA.—Of Penang 304 bags sold at 5d., and of Singapore 22 bags at 4¾d. per lb.

TERRA JAPONICA.—The market for Cutch is slightly lower, and 1,036 boxes good to fine Pegu realised 34s. to 35s. 6d. per cwt.

TIN.—This market presents a highly improved appearance. Large business has been done in floating, as well as in landed parcels, and rates have risen £2 per ton, the latest quotations being Banca £95, and Straits £92 cash; and Straits for distant arrival, £93.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £84 per ton; yellow metal, 7d. to 7¼d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; sheet, £20 15s.; spelter, £21 to £21 7s. 6d.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s., in bottles of 75 lbs. each.

[The following is from the circular of Messrs. French and Smith:—A moderate business is transacting. Iron is unchanged. Copper rather easier. The charters from Chili, reported by mail just arrived, amount to about 1,400 tons pure Copper, of which 580 only are bars. Lead steady. In other Metals no alteration.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£64,955
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	86,589
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4000	5,284
To Shanghai	—	46,288
To Yokohama	—	46,343

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloon	3 16 0
United States Gold Coin	3 16 4
Silver in Bars	0 5 0½
Mexican Dollars	0 4 11

MANCHESTER MARKETS.

(17th.) The dulness reported on the 10th inst. gave way to a more cheerful tone, with increased sales, and to some extent for forward delivery. (24th.) The improvement is not maintained; prices are again weaker and in favour of buyers, without being quotably altered. Quotations are:—Grey Shirtings 7lbs., 7s. 10½d. to 8s. 3d.; 8½lbs., 10s. 6d.; Cotton Yarn, Nos. 16-24, 1s. 1¾d. to 1s. 2½d.; Nos. 28-32, 1s. 3d. to 1s. 3¾d.; Maddapollams, 3s. 7½d.; Long Cloths, 9s.; T-Cloths, 6s. 1½d.; White Spot Shirtings, 10s. 10½d.

LEEDS, 26th Sept.—Messrs. Jorss' circular says there is not even the smallest amount of enterprise to be seen anywhere, while speculation has been quite out of the question for some time. The general opinion undoubtedly is, that we have seen the lowest point which it is possible to reach; but, notwithstanding this generally conceived idea, everybody seems afraid to act upon it. Moreover, we are now between the seasons, which, as the old contracts in hand are almost *nil*, still further depress our Market unduly. Even the most ruinously low prices fail to secure orders for the manufacturers, and a more complete stagnation we have never witnessed. Notwithstanding the considerably higher cost of the raw material, both cotton and wool, prices are now absolutely lower than they were before the American war broke out.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept 14	Cecilia	Reuter	Singapore	Cardiff.
— 14	Solace	—	Do.	Do.
— 14	Alice	Kier	Do.	Do.
— 14	Miranda	Good	Galle	Do.
— 12	Malvina Vidal	—	Singapore	Penarth Roads.
Aug 29	Josefita y Almira	Silva	Macao	Havana.
Sept 14	Esperanza	Vincio	Shanghai	Penarth.
— 13	British Constitution	Shaw	Galle	Shields.
— 18	Augusta May	Brown	Cardiff & Singapore	London.
— 14	Suomi	Nordberg	Hong Kong	Clyde.
— 19	Seafield	Tough	Colombo	London.
— 14	Laura and Adele	Pohlmayer	Sourabaya	Sunderland.
— 17	Wilhelmina	Tonjes	Singapore	Cardiff.
— 18	Pilger	Ode	Hong Kong	Do.
— 17	Kate Carnie	Lowe	Singapore	Clyde.
— 20	Eastern Star	Kirkaldy	Do.	London.
— 20	Queen of Ceylon	Atkinson	Singapore & Penang	Do.
— 20	Adelina	Dennett	Cardiff and Shanghai	Do.
— 18	Olano	Larrinaga	Manila	Liverpool.
— 20	Anne Leity Banfield	Lewis	Hong Kong	Newport.
— 20	White Eagle	Andrews	Shanghai	Do.
— 19	Monkchester	Hastings	Hong Kong	Do.
— 20	Mary Ann	Johnson	Colombo	Do.
— 20	Phœnix	Cullen	Shanghai	Do.
— 20	Woodville	Lawrence	Galle	Liverpool.
— 23	Charlie Palmer	Smith	Cardiff and Singapore	London.
— 22	Chaturanga	Hardy	Penang	Plymouth.*
— 16	Sumatra	—	Galle	Newcastle.
— 19	Delfthaven	Freese	Singapore	Penarth.
— 21	Ernesto Parodi	Dolonzo (?)	Galle	Newport.
— 21	Recife	Blandford	Yokohama	Liverpool.

* After repairing.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Sep. 14	Maria Catharina	Westeneuk	Batavia	Texel.
— 14	Louis Meyer	Holtgreve	Do.	Do.
Aug. 27	Onrust	Weissenbruch	Macao	Havana.
Sep. 17	Cambridge	Rose	Colombo	London.
—128	Hanne	Nadeau	Singapore	Gironde.
— 18	Bentuther	Cumming	Colombo	London.
— 18	Penrith	Napton	Akyab	Off Falmouth.
— 17	Silver Craig	Cohn	Rangoon	Liverpool.
— 17	Viola	Ritchie	Bassein	Do.
— 14	Niphon	Vuyk	Batavia	Helvoet.
— 15	Hendrika	Bus	Do.	Brouwershaven.
— 16	General Michiels	—	Do.	Off Dungeness.
— 16	Wm. Poelman	Hoogenstraten	Do.	Brouwershaven.
— 16	Dahlkarlss	Nielsen	Samarang	Do.
— 18	R. H. Jones	Williams	Rangoon	Bremen.
— 20	Helios	Hansen	Do.	Off Falmouth.
— 9	Glenclune	Baldwin	Yokohama	New York.
— 23	Sir Lancelot	Robertson	Shanghai	London.
— 23	Ariel	Keay	Foochow	Do.
— 23	Ferozepore	Woollooton	Colombo, &c.	Do.
— 23	Fiery Cross	Kirkup	Foochow	Do.
— 22	Cumberland	Walshaw	Akyab	Falmouth.
Sep. 23	Jno. Nicholson	Evans	Bassein	Do.
— 22	Hermann & Emma	Lafrenz	Akyab	Off Do.
— 22	Eurynome	Trick	Rangoon	Liverpool.
— 21	Moreno	—	Do.	Queenstown.
— 21	Khorassan	Wilson	Akyab	Off Do.
— 19	Richard III.	Rothmiller	Bassein	Bremen.
— 19	Cher Ami	Demouchy	Akyab	Gironde.
— 24	Maitland	Coulsen	Foochow	London.
— 24	Belted Will	Locke	Canton & Macao	Do.
— 17	Devena	—	Rangoon	Off Hastings.
— 22	Arabia	Hinckley	Do.	Falmouth
— 22	Oomrawutree	Castle	Akyab	Do.
— 23	Euretta	Benedict	Rangoon	Do.
— 23	Anstruther	Pitt	Do.	Do.
—	Geologist	—	Akyab	Off Queenstown.
— 23	Solide	Schmidt	Rangoon	Off Falmouth.
— 24	Jeverland	Erdman	Do.	Do.
— 22	Bosphorus	McNab	Do.	Queenstown.
— 22	Rowantree	Lewis	Bassein	Do.
— 22	Jeannie Eastman	Starkey	Akyab	Do.
— 24	Leaping Water	—	Do.	Deal.
— 24	Royal Alexandra	—	Rangoon	Liverpool.
— 21	Staffa	—	Akyab	Off the Start.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama, Rifleman. For Yokohama, Hiogo, and Nagasaki: Hiogo. For Yokohama and Nagasaki: Broadwater, Evelyn. For Shanghai: Elizabeth A. Oliver, Devana, Aurora Australis, Dilkhoosh, Taeping, Ariel. For Hong Kong: Carmarthenshire, Sir Lancelot, Fiery Cross. For Hong Kong and Canton: Belted Will, Avon. For Manila: Aureliana. For Singapore and Penang: Anne Dymes. For Singapore: James Paton. For Batavia and Sourabaya: Herzogin von Brabant. For Penang: Roska. For Colombo: Palestine, Granville, Boyne. For Trincomalee: Dorothy. For Mangalore, Calicut, Cochin, and Galle: Isabel.

At LIVERPOOL.—For Yokohama: Scawfell. For Shanghai: Magellan, Adriana Petronella. For Singapore: Prince Arthur, Harvest Home, Maraquita. For Manila: Feliz, Jesus, Abnegacion, Cinco Hermanos. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (s.s.). For Batavia and Sourabaya: Emma. For Cheribon and Sourabaya: Anthony v. Hoboken. For Java: Macassar, Princess Amalia.

At GLASGOW.—For Manila: Manuel. For Samarang: Jane Spiers. For Singapore: Anne Main.

At GREENOCK.—For Hong Kong: Nina.

SPOKEN.

RED RIDING HOOD, London to Hong Kong, Aug. 8, 12 N., 29 W.
PETER ROHLAND, Cardiff to Shanghai, Aug. 8, 13 N., 28 W.
PATRIOT QUEEN, Singapore to Liverpool, June 28, 6 S., 105 E.
WATERLOO, Amsterdam to Batavia, Aug. 9, 3 N., 26 W.
CONCURRENT (ship), Cardiff to Singapore, Aug. 7, 9 N., 25 W.
ISAAC DA COSTA, Rotterdam to Singapore, Sept. 10, 49 N., 6 W.
DOUGLAS CASTLE, London to Shanghai, May 12.
SINBAD, Amsterdam to Batavia, July 1, off Madeira.
ASSYRIAN, Cardiff to Shanghai, Aug. 17, 14 N. 29 W.
KOSMOPOLIET, Rotterdam to Batavia, Aug. 3, 3 N., 28 W.
MARIA ADRIANA, Sunderland to Macassar, Aug. 13, 18 N., 27 W.
BURGEMEISTER v. MIDDELBURG, N'castle. to S'baya., Sept. 12.
W. H. HASELDEN (s.), Colombo to Falmouth, June 24, 27 S., 41 E.
CAPE CITY, Ceylon to London, Aug. 20, 26 S., 5 E.
THUSNELDE, Singapore to London, July 26, 22 S., 92 E.
CAROLINE, Batavia to Amsterdam, Aug. 13, 36 S., 23 E.
SEA FLOWER, Newport to Singapore, June 6, 7 N., 24 W.
No. 0921, 1st d.p. (Dut. s.), Batavia to Amstdm., June 23, 25 S., 57 E.
BELSIZE, Ceylon to London, Aug. 2, 29 S., 42 E.
ABOYNE, Ceylon to London, July 27, 24 S., 55 E.
AMBŒNA (?), Ceylon to London, July 31, 28 S., 50 E., 50 days out.
HOLLINSIDE, Colombo to London, Aug. 22, 23 S., 1 E.
THANE (bq.), Japan to L'pool., Aug. 5, lat. 34, lon. 29 E.
INGEBURG (Pruss. bq.), Singapore to Falmouth, Aug. 27, 11 S., 12 W.
TWILIGHT, Singapore to Liverpool, July 30, 24 S., 59 E.
CHINAMAN, Foochow to London, Aug. 3, off Madagascar.
YANGTSZE, Foochow to London, Aug. 3.
ZILLAH, from Foochow, Aug. 13, 35 S., 24 E.
MIN, Canton to London, Aug. 14, off Cape Agulhas.
MARIA DIEDRICH, Cardiff to Singapore, Aug. 29, 8 N., 22 W.
MATILDA (Hamb. brig), Penang to London, Sept. 6, 29 N., 34 W.
LORD COLLINGWOOD (barque), Japan to London, Aug. 14, 35 S., 17 E.
JAS. SHEPPERD, London to Shanghai, Aug. 15, on the line, 23 W.
KINGFISHER, Liverpool to Hong Kong, Aug. 17, (?) 14 (?) N., 21 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are a trifle firmer; coal freights from the Northern outports have a slight downward tendency.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £45. For Singapore: £34. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £29. For Galle, £35. For Chefoo, £57. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 15s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 12s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 13s. For Colombo, £1 9s. For Manila, £1 15s.

The Admiralty have invited tenders for the conveyance of 115 tons navy provisions, &c., from the Thames to Hong Kong, and of 1 ton medical stores and 40 tons provisions, &c., to Trincomalee.

CASUALTIES.

The Mount Stuart Elphinstone, Freebody, which sailed from London Sept. 7, for Galle, put back to Deal Sept. 16, leaky; she proceeded on the 17th, but put back again to the Thames on the 19th, leaking.

The Jamaica, from Glasgow for Java, arrived at Mauritius Aug. 14, with chainplates carried away, and one pump choked, having experienced a strong W. gale, July 17, in 37 S., 32 E.

The Albrecht Beyling, v. d. Berg, from Batavia to Schiedam, was spoken leaky, Aug. 10, in lat. 13 N., lon. 30 W.

The Maria y Vicenta, Hormachea, from Manila to Havana, arrived at St. Helena, July 6, slightly damaged in topside, but sailed, 10, for Havana after caulking.

The Englishman, from Newport for Hong Kong, put in at St. Helena, leaky, Aug. 20; she had been surveyed and recommended to discharge until the cause of the leak was ascertained.

The Majestic (ship), from Glasgow to Batavia, arrived at St. Helena, Aug. 4, very leaky, having encountered very heavy weather on the passage. She had been twice surveyed, discharged a portion of her cargo, and had been recommended to continue discharging for further examination.

The damaged cargo ex Salatiga, Ketteler, from Batavia to Rotterdam, which put in at St. Helena, leaky, July 23, has been sold there.

The St. Jan, Lommerse, from Batavia to Schiedam, with coffee, sugar, &c., which put into Simon's Bay, July 31, with damage to bulwarks, &c., was a good deal strained, having experienced very heavy weather from the 12th to the 23rd July, between Cape Agulhas and Recife. Her cargo had been discharged and a portion of it sold in a damaged state.

Advices from Port Elizabeth, dated Aug. 13, state that the Krimpenerwaard, Kluit, from Batavia to Rotterdam, which was towed in here, July 22, leaky, parted from her moorings during a south-east breeze, and went ashore near the Port-office; about half of her cargo, consisting of coffee and sugar, had already been discharged and the damaged portion sold.

MISCELLANEOUS.

At Ascension, Aug. 29, Contest, from Colombo, and sailed 30th for London; 21, Engel, Appel, from Batavia, for Amsterdam; 26, Flying Spur, from Foochow, for London; 31, Bilderdyk, from Batavia, for Amsterdam.

AT ST. HELENA.—July 6, Maria y Vicenta, Hormachea, from Manila, and sailed 10 for Havana; Aug. 7, Henrietta, Degori, from Batavia, and sailed 8 for Amsterdam; 9, Wykaan Zee, Mannoury, from Batavia, and sailed 10 for Amsterdam; Kosmos, Matthieson, from Macao, and sailed 10 for London; 10, Angela, Onate, from Manila, and sailed 12 for London; Kandanghauer, Zeelt, from Batavia, and sailed 12 for Amsterdam; 12, Summer Cloud, Boysen, from Singapore, and sailed 13 for London; 13, Helena and Henrietta, Deterding, from Batavia, and sailed 14 for Amsterdam; 19, Sophia Kon der Nederlanden, Klein, from Batavia, and sailed for Amsterdam: Osaca (s.), Maddison, from London, and left for Table Bay and Japan; 20, Maria Veronica, Shcol, from Batavia, and sailed 21 for Amsterdam; Betty, Chevalier, from Batavia, and sailed 22 for Amsterdam; 25, Azia, Trappen, from Batavia, and sailed 26 for Amsterdam; 26, Ægidia and Paulina, Hoogland, from Batavia, and sailed for Dordt; 27, Nouvelle Penelope, Vigoureux, from Saigon, and sailed for Havana; Gerardina Wilhelmina, van der Zee, from Padang; 28, Crawshay Bailey, Hansenberg, from Shanghai; Englishman, from Newport, for Hong Kong; Maarten v. Rossem, from Batavia, for Rotterdam.

At SIMON'S BAY.—Aug. 3, Hermione, Ropert, sailed for Japan.

At MAURITIUS.—Aug. 7, Eugenie (s.s.), Dixon, from London, for Nagasaki, put in for medical aid 14; Jamaica, Gast, from Glasgow, for Java, requiring repairs.

The Leander, a China clipper of the first-class, was launched on the Clyde on Saturday, by Mr. J. G. Lawrie. The Leander, the property of Frederick Somes, Esq., of London, is a composite ship, 210 feet long between the perpendiculars, 35 feet 2 inches breadth of beam, and 20 feet 8½ inches depth of hold.

The P. and O. Company's steamer Poonah has completed her repairs in the Thames, and will shortly take up her post on the Alexandria line.

The P. and O. Company's new steamer Sumatra will take out the Bombay mails of the 12th Oct.

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CHINA.

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The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	50,000,000	... £2,000,000
To be paid up Sept. 15,	1867	10,000,000	... £400,000
Do. Mar. 15,	1868	10,000,000	... £400,000
Do. Sept. 15,	1868	10,000,000	... £400,000
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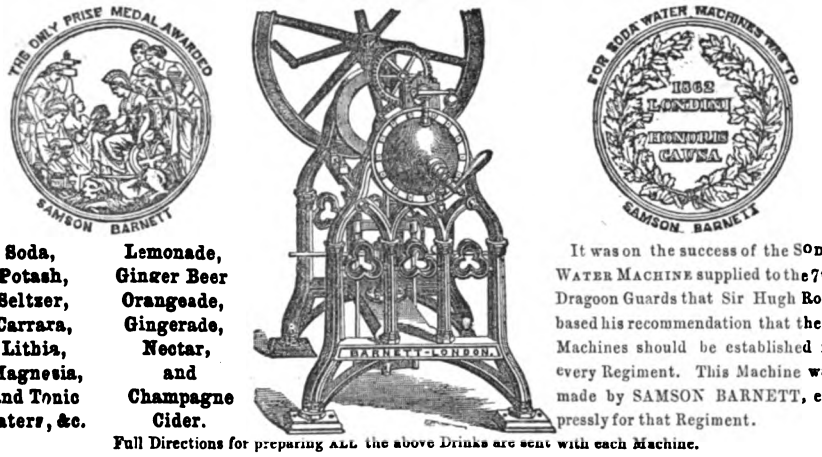

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Extract from the "Greenock Advertiser" of October 11th, 1866.

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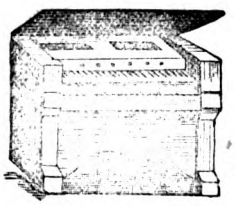

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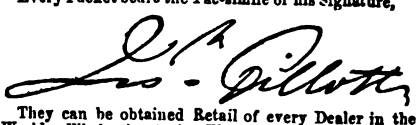

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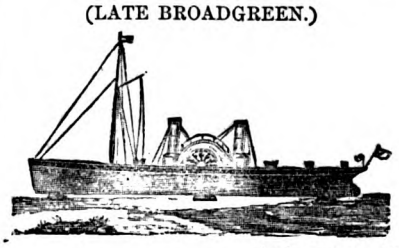

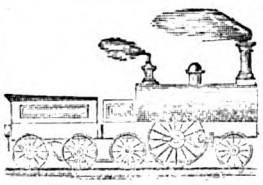

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COMMUNICATION by STEAM to INDIA, AUSTRALIA, &c., *via* EGYPT, from SOUTHAMPTON and MARSEILLES. — The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE CARGO and PARCELS for GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

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For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

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National Line, leaving Liverpool every Wednesday.

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And at Panama by the steamers of the

Royal Mail Line, leaving Southampton on the 2nd and 17th of every month.

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CHINA, 5,000 tons, January —

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Apply to J. M. LLOYD, Secretary.

Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

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ARTHUR B. FORWOOD, Managing Director.

Offices—The Temple, Liverpool; 118, Leadenhall-street, London.

OVERLAND ROUTE.—Supplementary Mail.—The MESSAGERIES IMPERIALES Screw Steamer LABOURDONNAIS, will leave SUEZ for CALCUTTA on the 17th November, touching at Aden, Point de Galle, Pondicherry, and Madras. The ordinary mail from Marseilles on the 9th November at 2 P.M., will take passengers and merchandise for the Labourdonnais. No transhipment at Point de Galle.

For Passage, Freight, or information, apply to B. W. and H. HORNE, 4, Moorgate-street, Bank, E.C.; or at the Offices of the Messageries Imperiales in Paris, Marseilles, and Bordeaux.

CHINA AND JAPAN, &c.

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Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Taitsing	A1 14 yr.	W.I.D.	With des.
Do.	Leander, n. c.	A1 16 yr.	E.I.D.	To follow
Hong Kong ...	Ge .Croshaw	A1 10 pr.	W.I.D	Oct. 22
Do.	Serica	A1 13 yr.	W.I.D.	With des.
Kanagawa and	Broadwater ..	A1 10 yr.	W.I.D	With des.
Nagasaki ...	Evelyn	A1 13 yr.	W.I.D.	With des.
Bombay	Her Majesty.	A1 12 yr.	E.I.D.	With des.

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CHINA, JAPAN, and SINGAPORE.—The following splendid first-class clipper SHIPS will be despatched as under:—

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Shanghai ...	Aurora Australis	A1 13 yr.	E.I.D.	1st Oct.
Ditto	Maitland ...	A1 12 yr.	E.I.D.	15th Oct.
Ditto	Min.....	A1 13 yr.	E.I.D.	To fol.
Hong Kong ...	Fiery Cross .	A1 13 yr.	E.I.D.	10th Oct.
Ditto	Sir Lancelot	A1 14 yr.	E.I.D.	20th Oct.
Ditto	Chinaman ...	A1 14 yr.	E.I.D.	To fol.
Chefoo & Tientsin	Challenger...	A1 12 yr.	E.I.D.	With des.
Yokohama	Rifleman.....	A1 13 yr.	W.I.D.	With des.
Ditto	Eliza Shaw...	A1 15 yr.	E.I.D.	To fol.
Singapore	Anne Dymes	A1 13 yr.	W.I.D	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
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Colombo ...	Granville ...	602	A 1 15 yrs.	W.I.D	Oct. 20
Bombay ...	Lauretta ...	554		E.I.D	Oct. 25
Point de Galle, Mangalore, Calicut & Cochin	Isabel	450	A 1 12 yrs.		Oct. 25
Aden	NewBrunsk.	499	A1	Tyne	withdrs

No. 22, Great St. Helen's, E.C.

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DIRECT for COLOMBO, the splendid British-built ship, GRANVILLE, A1 15 years, 696 tons register; G. GALLICHAN, Commander; West India Docks. This magnificent high-classed vessel, well known in the Ceylon trade, offers a most desirable opportunity to shippers of fine goods.

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DIRECT for POINT DE GALLE, Mangalore, Calicut, and Cochin, the fine, fast-sailing British ship ISABEL, A 1, 12 years, 186 tons register, 450 tons burthen; D. DAVIES, Commander; St. Katharine's Docks. This magnificent clipper, built under special survey in 1865, is strongly recommended to shippers of fine and season goods. Made her last passage home from Algoa Bay in 57 days.

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To follow the "Bebington," and will meet with the usual quick despatch.

FOR BOMBAY DIRECT, the fine British-built clipper-ship PEGASUS, A1 (owned by J. K. Welch, Esq., of London), 1,183 tons register, THOMAS CORNWALL, R.N.R., Commander, East India Docks. This splendid vessel, built in 1862, is noted for her fast-sailing qualities, is confidently recommended to shippers, and has a great portion of her cargo engaged.

For Freight or Passage, apply to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO DIRECT (to follow the "Thames"), the clipper PALESTINE, AA1, 608 tons register; T. PARK, Commander; loading in the West India Dock. Has unrivalled accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard,; and for Freight or Passage to F. TALLACK, 23, Birchin-lane, E.C.

FOR COLOMBO, CEYLON, DIRECT, will have immediate despatch, having a large portion of her cargo engaged, the clipper ship BOYNE, AA1, 618 tons register; C. P. JONES, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with accommodations of the first order, for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR SHANGHAI, to sail punctually on the 12th of October, the celebrated clipper ship, ARIEL, A1 14 years, 853 tons register, JOHN KEAY, Commander; lying in the East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE of PACKET SHIP (to follow the Belted Will).—For Hong Hong and Whampoa, the well-known clipper BLACK PRINCE, A 1 13 years, 750 tons register; WILLIAM INGLIS, Commander: to load in the East India Docks. Has superior accomodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE of PACKET SHIP.—To sail on the 15th October.—For Hong Kong and Whampoa, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; lying in the London Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Printed for the Proprietors by RICHARD KINDER Milford-lane, Strand, W.C., and published by JOHN ELLISON, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, September 30, 1867.

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PER FRENCH MAIL.]

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 259.] LONDON, WEDNESDAY, OCT. 9, 1867. [Price 9d., with Sup., 1s. 8d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama			Aug. 10
Nagasaki			Aug. 10
Hakodadi			
CHINA—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	June 26	Aug. 8	Aug. 16
Ningpo			
Foo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	July 10	Aug. 18	Aug. 24
Canton			
Macao			
PHILIPPINES— Manila			Aug. 16
COCHIN-CHINA— Saigon			Aug. 31
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA— Batavia			
MALACCA STRAITS— Singapore	July 26	Aug. 27	Sept. 8
Penang			

The next inward mail is expected to arrive on the 13th instant (its due date). Telegrams *via* Galle to the 11th Sept. from Hong Kong, 5th from Shanghai, came in on the 6th. Telegrams from Shanghai *via* Kiachta, to the 7th Sept., were received on the 1st instant.

List of Passengers.

PASSENGERS INWARD.

Per French Mail steamer Said, arrived at Marseilles Oct. 7.—From Yokohama: Mr. D'Heincourt. From Shanghai: Mr. Blancheton. From Hong Kong: Messrs. Doight, Ralleron, Nietz, Varquez, Pratt, Sierra, Meyer, Mr. and Mrs. Merrane, Mr. and Mrs. Perales. From Saigon, Messrs. Beck and Gueland, and nine Chasseurs d'Afrique. From Batavia: Messrs. Hichers, de Wiese, Fokker, Benjamin, Bosch, Grimberven, Moliere, Boers, Rocher, Mr. and Mrs. Kyftenbert and three children, Mr. and Mrs. Nagel and child. For Singapore: M. Aubaret (French Consul at Siam), Messrs. Halbert, Van Baink, Mr. and Mrs. Gendron.

PASSENGERS OUTWARD.

Per P. and O. steamer Tanjore, from Southampton, October 4.—To Ceylon: Rev. C. Mersom, Mr. E. G. Le Pelley, Mr. Amyaud Elliot, Mrs Scott, and one second-class passenger. To Hong Kong: Mr. G. H. Loxdale. To Shanghai: One second-class passenger. To Calcutta: Mr. and Mrs. J. Brown, child and ayah, Mrs. F. Coddington, child and ayah, Mrs. H. Brown, Mrs. Blundell and two daughters, Mr A. Blundell, two Misses Drummond, Mrs. Chapman, Mrs. Duka, child and servant, Miss Scriven, Mrs. Smith and child, Mrs. J. Hart, two Misses Jebb, Mrs. Davies, child and servant, Mrs. Hocking, two children and servant, Mrs. Martin, two children and servant, Mr. and Mrs. Martin and child, Mrs. Samuels and two children, Mrs. Porter and two children, Mr. C. Inglis, Mr. A. Buskin, Mrs. W. Allen and two second-class passengers. To Madras: Major S. Hill, Capt. and Mrs. Dobree and child, Mr. R. V. Power, Mr. J. H. Ritchie, Mr. H. Huylett, Mrs. de Souza and child, Staff Asst. Surgeon Slaughter.

Per P. and O. steamer Syria, from Southampton, October 20.—To Ceylon: Mr. P. D. Millie, Mr. Blackston, Miss Gladding, Mr. C. W. Pardoe, Mr. A. Adam Young. To Hong Kong: Miss Caldwell, Dr. C. M. Jones, Major-General and Mrs. Brunker, two Misses Brunker. To Singapore: Mr. C. B. Twindale, Mr. J. Riach, Mr. Buvers. To Yokohama: Mr. C. G. Dunlop, Mr. R. E. Price. To Shanghai: Mrs. Lewis, Mrs. Evans, Mr. Alfred Genth.

From Marseilles, October 12.—To Ceylon: Viscount Downe, Earl of Gosford, Sir Samuel Hayes, Bart., Mr. E. Eastwood, Capt. Chambers, Mr. J. Murdoch, Mr. and Mrs. Armitage, two children, and two servants. To Hong Kong: Mr. F. Porter, Capt. G. F. Cates. To Calcutta: Mrs. J. P. Thomas and child, Captain and Mrs. Thompson, two children, and two servants, Lieut.-Colonel Clyffe Hatch, Mrs. Gordon Young, two children, and servant, Mrs. and Miss Agnew, Mr. F. Pereira, Mrs. J. Monro, Captain Reddie, Mrs. R. D. McPherson, Lieut.-Col. N. R. Elliot, Mr. and Mrs. N. H. Thompson, Major and Mrs. A. P. Orr, Mrs. and Miss Fraser, Mr. and Mrs. R. Dodd, Mr. B. Newman, Mr. and Mrs L. P. Evans, child, and servant, Mr. R. S. Hills, Mr. J. H. P. Evans, Mr. A. Landale, Mr. Fisher, Mrs. C. Chambers, Mr. D. Wilson, Mr. J. J. Minchin, Miss Campbell, Mr. K. McLeod, Miss Steele, Mr. J. Paterson, Lieut. A. C Toker, Mr. and Mrs. Bandow, Captain and Mrs. Rynd, Mr. R. T. Cooke, Mr. A. Elliot, Mr. Pritchard, Mr. Rose, Mr. Nosworthy, Mr. J. Llewellyn, Mr. and Mrs. T. Bourne, Miss Shaw Stewart, Mr. McDonnell, Miss Jarvis, General and Mrs. Taylor, child, and two servants, Major Deedes, Mr. Heintye, Mr. Mackay, Mr. Brown, Mr. J. Walker, Mr. E. L. Hunt, Capt. and Mrs. Seaton, Mr. H. Drummond, Mr. Tarrant, Mr. J. F. Mackenzie. To Madras: Mr. and Mrs. L. Bowring and servant, Major-General and Mrs. McCleverty, three daughters, governess, and servant, Hon. J. B. Norton, Colonel and Mrs. W. C. McDonald, Miss Twiss and servant, Colonel Nott, Mr. and Mrs. J. Smith, Major and Mrs. C. O'Gordon, Colonel and Mrs. Ross, Captain Ross Church.

From Suez.—To Calcutta: Colonel and Mrs. Ardagh, Mr. W. Roberts.

From Gibraltar: To Hong Kong: Miss Burton.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child, Mr. Greenshields, Mrs. Waterhouse. To Shanghai: Mr. L. R. Goldsmith. To Hong Kong: Mrs. J. Haffenden, Mr. T. Pyke, Mr. F. Rowett, Mr. W. R. Beach. To Yokohama: Dr. and Mrs. Jenkins. To Ceylon: Mr. W. N. Duckworth, Mr. G. Somes.

From Suez.—To Ceylon: Mrs. Bloomstrand, Miss Von Eberstein, Captain Hon. J. Fitz Maurice. To Penang: Mr. E. Fredericks. To Shanghai: Mr. J. Mackellar.

Per P. and O. steamer, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mrs. Willans and two children, Miss Willans, Mr. and Mrs. J. G. Slade, Miss Laurie.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donnan, Mr. W. C. Miller.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrober.

Per P. and O. steamer, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald and two children. To Singapore: Mr. F. A. Sheppard.

Per P. and O. steamer, from Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida, Miss Reneaud, Mrs. Velge. To Hong Kong: Mr. Tait. To Ceylon: Mr. and Mrs. Gunter.

Summary of News from the Far East.

JAPAN.

By the arrival of the Pacific Mail Company's steamer *Colorad* at Francisco, on the 14th September, our news from Japan i extended to the 24th August. The *Colorado* brought to San Francisco 1,140 tons of cargo and 362 passengers, of whom 29 were Japanese. She left Hong Kong on the 15th August, and her China news is consequently superseded by that just received per French mail. From Japan, although her dates are 14 days later than those by the present mail, there is no additional news of importance.

YOKOHAMA.

Advices from this port by the French mail extend to the 10th August. The chief item of news is one of great importance, being nothing less than the alleged abdication of the Shiogoon. Until further confirmation is received the report must, however, be received with great caution.

A correspondent of the *Friend of China* says:—"The new Shiogoon has abdicated in consequence of the dissatisfaction he gave the other princes in consenting to the opening of the ports and his general willingness to carry out the treaty. Prince Owari is now Shiogoon elect, and his proclivities are not altogether so favourable to foreigners. The writer is of opinion that there will yet be a struggle for the supreme authority, but that the resolution of foreign Governments to enforce the treaties will result in the victory of the pro-foreign party, whoever may represent it. We cannot, however, find any mention of the Shiogoon's abdication in other northern papers to hand, and it is possible that the information is incorrect. It is nevertheless doubtless true that there is much cause for anxiety respecting political matters in Japan. An illiberal Government may again plunge Japan into a war with foreign nations, of which the result must be disastrous both to the financial prosperity of the country, and to the prestige of those who direct its affairs. It is difficult to foresee the progress of events in a country of which the Government is so peculiarly constituted, but residents in Japan seem to apprehend another resort to force before matters are eventually settled, and the country is thrown open to the world at large."

The same letter also says, "The Japanese seem to be determined to put on the screw so tight that it shall be too hot to hold us. Price of ballast risen from 32 cents to $1 per ton

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within a month. Plenty lying along the shore, but we are not allowed to remove it. Boats from 1 to 1½, and now at two boos per day. Rice, fish, tea, wages, and everything in the same ratio. The Japanese seem to say, 'If the barbarians will stay in our country they shall pay for it dearly enough.'"

The *Japan Herald* says: "We regret to have to record an accident which occurred on board H.M.S. *Basilisk* on Tuesday. As we have been informed, it occurred when the crew were at general quarters—Admiral's inspection. A gun went off while loading, blowing one man overboard, injuring him so much that it was found necessary to amputate one arm, and it is feared he will have to lose one leg. Two others were injured, but one, it is hoped, will come off with a mere scratch; the other may lose an arm. Great praise is due to the captain of the gun at which the accident happened, who, himself wounded, immediately went overboard to save the man who had been blown into the water."

NAGASAKI.

A letter from this port informs us that the native Christians, whose summary arrest has caused such excitement in Roman Catholic circles, are not, it appears, newly made converts, or trophies of the recent labours of the R. C. priesthood in that country, but descendants of Christian families who have secretly professed that religion, and transmitted it to their children, ever since the time of the great persecution some two centuries ago. Aware that foreign Christians had full liberty of conscience in Japan [it is noteworthy that the treaties in force make no mention of native Christians] these faithful adherents of the long persecuted faith resolved to apply to the authorities for permission to openly profess the tenets of their Western brethren. Upon discovering that the petitioners had always been Christians—and therefore according to Japanese law previous to the late war criminals—the authorities at once incarcerated them. There is but little doubt that the French Admiral will take energetic measures for their release, as though in no sense French, it is of importance that the principle of absolute toleration should be clearly established. Any concessions he might obtain would extend equally to Protestant converts of the past, present, and future.

Another letter says:—"The priests have, I hear, sent up to the French Minister and French Admiral to come down and assist them. If they do come I hope the only assistance they will render will be to send them out of the country, and not allow them to remain to endanger the good relations that now exist between foreign Powers, neutralising all the best endeavours of our Ministers at Yeddo to bring about a liberal policy towards us. It seems to me that their efforts would be far more praiseworthy were they directed to the reclaiming of their own people than to the leading of ignorant natives into a breach of their country's laws, and then leaving them to suffer for it. It is but natural that these poor folk should fall into the snare. For instance, the priest will probably say to them, 'You are hungry, naked, sick, without a house, and so on. Well, just believe what I will tell you—ours is the right faith; we feed the poor, clothe the naked, &c., and we have funds to do it with. Join us, become one of my flock, and you shall be well cared for.' In weighing between the two he thinks it better to be a Jesuit convert with a well-fed body, than to be a Buddhist and starving. And so it ever was, and I suppose ever will be, with this mischievous people, ever plotting and planning against Governments, peoples, and religions. I hope their powers of mischief-making will be restricted. The natives of Simabara are ordered from all parts of the country to appear before their own authorities and be examined as to their creed, to see if the foreign priests have been tampering with any one of them. It is especially against the Treaty, and as the Simabara men have in olden times been led from their own to the Romish creed, and suffered in large numbers, they are becoming anxious and excited to see whether they are still all true to the belief of their fathers."

A double murder is reported from Nagasaki, the victims being two seamen of H.M.S. *Icarus*, recently arrived at this port. As soon as information reached the ship, Capt. Townsend landed with his marines, and with the Consul went to see the bodies. From thence they went to the Governor's house, demanding that he should come to the scene of the murder and make inquiries. The Governor, it seems, was disinclined to obey this demand, considering it would be *infra dig.*, but told Captain Townsend he would send one of his high officers. Under pressure, however, he afterwards consented. An inquest was held, but had been adjourned, in the hope of obtaining further evidence.

The Dutch steamer *Peter Landburg* has been sold to the Japanese by Messrs. Glover and Co. The steamer *Coromandel* is taken back from the Japanese by the same firm. Coals are said to be coming into the market again.

The following is from Messrs. Alt and Co.'s Market Report, dated 1st August:—

IMPORTS.—A slight improvement has manifested itself in the demand for manufactured goods; stocks of most descriptions, however, continue heavy. T-Cloths are saleable at quotations. Camlets continue in heavy stock. Cotton Yarn in small request, with no stock. Turkey Red Prints: Large patterns wanted at quotations. Turkey Red Cambrics continue in demand, but stocks are heavy. Lawns have declined in value. Tientsin Cotton wanted at quotations. Metals generally show a slight improvement. Nail Rod, small sizes. Bar, Hoop, and Pig Iron wanted, and stocks light. Tin and Tin Plates in good request. Lead and Spelter also wanted. English Coal: None in the place.

EXPORTS.—No settlements of the new Teas are as yet reported on cash terms, but a few parcels have been taken by foreigners, in barter against imports; and these transactions show a considerable decline in the value of the Teas, as compared with the latest sales of old crop leaf. In other kinds of produce the business done has been unimportant. Sales of Tobacco have been limited, owing to the absence of stocks. New season leaf will commence to arrive shortly. Galls and Rapeseed are neglected, and only held in small quantities. The stocks of Vegetable Wax and Sulphur have been considerably reduced by extensive sales, at advancing rates.

EXCHANGE.—Credits on London, at 6 months, 4s. 8d. per dollar. On Shangai, drafts at 10 days sight, 1¼ per cent. premium. On Hong Kong par. Boos, 332 per $100.

FREIGHTS.—To London and New York no rate is quotable, as there are not any vessels on the berth. To Shanghai $3 to 3.50 per ton of 40 feet is the rate. To Hong Kong $4 to 5.50.

CHINA.

TIENTSIN.

A letter from this port dated 2nd August says:—"We are now having rain nearly every day, and in three or four days' time we suppose all the water routes will float laden junks, after which we shall see some little improvement in the import business, as also in the export trade. The failure of the autumn and spring sowings must of course act prejudicially on business in general. Since I last wrote to you the Shantung traders from Tse-nan-foo have been operating to a small extent in grey goods and opium. The quotations to-day are for 8¼ lbs. grey shirtings taels 2.75 to 2.80; T-cloths, 7 lbs., taels 2 to 2.05; American drills, 40 yards, taels 4.20 to 4.50; English drills, 40 yards, taels 3·70 to 4. During the last three days the opium market has been quiet, and rates have been inclined to give way. The quotation for Malway opium to-day is 575, Patna 490, Gold, taels 15.70. We are without any important news from Peking or the interior. The Peking authorities are taking measures to alleviate the distresses of the inhabitants in various parts of the north. The weather at Tientsin is extremely hot and muggy, and we look forward hopefully to the time when the Chinese say autumn commences, six days hence, for cool pleasant weather.

"The rebels in Shantung and Honan appear to be causing considerable anxiety to the Peking authorities. They were last heard of as spread over the Shantung province from Haeyang-heen in the East, to Taining-chow in the West province, and are said to be very numerous. Le-hungchang, the Imperial Commander-in-Chief, had his head-quarters last at Tsi-ning-chow, having over 20,000 men under his command. He was engaged in erecting forts and placing a military cordon along the west side of the grand canal (yau-ho) to keep back the rebels and protect the province of Chehle against their inroads. I have heard nothing from Shanse for some days past regarding the state of the country, but I do not expect to hear any good news, owing to the failure of the autumn and spring sowings throughout the Northern parts of Chehle, Shanse, and Kansat this year. The failure of the crops is scarcely yet felt, but from now matters will daily become worse, as far as the mass of inhabitants are concerned."

CHEFOO.

We learn from Chefoo, under date of August 6, that on the 3rd of that month the Taotai sent a communication to all the Consuls, informing them that there were four foreigners with the rebel army, and that some of them were on the way to Chefoo to buy arms and ammunition for the use of the rebels. He requested the Consuls to take measures with a view to arrest those foreigners as soon as they arrived, and to prevent any sale of arms and ammunition in favour of the rebels.

News had been brought that the rebels were besieging Laiyang, the famous centre of northern Buddhism.

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The imperial army seems to be doing nothing, probably on account of the heat, which is really excessive this year. Of course that trite personage, "the oldest inhabitant of the place," cannot remember such a hot summer.

Another report from private sources has reached us to the effect that the Shantung Nienfei are being driven towards the sea, and that they are making rafts to escape upon.

HANKOW.

We hear from this port that the excitement occasioned by Mackellar and Co.'s failure has not yet died out. Three cases in relation thereto were decided before H.M.'s Consul on the 28th and 31st of July, in all of which the assignees to the estate suffered defeat. It is rumoured that two of the oldest residents of the port have filed petitions for libel against one of the creditors' assignees, but sufficient apologies have been since tendered and accepted, and legal proceedings stopped. The river continues to rise, but there is not much fear of its flooding the settlement this year, as it is still three feet from the level of the bund; whereas last year at the same time the only means of communication from house to house was by sampan. The heat has been great, and trade quiet, though signs of its improvement are manifesting themselves.

SHANGHAI.

From this port we have advices to the 16th August. The news is very meagre; we take the following items from the *Recorder*.

We hear from an authentic source that an expedition *via* the Yangtze and Bramapootra Rivers to Calcutta is contemplated by a gentleman at present residing in Shanghai. We see no reason why this journey should not be accomplished, provided the members of the expedition are not too numerous, which would attract the attention of Chinese officials, and cause the expedition to meet with that obstructiveness for which the mandarins are well known, especially by travellers in China. The difficulties of such a journey would, we fancy, commence on leaving Szechuen, when an expedition would find itself among the tribes inhabiting the neighbourhood of the Snowy Mountains, a people quite unknown, or comparatively so, while the country from the borders of Szechuen to Assam is very mountainous; but western enterprise and energy will, we doubt not, ere long make this country better known to the world.

We hear that several silk contracts have lately been thrown up. The reason has not been stated, but the market has shown a downward tendency, and a fall of nearly 20 taels has been established within the last three or four days.

An application was made on the 16th of August to the Supreme Court for a distraint warrant on the furniture in the Shanghai Club, by Mr. F. H. Bell, attorney for the landlord of the ground on which the Club stands, namely, lot No. 152 as registered at the British Consulate. The warrant was applied for in consequence of $550 due for ground-rent not having been paid. The Acting Chief Judge granted the application. We presume, therefore, that this magnificent hall will for some time be occupied by a solitary member—in the form of a bailiff.

A correspondent of the *Friend of China*, writing from the island of Chusan, states that there is a failure of the rice crop there, owing to the devastation of an insect which at certain seasons attacks that staff of Chinese life. The farmers are petitioning the authorities to be allowed to pay landowners half the crop for rent, that they may have a little food left for themselves. The U.S. steamer *Wachusetts* was in Tinghai harbour, having on board the Consul General and Mrs. Mangan. The Rev. Mr. Knowlton is performing his regular itinerary of the island for preaching and visiting the Christians who are found in many of the vallies of that beautiful place.

The following on naval movements at Shanghai is also from the *Friend of China*:—"Our vessels of war in the Shanghai River are now reduced to a very low limit, and comprise only the *Cockchafer* and *Havoc*, fighting gunboats, *Manila* for passengers and cargo, and *Acorn* hospital and medical store ship, among which the first-mentioned is temporarily guardship, and her lieutenant-commander (happy man!) holds the dignity of British senior naval officer at Shanghai. The American navy is represented by their storeship *Supply*, and other foreign nations are nowhere. The U.S. corvette *Hartford*, with the flag of Admiral Bell, whose successor, Admiral Radford, is, we hear, not expected on the station for another six months or so, has departed for Chefoo. The *Shenandoah* has left for Nagasaki. The *Wyoming* is also in the north somewhere. H.M.S. *Rattler* has gone out for a cruise. There has been some rivalry between the *Rattler's* and *Hartford's* men, and parties from each vessel met in quiet Hongque nooks to settle their squabbles amicably. Their difference of opinion arose mainly from the fact that the American challenged the Britisher to a boat race for $500 a side, but when the stakes had been subscribed on board the *Rattler*, and the challenge accepted, their opponents stipulated that the race should take place over a course on which they had been in the habit of practising daily. This could not be agreed to, and the *Rattler's* offer to race them five miles, up or down the river, not suiting the other side, the match fell through, but the English tar felt he had been done out of the five hundred dollars which he had made up his mind to win, and hence they did not fraternise much when they chanced to meet on shore. The *Rattler* is expected to return again to her anchorage in three or four days. The *Argus* and *Hardy* have left for Hong Kong. Whilst in port this last time the former vessel lost two of her men from sun stroke, one being found dead by the police on shore, the other died on board shortly after return from leave, a sad commentary on the practice of giving seamen general leave during the hot weather, for, when on liberty, it is impossible to keep Jack within bounds, and a few glasses of the villanous grog supplied them in Hongque, followed by exposure, in a cap, to a July or August sun, is sufficient to knock over the strongest of them. During this season our naval authorities should allow no men to land before four P.M., except of course on duty, and all should be on board again by 8 A.M. at the latest. The body of Mr. Mackay, the unfortunate young officer of the *Supply* who was lately drowned, has not yet been found. The fact of his death is definitely settled by the arrest of the sampan man employed by him on the night in question. At first he denied all knowledge of the affair, but subsequently admitted that the gentleman fell overboard from the front of the sampan, and was no more seen. The man is in custody pending further inquiries, and the possible discovery of the body. We regret also to learn that another officer of the *Supply*, Mr. Martin, who had especially exerted himself in the search for Mr. Mackay, was last night carried off by cholera.

The following is an extract from a very able article in the *Supreme Court and Consular Gazette*, on the subject of new ports. It will be found to embody similar views to those expressed by ourselves in a recent article on the same subject:—

"It is not by any means improbable that in taking the Treaty provisions into consideration the Foreign Governments will be called upon to give some attention to the question of opening new ports. Indeed, inconsistent though it may appear with the well known exclusiveness of the Chinese, we should not be surprised if a proposal to allow foreigners to settle at some new ports should directly or indirectly emanate from themselves. They have learnt an exclusiveness far deeper than the clumsy physical steps of mere denial of residence; they have discovered that there are subtle means by which the foreigner may be in the land and not partake of its advantages; by which he may be made to contribute to its revenue, while he costs nothing to keep in order, this being admirably done by his own Consular authorities; nay more, means have been found whereby this *ci-devant* exacting and troublesome stranger is made the means of preserving order where the Chinese Government are too weak to maintain it themselves. Thus, when rebellion was ranging on the Yangtsze River, there was very little hesitation on the part of the Chinese Government in admitting us to new ports. Shrewd and acute, they speedily saw the part our steamers would play in clearing the great river of pirates; and so long as they had security that unscrupulous foreigners would not sell arms to the rebels, they were willing enough that we should be at the strongholds which they knew themselves too weak to preserve.

"It is idle at this late date to discuss the wisdom of that policy which for a time induced us to lend the aid of our arms to the Imperial cause. There was much to be said upon both sides of the question. True, we were not called upon to interfere with the internal concerns of China; but, on the other hand, we saw nothing but cruelty and rapine in the acts of the rebels, and we had just paid a heavy price in the form of a costly war in order to obtain a treaty with the existing dynasty, whom, therefore, it might well seem folly to abandon to destruction, without at least making some slight effort to save them from the fall which was impending. Be this as it may, our policy is not at the present time to afford any active assistance to the Chinese Government. Foreign Governments, and Great

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Britain in particular, have enough to do without standing forth as the custodians and props of every sinking throne. If China can live by her own strength no people more than foreign nations will delight in her progress and in her prosperity. In both foreigners will find their advantage to trade, to traffic, to steam and rail communication, to the numberless branches of industry in which Europeans might find employment; but the day has gone by when English soldiers and English treasure will be sent forth to do battle on behalf of the existing or any other dynasty in China.

"From a commercial point of view it may be doubtful whether any good will follow the mere opening of additional ports. The expense both to individuals and to the Governments would be great. The great houses would have to send out agents, and the Governments would have to provide consuls and Consular establishments, and very little would, after all, be gained. To use an engineering term, a certain water-shed would be drained of its immediate produce, and in all probability find its way to one of the chief ports in foreign bottoms; but it is a question whether the result would justify the cost or whether the same produce would not, when the markets showed a favourable opportunity, just as readily come down in China bottoms, or overland. If, however, foreigners are, as they have more than once done, to take the police of the new ports into their hands, and to send down gunboats, land troops, and keep them under canvas for upwards of a week for the purpose of fighting any rebels who may appear in the neighbourhood, as was recently done at Chefoo, the balance of advantage will be all on the side of the Chinese—in other words, foreigners will pay the expense, and the Chinese reap the benefit."

Private advices by this mail report the general condition of the place as gloomy as ever, and that about half the residents must leave before a more healthy tone can be expected. All the discharged clerks turn "brokers," but that term includes almost everything. House property is still at a heavy discount, with so many vacated premises of failed firms and banks.

HONG KONG.

Dates from this port are to the 23rd August. The outward mails of the 10th July were delivered on the 18th August, conveying also London telegrams to the 29th July. The following items of news are from the *China Mail*:—

We learn upon good authority that twelve of the gambling shops are now approved of, extending from Jardine's Bazaar to near West Point. They are mostly to the south of Queens-road; but in Taipingshan, where the road takes a bend, and leaves a considerable district on the north, one or two have been placed in that district. The gentleman who undertakes the duty of overseeing the arrangements will, we understand, receive $20,000 as commission extending over the first six months; and he will be furnished with an assistant, who will receive a handsome salary. It is rumoured that in addition to the $250,000 licence fee, the shops have to pay very highly for two policemen who are to be stationed in each of them, and an inspector over all; so that, if this is correct, the Governor, not content with the licence fee, is adopting our proposal into the bargain, and will make the houses pay the extra police expenses.

News has been received from H.M.'s gunboats *Bouncer*, Lieutenant Mainwaring, and *Leven*, Lieutenant Cameron. On the 20th of July last they destroyed, off Gow Tow Tonquin Gulf, six piratical junks mounting 39 guns, captured 43 of the pirates, and recaptured from the pirates one junk belonging to the informer whom the *Bouncer* took with her from Hong Kong. On the 24th they destroyed two piratical junks mounting four guns, captured twelve pirates, and destroyed a village which is a noted piratical haunt. Two head men of the pirates were captured by the gunboats, and one by Lieutenant-Colonel Pang Yu, the mandarin in command of the Imperial Chinese fleet. This news was conveyed to Canton by the Chinese gunboat *Chinhai*, which vessel has been sent up with the captured pirates.

The British barque *Elizabeth* has been lost near Swatow. A letter has been received (written on board one of H.M.'s gunboats then out on a search for what might be found of the wreck) in which the master of the *Elizabeth* (Capt. Darke) in heartbroken strain reports the almost certain loss of his wife, infant child, and four of his crew, who had been swept out to sea from where the vessel, bean-laden from Newchwang, went ashore in Auick Bay (the *locale* of the steamer *Soochow's* loss in 1844). Early arrivals from that quarter will bring us news of a recovery of the missing folks, we hope. Hardly had those of the crew that escaped with their lives touched the shore, than the natives pounced on and stripped them of everything.

It is reported that the last steamer from the north brought down a special emissary from the Tsung-li-Yamen in the person of the Chinese Secretary to the Inspector-General of the Foreign Customs, who is deputed to buy rice for the Government to issue to the poor of Peking during the coming winter. It is something to see that the Chinese Government are really awakening to the fact that foreign commerce has its advantages, and that they endeavour to alleviate the misery caused by a local drought by having resource to Hong Kong.

We hear that eight new justices of the peace will shortly be gazetted. Five have already been, or are about to be, sworn in, viz., Mr. Parr, of Wilkinson and Co.; Mr. Duncanson, of Gibb, Livingston and Co.; Mr. Fraser, of the Borneo Co.; Dr. Ivor Murray, and Mr. Frederick Stuart.

We understand that the local Government has taken preliminary steps towards the establishment of a postal convention with the United States, for regulating the exchange of letters between Hong Kong and the United States by the Pacific Mail Company. The convention has, we believe, been drawn up and agreed to by this Government, in consultation with an officer of the United States Post-office, and has sent forward for formal approval to America, where it will, in all probability, be immediately sanctioned. Under this arrangement letters for any parts of the United States may be posted here and pre-paid to their destination for a fee of 10 cents for the half-ounce, newspapers being taken for 2 cents each.

A rumour is prevalent that a band of Chinese "braves," banditti, or rowdies are in the vicinity of British Kowloon, and are meditating an attack upon the villages in that neighbourhood. The report may of course be "all smoke," but the police have been placed on the *qui vive* respecting the matter, and if it be a "sell" others than ourselves have been victimised. If, on the other hand, the report be correct, we trust that the police will give speedy information respecting the threatened danger.

On the 15th August the *China Mail* property was offered for sale by public auction, and passed into the possession of Mr. Charles A. Saint. The following notification has accordingly been issued:—"Notice.—The business heretofore carried on under the style of A. Shortrede and Co. was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts relating to the said business are to be paid.—Charles A. Saint, Hong Kong, Aug. 15, 1867."

We hear that the steamer *United Service* left the Shameen anchorage at Canton at half-past four A.M. on the 21st Aug., in charge of a pilot, and was stranded on a rock in the Macao passage, just opposite the Birdcage Fort. For some hours she was in danger of capsizing, but the cargo having been got out she was eventually taken off by the steamer *China* at about six P.M. She was insured for the voyage for about $20,000, in the North China Insurance Company. She proceeds to Whampoa for repairs.

The report of the Hong Kong and Whampoa Dock Company states that the business of the company shows an increase of 25 per cent. over last year's, and announces a dividend of 16 per cent. On this the *Mail* remarks:—"The annual report of the board of directors of the Hong Kong and Whampoa Dock Company, which is published in another column, is so unequivocally satisfactory that the company may be heartily congratulated upon its position and prospects. In these times of commercial depression an undertaking which yields a net dividend of 16 per cent. per annum, with a reasonable prospect of maintaining an equal or approximate amount in future years, may be considered somewhat of a rarity. Nor does the dividend alone represent the total gain by the shareholders during the past year. A new dock, capable of accomodating the largest vessels ever likely to visit this part of the world, has been opened, while various premises for workmen, and godowns, at Whampoa, which at this date last year were in process of construction, have now been completed, and the value of the company's property has been thereby materially increased."

A Treasury clerk, named P. H. Drummond, has absconded after embezzling a small sum of public money. It is believed that the defalcations in which Drummond is implicated concerning the funds of the Colonial Treasury will not exceed $200 or $300, but the private individuals who unfortunately bestowed

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upon him their confidence will suffer to a much greater extent. Some of the ruses with which the young gentleman "sold" his personal friends are somewhat amusing. From one friend, we are told, he borrowed nearly a hundred dollars some time since, and in return deposited some articles of the value of half that amount. A day or two before his evaporation Drummond came to his kind-hearted friend, saying that he had found a purchaser for the deposited articles, when they were at once given to him. From that hour until this neither the articles nor the swindler have put in an appearance. He got away in the P. and O. steamer *Malacca*, and a detective has been despatched in pursuit.

In the Supreme Court in Admiralty, before the Hon. the Chief Justice, the case of the owners of the *Veritas v.* the owners of the *Jeddo*, for salvage services, occupied the Court two whole days. The Attorney-General, instructed by Messrs. Sharp and Toller, appeared for the claimants, and endeavoured to prove the great danger from which his clients had saved the vessel, freight, and lives in question. Mr. Whyte, instructed by Mr. Caldwell, appeared for the owners of the *Jeddo*, and sought to show, by the assistance rendered by his crew, and the minimum of danger involved by the salvor in the services referred to, that a large sum was not called for. The Chief Justice observed that the case involved some very important points, one of which being that of the salvage of life, which was probably the most important of all important questions in such cases. It seemed to him that it was clearly the intention of the Chinese to take the ship. The case was probably the most important which had ever come before him, and he would therefore take time to give it his most careful consideration. He would not give his judgment before the vacation.

We learn from Macao that at the election of the deputy who is to represent Macao at the Portuguese Parliament, Senhor Amaral, late Governor of that colony, was voted by an immense majority against the exertions of official magnates. The election has been most spontaneous, for the honest Amaral, far from proposing himself as a candidate, had written to his friends here in favour of his rival. Modesty and merit have thus been rewarded.

The fact that the Spanish Minister is engaged in framing a coolie convention which shall be more satisfactory and of wider scope than that now existing between the Great Treaty Powers and China, leads to the hope that the abuses of the Havana coolie trade will at length be modified if not actually done away with. The personal character of the Minister is such as to induce the belief that he will endeavour to act more in the interests of humanity at large than of the merchants now interested in the traffic. If he does he will earn the thanks of all who value reputation, honour, and morality above mere gain.

Immediately after the passing of the sentence upon a criminal named Kwok Awoo—who has received five years' penal servitude for the manslaughter of Chun Ayoo, in the Supreme Court—a painful scene occurred. A poor old woman was led rapidly into court, who, falling on her knees near the witness-box, directed a most piteous petition towards the bench. On inquiry it was found that the woman was the mother of the murdered Chinaman, left destitute by the death of her son; but as, of course, she had come to the wrong place for assistance, her tears were unavailing, and the Court adjourned. The case appears to be one peculiarly suitable to draw upon the sympathy and the purses of well-to-do Chinese.

The P. and O. Company has despatched an extra steamer (the *Norna*) from Hong Kong for Suez direct, intended to correspond with the Bombay mail for London. She left on the 23rd August.

The affairs of Messrs. Dent and Co. appear to be in the same unsatisfactory condition as reported last mail. In Shanghai they are still in bankruptcy, Judge Hornby having refused to set aside the adjudication; while in Hong Kong Judge Smale has consented to postpone the first examination until December.

At the meeting of the Hong Kong and Shanghai Bank, at Hong Kong, the dividend declared was at the rate of 12 per cent. per annum, not 8½, as stated in the *Overland China Mail*. The report and balance-sheet will appear in our next issue; we append particulars of the meeting:—

The usual half-yearly meeting of the shareholders of the Hong Kong and Shanghai Banking Corporation was held on the 13th August, Mr. Woldemar Nissen in the chair. At the directors' table sat Messrs. Sassoon, Helland, Kresser, Whyte, Heard, Menke, Foster, jun., and W. Lemann. There was a fair attendance of shareholders.

The Chairman commenced the proceedings by reading the already published report of the directors; and in moving the adoption of the same, he referred to the growing success of the bank, spite of the trying time through which it had passed. They had opened an agency at Foochow, and there was every reason to hope for the future success of the corporation. Before proposing the adoption of the directors' report, however, he would give an opportunity to any shareholder to make remarks upon the same.

No one appearing inclined to address the meeting, the Chairman moved that the report be adopted; which motion, having been seconded, was unanimously carried by a show of hands.

The Chairman said that they would proceed next with the election of directors, when

Mr. Taylor (of Smith, Archer, and Co.'s) proposed the re-election of the board as the names stood on the printed report; which motion was received with approval by the meeting.

Mr. Hunter then rose, and said that, from the thorough examination he had made of the books of the bank, and the consequent knowledge he possessed of the skill and ability with which the affairs of the bank had been managed by Mr. Kresser and Mr. Maclean (of Shanghai), he had pleasure in proposing a vote of thanks to those gentlemen.

Dr. Murray had much pleasure in seconding such a proposition. Had it not been for the able management in those trying times, they would not have received so good a dividend for the past half-year.

Mr. Kresser returned thanks.

Mr. G. Sharp next rose to address the meeting. He had hoped that, after his infliction at the last meeting, he would be able to go away without troubling this meeting with any remarks; but there was one thing which they ought to do before separating. The affairs of the bank had not only been well managed but well directed. The directors had sometimes to attend two or three meetings a-day; and as they were not greatly paid for this service, it would only be fair on the part of the shareholders to give them their thanks also. He would therefore move that the thanks of the meeting be given to the directors.

This proposition having been received with approbation, Mr. Nissen said he (and the other directors) were much obliged for what Mr. Sharp had said, and the meeting then separated.

PHILIPPINES.

MANILA.

The progress and prosperity of these beautiful islands are constantly checked by some capricious and despotic proceeding of the authorities, interfering with the free course of trade, labour, and capital, and preventing the development of natural resources such as are possessed by few regions in the world. Foreign settlers, especially the Chinese, who form such an important element in our population, and the native Indians, are equally discontented, and the Government exhibits its own disquietude and alarm by movements of troops and arbitrary acts which add to the general anxiety and perplexity. Meanwhile, the Government at home has cares too many of its own to enable it to give any adequate attention to these remote colonies, who cry out in vain for the removal of grievances. Indeed we expect by every mail to hear of the overthrow of the Spanish dynasty, or of some great revolutionary change. The seizure and imprisonment of large bodies of labourers, who, in search of employment, have been immigrating from one island to another, has greatly impeded the progress of cultivation. Any irregularity in their passports has been made an excuse for arrests and punishments of the most exasperating character, especially in cases where the labourers bore certificates that all their taxes had been paid. This interruption, moreover, took place in the most active season of sugar production. The trouble, expense, and delay in obtaining passports is a sore oppression upon the people, whose every movement is watched with suspicion and made a ground for levying contributions. The trammels put upon the locomotion of labour show an utter disregard for the most obvious truths of political economy and for the well-being of the agricultural population. The *cabenas* are made responsible for the defalcations of the peasants, and more than a hundred have been thrown into prison, not on account of their own shortcomings, but of those over whom they have little or no control. The Governor has lately deported the Fiscal del Rey, an important functionary, and called upon the British merchants at Manila to produce their account-books at the Tribunal of Commerce—an order with which they refused to comply. He has also commanded the Chinese to keep their books in Spanish and by double entry—a mandate which in many cases cannot be obeyed. Notwithstanding these and other senseless impediments and unwarrantable interferences there is progress. Commerce is spreading in the ports opened to foreign trade. Warehouses are being built, steamers launched, and in spite of panics of the officials—consejor de guerra—and other evidences of alarm at head-quarters, cultivation gradually extends its limits, the amount of exports greatly increases, and there is unmistakable evidence of improvement.

SIAM.

The Siamese Government has published a statement to the effect that it had been announced to them, through the French Consul, that Admiral de la Grandiere had taken

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possession of three provinces of Cochin China — Vinlong, Chodock, and Statin—on the ground that their inhabitants had plundered French travellers and lent assistance to Cambodian rebels. The treaty of peace with Cambodia was annulled, and all the Cambodian authorities expelled from these provinces, which are annexed to the French colony of Saigon. The annexed population is about one million of souls. It has also been reported to the Siamese authorities, that a district on the eastern bank of the Meikhong has been delivered to the possession of the King of Cambodia's half-brother, Phra Keio, who had contested the King's authority. The French report that the "rebels" have submitted to Phra Keio. The head of the rebels is said to be Pho Camboe, son of the late King of Cambodia. He will make himself a priest when a Government is established "under a ruler who is pleasant to the people in general." The King of Siam directs that no assistance shall be given to Camboe or to the rebellion. An article in the *Siam Weekly Monitor* has created some sensation, asking why the Siamese authorities do not interfere to stop these aggressions.

Letters from Bangkok of the 5th August announce the death of the eldest son of the King of Siam, heir apparent to the throne. His official title was Krom Mu'n Mahesuarsivavilas. He was born in 1823; his mother was descended from the former royal dynasty. On the demise of the second King, in January, 1866, he was appointed to some of the important military and financial functions that his uncle had discharged. He died on the 25th July last, leaving 29 younger half-brothers, 33 half-sisters, children of the present King; and of his own descendants eleven sons and eight daughters, with two grandsons and four granddaughters. The King has published a formal announcement of his death, hoping that "every one of his good friends" will sympathise with him, remembering that the same path has to be trodden by all, who will fall in due course "like the leaves and flowers and fruits of trees," all subject to drought and corruption. The King announces the death of his Highness Mom Kratai Rajoday, who accompanied, in the quality of interpreter, the Siamese Mission to England in 1857.

STRAITS SETTLEMENTS.

SINGAPORE.

Advices from Singapore are to the 3rd of September. The outward mails of July 26 were delivered on August 27.

There is no news of importance, the chief topic of interest being the prevalence of a sort of cattle plague, which appears to be the same as that known among veterinary surgeons here as the "foot and mouth disease." This has recently spread to such an extent as to give rise to serious alarm. An article has appeared in the *Singapore Free Press* advocating strong repressive measures, similar to those which were ultimately successful in this country.

The steamer *Armenian* has narrowly escaped destruction by fire. This vessel arrived from Calcutta at Singapore with a full cargo, chiefly of cotton, and, having taken in her supplies, proceeded on her way to China. When the vessel was about half way to Horsburgh Light fire was discovered to have broken out between decks, abaft the mainmast on the starboard side. She was immediately turned round to make for the harbour, where she arrived about nine P.M. On approaching the harbour she signalled her distress by burning blue lights and firing rockets; these were observed and promptly responded to by H.M.'s ships *Zebra* and *Rifleman*, boats being immediately manned from both these steamers and sent on board the burning vessel with fire-engines and all the necessary implements. Previous to this every exertion had been made by the officers and crew of the *Armenian* to obtain access to and extinguish the fire, and the donkey-engine was kept pumping water into the hold, but little progress had been made. As soon as the fire parties from H.M.'s ships arrived the upper deck was ripped up and the fire-engines directed on the smouldering bales of cotton, and a large quantity of cotton was thrown overboard. The heat on the starboard side of the vessel was so intense as to turn the iron plates on the vessel's side partly red hot, and the volumes of smoke from the burning cotton were so dense as frequently to drive officers and men from their work, and throughout it was with the greatest difficulty that the men could continue to ply the hose and buckets. After about four hours, the greater part of the deck from the mainmast aft having been ripped up, the fire was at last got under. By this time the Assistant-Commissioner of Police, with the town fire-engine and a body of convicts, arrived, and rendered assistance in the final extinguishment of the fire. The Marine Magistrate and also the acting sitting Magistrate arrived on board about midnight. The greatest credit is due to the officers and men of H.M.'s vessels *Zebra* and *Rifleman*, under command of Commander Pollard, and also to the officers and firemen of the burning vessel, for if the most untiring exertions had not been used the vessel would undoubtedly have been destroyed. As the *Armenian* was steaming into harbour, on fire, in the confusion she came into collision with the Dutch barque *Johanna*, lying at anchor, striking her about the port fore channel and doing considerable damage.

LATEST TELEGRAMS.

(Received via Galle, Oct. 6th.)

CHINA AND JAPAN.

Hong Kong, Sept. 11.

Intelligence from Japan states that Sir Henry Parkes and Admiral Keppel were about to proceed to Osaca to demand satisfaction for the late murder of two seamen.

A terrific typhoon has passed over Hong Kong, causing great damage to the shipping.

COMMERCIAL.

Hong Kong, Sept. 11.

Grey shirtings, 6¼ catty, $3.40.
Water twist, 16-24, $1.85.
Total export of tea, 67,000,000 lbs.
Exchange on London, 4s. 4¼d.

Shanghai, Sept. 5.

Grey shirtings, 6¼ catty, 2.60 taels.
Cotton, nothing doing.
Tea—Congou: 2 taels lower.
Silk—Firm, and in active demand. No. 3 Tsatlee, 5.20 taels. Settlements in fortnight, 2,700 bales.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.		
At Shanghai	4 ditto	6s. 2d. to 6s. 2¼d.	6s. 2⅛d. to 6s. 3⅛d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 4¼d.	4s. 5d. to 4s. 5⅛d.
At Singapore	4 ditto		4s. 5d.
At Manila	6 ditto	4s. 4d.	

At Shanghai, bills on India, Rs. 304 to 305 per 100 taels. At Hong Kong, Rs. 219½ per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 10⅞ per cent. premium. Mexican dollars at Shanghai, tls. 72.6 per, 100; and exchange on Hong Kong, 28½ discount. Hong Kong and Shanghai Bank shares, new, 2½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 10 to 20 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, $100 per share premium.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Bisley—On the 16th Aug., at Shanghai, Mrs. Bisley, of a son.
Castilla—On the 10th Aug., Mrs. C. L. de Castilla, of a son.
Copland—On the 7th Oct., at 3, Bedford-terrace, Clapham-rise, the wife of P. Copland, Esq., of a son.
Evans—On the 13th Aug., at Shanghai, the wife of Mr. J. Hornby Evans, of a daughter, stillborn.
Kershaw—On the 30th Sept., at No. 1, Lincoln-villas, Willesden-lane, N.W., Mrs. John Kershaw, of a daughter.

MARRIAGES.

Walker—Walker.—On the 8th Oct., at Addington Church, by the Rev. W. Benham, vicar, Thomas Wright Walker (late of Yokohama), to Julia, second daughter of Marmaduke Walker, of Addington Lodge, S.

DEATHS.

Blake—At the Shanghai General Hospital, Charles Blake, aged 35 years.
Brisson—At Shanghai, Mr. George Brisson, of the Imperial Customs, aged 25 years.
McGurn—On the 6th Aug., at Shanghai, William E. McGurn, of cholera.
McLean—On the 2nd Oct., at Mead House, Epsom, in the 67th year of his age, John McLean, Esq., late of Liverpool and Birkenhead.
Reardon—On the 6th Aug., at Shanghai, of cholera, John H. Reardon, aged 33 years

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.—From London, Anazi (reported by telegram).

At Shanghai.—From Cardiff, Aug. 7, Fortuna; from Newcastle, 14, Ocean Bride; (from London, Douglas Castle; from Shields, Sept. 5, via Rio, Seaflower reported by telegram).

At Hong Kong.—From Clyde, via Singapore, Aug. 9, Lamont (steamer); from New York, Aug. 12, Ashburton; 14, Benefactor; from London, Ramsey, with fore and mizenmasts sprung (reported by telegram of Sept. 11).

At Singapore.—From London, Aug. 23, Janet Ferguson; from Bordeaux, 22, Mysore; (from Cardiff, General Steins, Gondenet, T. Moysen; Besterd, Jedo, Maria Adolphino reported by telegram of Sept. 30); from Cardiff, Aug. 24, Maria Elizabeth; 27, Delft; from London, Sree Singapura; from Newcastle, 27, Antje.

DEPARTURES.

From Shanghai.—For London, Aug. 7, Helen Nicholson; 8, Pegasus; 13, Wild Deer; 14, Fusiyama, 15, Grenadier.

From Hong Kong.—For London, July 21, Carl Wilhelm.

From Singapore.—For London, Aug. 27, Meg Merrilies; for Liverpool, 22, Lochleven Castle.

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VESSELS LOADING.

At Yokohama.—For London, none; for New York, Pauline.

At Shanghai.—For London, Invincible, Isles of the South, Jubilee, Sir W. Wallace.

At Foochow.—For London, Pakwan, Caranjah, Scawfell (all full), Maggie Leslie, Medina.

At Hong Kong and Canton.—For London, Kelso, Hyacinth; for New York, Princess of Wales.

At Manila.—For London, Napoleon, Neptune, Corea (*via* Cebu); for Liverpool, Trinidad, Ogono; for Hamburg, Voludoro; for New York, Galatea, Melrose.

At Singapore.—For London, A. H. Wille, Simoon, for Liverpool Bella; for New York, Benvoirlich; for Boston, Alexander.

At Penang.—For London, Coleroon, Gungadhur.

PASSED STRAITS OF SUNDA.

Coyphæus, from Cardiff; Fontenaye, from London; Racer, from Shields; Belle of the South, Sydenham, Cleta, Malvern, from Sunderland.

REPORTS AND CASUALTIES.

HONG KONG.

The British ship Sovereign of India, from Shanghai, bound to London, reports that on the 6th of August, in lat. 19.20 N. and long. 120.30 E., had a furious and severe squall, which came from S.E. and carried away topgallant masts, yards, and mizen mast with the yards attached; also blew an entire suit of sails away, and she continued on her course till the 12th, when in lat. 14.50 N. and long. 114 E. met with a strong S.W. wind, which made it necessary to bear up for Hong Kong.

The American barque Benefactor, from New York, reports fine weather and light wind up to the Equator; crossed there on the 4th of June in long. 31.40 W.; crossed the meridian of the Cape of Good Hope on the 9th of July in lat. 37.30 S.; made Java Head on the 26th of July, reached Anjer on the 28th of July; left there on the same day, and came to China Sea, when had light wind, much rain and squalls nearly all the passage; 96 days out. On the 16th of May passed the British barque Haversham, steering to N.E. in lat. 37.27 N. and long. 47.27 E.; on the 29th passed a French steamer; on the 8th of August exchanged colours with a British ship, name unknown, from Foochow, bound to London, 18 days out.

The American ship Ashburton, from New York, reports fine weather from there to the Equator, and for the most of the passage; crossed the Equator on May 18, in long. 29 W.; crossed the meridian of the Cape of Good Hope on June 19, in lat. 38.30 S.; passed St. Paul's Island on July 3rd; passed Christmas Island on 20th; made Java Head on 21st; reached Anjer on the 23rd; left Anjer on the 25th; crossed the Equator on the 30th in long. 107 E.; from thence had light southerly winds to Hong Kong. 114 days out. On May 15th, spoke the American ship Vatula, from New York to San Francisco, 29 days out, in lat. 3.42 N., and long. 25.40 W.; on the 31st spoke the British ship Empress of India, from Liverpool bound to Sydney, 48 days out, in lat. 25.35 S. and long. 29.55 W.; on July 4 passed the American ship James Guthrie, in lat. 38.45 S. and long. 79.26 W.

COMMERCIAL POSTSCRIPT.

Arrivals not in the Tables.—Oct. 7, at Falmouth, from Akyab, Morning Star; at Clyde, from Manila, Betty Perlbach; at Falmouth, from Bassein, Star of the South; off Falmouth, from Rangoon, Peter Joynson, Truce.

Departures.—Oct. 8, from London, for Shanghai, Taeping; 6, from Plymouth, for Batavia, Sumatra; 7, from Sunderland, for Galle, Eliza Laing.

Laid-on.—At Liverpool, for Singapore, Constance; for Galle and Maulmain, Oscar.

Spoken.—Venturita, Manila to Dublin, July 13, off Borneo; Cohliopé (?), Shanghai to London, Oct. 3; Eden, Foochow to London, Sept. 22, 43 N., 25 W.

The Chinese Giant in Paris.—The Tribunal of Commerce of the Seine has just been engaged in trying a cross action between M. Arnault, the director of the Hippodrome, on the one side, and Woo-Gow-Chung, the Chinese giant, his wife, a dwarf named Chuing, and a servant, Ah-King, on the other. The Chinese troop were engaged to appear at the Hippodrome and the French *salons* at the Exhibition, at the rate of 4,000f. per month, payable each fortnight in advance. On the 15th of July giant, finding his money not paid, refused to appear, and immediately the litigation commenced between the parties. The giant claimed one month's salary and 1,000f. damages, while M. Arnault demanded 3,000f. as recompense for the non-appearance of the troupe. The Court decided that Woo-Gow-Chung was entitled to his money in advance, and condemned M. Arnault to pay 4,000f., the month's salary. As to the 1,000f. damages, the Court considered that the giant had not substantiated that he had suffered any loss, and as to the claim of M. Arnault, it decided that Woo-Gow-Chung was liable to pay 300f., to be taken into account in the payment of the 4,000f., and sentenced M. Arnault to pay all the expenses.

Education in Hong Kong.—In a speech delivered by Sir John Bowring at Dundee, on Thursday, at the meeting of the British Association, Sir John urged that greater attention should be paid at our public schools to what are vulgarly called the three R's—reading, writing, arithmetic. He stated that when he was Governor of Hong Kong a highly connected young gentleman was sent out to him for public employment, bringing recommendations from very influential quarters. A report having shortly afterwards reached pim of the gentleman's ignorance, he sent for him and examined him as to his proficiency in spelling. When required to spell the word candle, the highly connected young gentleman spelt it "kandell."

A Mr. Stranger, late cashier of the San Francisco Sugar Refinery, was discovered to be a defaulter to the amount of $100,000. He left the State in the steamer *Great Republic* for China. He was in the habit of gambling, which led to the commission of the crime.

Naval and Military.

A General Order was published a short time ago (says the *Army and Navy Gazette*) fixing the rates of allowances to be in future granted to officers serving in Ceylon and the Straits Settlements. Why should not China, Japan, and the Mauritius have been included in the same order? At the former station the allowance is ten shillings per diem to each officer, irrespective of rank, which is not nearly sufficient, as far as the senior officers are concerned, to defray the expenses of life. At Japan the allowances are still less. Would it not be better to extend the Ceylon rates to China and these other stations? If climate be taken into consideration allowances at Hong Kong should be higher at any rate. It is a great shame, also, that there is no climate allowance granted in the West Indies, Bermuda, &c. A great boon would be conferred were the War-office authorities to look into this matter.

A notification has been received at Chatham that the service companies of the 1st Battalion of the 10th (North Lincoln) Regiment, now doing duty at the Cape of Good Hope, will shortly proceed to Japan to relieve one of the regiments now under orders to return home. A detachment of twenty-five non-commissioned officers and men from the depot at Chatham garrison has been placed under orders to proceed to the Cape of Good Hope to join the head quarters of the regiment. The draught will embark in one of the new Indian steam transports which will shortly be despatched to India *via* the Cape of Good Hope. The 1st Battalion of the 10th Regiment embarked for the Cape of Good Hope in September, 1864.

The Avon, 2, double-screw composite-built gunboat (for China), 464 tons, 120-horse power, has been launched from Portsmouth dockyard, and will be at once brought forward for the first-class steam reserve and commission. The machinery of the Avon will be furnished from two sets of 60-horse power engines, taken from two of the single screw gunboats of the Haslar Yard collection recently broken up. As a composite-built gunboat, the Avon, with all her sister vessels built and building, will possess sufficient vertical strength of hull, but they appear to be unaccountably weak longitudinally, neither of their outer skin timber plankings being worked on diagonally, nor are there diagonal arrangements in the iron framework that can add materially to the longitudinal strength of the ship. The latter, indeed, must depend upon the decks and the outer timber planking. There is nothing in the form of the hull of these vessels which can give a promise of high speed, yet they may answer for the special purpose they are intended for on the coasts and rivers of China, if never called upon to chase any swift-moving piratical craft.

Her Majesty's ship Plover, recently commissioned at Woolwich for China, by Commander James A. Poland, has had its crew and detachments of Royal Marines transferred, and is otherwise in a forward course of preparation for sea. The Plover, double-screw gun vessel, recently built at Deptford, has been armed with three guns and eighty officers, seamen, and lads of all ranks, together with one corporal, two gunners, and six privates Royal Marines Light Infantry, and is now ready for her final inspection.

The newly-built screw sloop Danäe, 1,287 tons, 350-horse power, nominal, machinery by R. Napier and Sons, of Glasgow, steamed out of Portsmouth harbour last week to make her trial of speed at lightest draught of water over the measured mile in Stokes Bay. A part of the full boiler power runs were made over the mile, when an unexpected and accidental fracture took place in a small drain pipe leading from the superheaters, most likely caused by the "jar" from the main feed-pipe, and this accident at once put an end to all further proceedings for the day. During the time the ship was under way the engines worked with admirable smoothness and regularity of action. Their revolutions when under full steam pressure ranged between 92 and 94 per minute. The vibration of the ship was quite equal to what was experienced in her preliminary run last week outside the Isle of Wight. The Danäe will be fast under steam for her tonnage, but if the exerted power of her engines is taken into consideration, together with her improved form of bow as compared with her sister vessels previously tried over the mile, she may not prove to be what is generally understood as a "successful" vessel.

A party of Japanese now in this country recently paid a visit to Chatham Dockyard, by special permission of the Admiralty, and were conducted through the various establishments by the officials connected with the several departments.

The armour-clad ship for which a contract has just been taken from the Admiralty by Messrs. Palmer, of the Jarrow Works, Newcastle-on-Tyne, is intended for the defence of Melbourne.

The Lords of the Admiralty have decided upon building at Pembroke another ironclad ship of similar dimensions and tonnage to those of the two ships lately contracted for by Messrs. Napier. She is to be driven by twin-screws, and is to have a nominal power of 800 horses.

Orders have been received at the dockyard at Pembroke to make the necessary preparations with the view of building a large iron ship, to be named the Invincible. The new ship will be about 4,000 tons burden, 280 ft. long, 54 ft. in breadth, and of 800-horse power. She has been designed by Mr. E. J. Reed, Chief Constructor to the Admiralty. The chief feature in her formation will be a large armour-proof tower situated amidships, which will be so constructed that shot can be thrown either fore or aft from this projection. This vessel will be built upon what is termed the belt principle.

The constructive department at the Admiralty is entirely engaged in designing new ships for the Navy. The last vessel ordered to be laid down is the Volage, an iron frigate of 8 guns, 2,322 tons, and 600-horse power (nominal); she is to be built by the Thames Shipbuilding Company, and it would seem, from the fact of the engineers who originally tendered for her engines having been called upon to send in estimates for another pair, that it is intended to build another vessel of precisely the same dimensions by contract.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: WEDNESDAY, OCT. 9, 1867.

WESTERN CHINA.

In our last issue we recorded the interesting fact that the survey lately undertaken of Captain Sprye's proposed route from Rangoon to Western China had been attended with satisfactory results. It will be remembered that for the last ten years Captain Sprye has been unremitting in his efforts to procure a recognition by Government of the merits of his scheme; and whether the advantages claimed for it prove in the end to be substantial or the reverse, it is greatly to the honour of the Conservative Government that they have so promptly recognised the necessity of action in a matter that their Liberal predecessors in office had persistently ignored. Notwithstanding the innumerable objections urged against it, the proposed route seems to be in truth very simple and practicable, if only undertaken with any degree of zeal and earnestness. A railway or tramroad from Rangoon, through Eastern Pegu to Kiang Hung, a town on the Upper Cambodia River, is the one thing needful; and the recent survey has divested this of all the fanciful obstacles raised by the opponents of the plan. Subjected to the practical eye of Captain Williams, the impassable mountain barriers, and the streams that no bridge could span, have dwindled into insignificance; and the fact is established that there are two perfectly suitable routes for the proposed line, to choose from. The first of these is the identical line proposed by Captain Sprye. It measures only 235 miles from Rangoon, of which only 58 miles are difficult, 144 miles being perfectly easy, and 31 moderately so. The other, a more southern line from the Sittang river, though measuring 10 miles more, was found to have 169 miles quite easy, 35 moderately easy, and only 40 difficult. No rivers were encountered in either line worthy of consideration, the broadest being the Sittang itself, which, when crossed by the north line, measured 1,000 feet, and at the more southern point of crossing 1,500 feet. The other streams, by both routes, are of much smaller size. The northern route might require two tunnels, neither exceeding a mile in length, while the southern line would need but one of the same length. It has further been ascertained that abundance of teak and iron-wood timber, with good building stone, exists along both routes. So much for the nature of the ground to be traversed. After such achievements of engineering skill as our own Underground Railway and the Mont Cenis line, it is idle to assume that Captain Sprye's route offers any difficulties that the science of the present day could not readily overcome.

On the grounds, however, of inexpediency, and perhaps also of inutility, the project will doubtless still have its opponents. It is maintained by some persons that the line, if constructed, will be difficult and expensive to keep in working order, and that the traffic will be insufficient to sustain it. The Indian Government, moreover, seems still inclined to throw all possible difficulties in the way. But it must be admitted that several commercial bodies are in favour of the attempt. We have before us a pamphlet comprising a third series of memorials addressed to Her Majesty's Ministers on the subject by the various chambers of commerce, and the uniformly favourable opinions therein expressed cannot fail to carry great weight. The third memorial of the East India and China Association of Liverpool, states;—

"That the memorandum and map by Captain Williams, dated the 21st of January, 1865, and presented to Parliament last session, Parliamentary paper, 'Rangoon and Western China, 373, 1864,' fully establishes that a railway for direct commerce from Rangoon with the Burman Shan States and Western China can be easily and cheaply constructed."

The fourth memorial of the Liverpool Chamber of Commerce, strongly urges the Foreign-office to undertake preliminary measures for the construction of a railway without delay. The Huddersfield Chamber, with an eye to the menacing growth of French power in the East, sets forth—

"That your memorialists believe that the Emperor of the French is fully alive to the advantages of his newly-acquired position in Cochin China, and will very probably endeavour to open up the Western provinces of China to French commerce by the River Kamboja route; and that the activity and recent development of French commerce, and the growing competition of French with English manufactures in neutral markets render this consideration, at present, one of greatly increased importance, and would make doubly serious the consequence of any delay on the part of Her Majesty's Government in securing the advantages afforded by the superior position and shorter route available to them from British Pegu.

"That the independent and official testimony afforded by Captain Williams in support of the views and opinions of Captain Sprye—whose long experience, personal knowledge, and extensive researches and efforts in connection with the projected direct land route entitle him to the gratitude of all who are interested in the promotion of British commerce—lead irresistibly to the conclusion that no further delay ought to take place in the requisite surveys of it being directed."

The Memorial of the Manchester Chamber of Commerce prays,—

"That steps may be taken effectually to survey the line of country between Rangoon and Kiang-Hung on the Meikong or Upper Camboja River; your memorialists being firmly of opinion that the commercial advantages likely to flow from the opening up of a communication overland between Rangoon and China would far outweigh the comparatively trifling expense with which the proposed survey would be attended."

The Halifax Chamber, in a third Memorial, points out—

"The great importance to the foreign trade of the country of the commercial way being constructed, by the best and most direct route, from Rangoon to the Upper Kamboja River, or to the south-west frontier of China, such as shall be practicable for commerce at all seasons of the year."

The Bradford, Leeds, Dewsbury, and Batley Chambers, and the Liverpool Shipowners' Association, have all memorialised to the same effect, and all unite in a cordial recognition of Captain Sprye's merits as the originator and consistent advocate of the scheme. Backed by such authorities as those we have quoted, there is reason to hope that he will not find continued disappointment the sole fruit of his untiring labours.

THE LYALL STILL CASE.

Having published, in our issue of the 10th ult., the memorial forwarded by the Manchester Chamber of Commerce to the Colonial office on the subject of Chief Justice Smale's comments in the bankruptcy of Messrs. Lyall, Still, and Co., we think it as well to lay before our readers the reply vouchsafed thereto by his Grace the Colonial Secretary, although a more worthless piece of circumlocutory verbiage never emanated from Downing-street. It is as follows:—

(Copy.)

Downing-street, 26th September, 1867.

Sir,—I am directed by the Duke of Buckingham and Chandos to acknowledge the receipt of your letter of the 3rd instant, commenting upon the judgment delivered by Chief Justice Smale in the Court of Bankruptcy at Hong Kong on the case of Lyall, Still, and Co., and suggesting that Her Majesty's Government should express their disapproval of some of his remarks on that case.

In reply, I am to state to you that it is not the practice of the Secretary of State, or generally of the Executive authorities of a colony, to assume the function of criticising the language used by colonial judges from the bench unless that language is sufficiently improper to be brought before the Governor of the colony by the prescribed course of procedure as a foundation for dismissal.—I am, Sir, your obedient servant,

Malcolm Ross, Esq. (Signed) Frederic Rogers.

LAUNCH OF A NEW STEAMER FOR THE SAN FRANCISCO AND CHINA LINE.

Since the acquisition by the Pacific Mail Steamship Company of their pioneer vessel, the *Colorado*, we have had to record the launches, in rapid succession, of the two fine steamers *Great Republic* and *China*. We have now the following particulars of a fourth monster ship for this line, most appropriately named the *Japan*, which was launched on the 20th September, and is expected to be ready to proceed to San Francisco in January next. Another similar vessel is, we understand, rapidly approaching completion:—

The *Japan*, the third steamship actually built for this line, and which was launched from the shipyard of Mr. Henry Steers, at Greenpoint, was ordered by the Pacific Company in October last, the laying of her keel having taken place about the 1st of December. She is, in the opinion of shipbuilders, probably the best wooden vessel ever built. She is constructed of white oak, live oak, hackmatac and red cedar; the floor and futtocks of white oak, the "tops" of live oak and red cedar, and the "half-tops" of

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hackmatac. She has two thicknesses of planking, the inner layer of yellow pine and the outside layer from the bottom to the bilge of oak, and above the bilge of yellow pine. Her fastening, where exposed to water, is with what is known to shipbuilders as "yellow metal," which is copper and brass united, and elsewhere with iron, her planking being bolted edgewise and laterally. Her decks are made of four-inch white pine.

The capacity of the *Japan* is 4,800 tons, or 4,000 tons new measurement. Her length from stem to stern is 370 feet; her breadth, 50 feet, and 73 feet outside the wheels, and her depth 31 feet from the lower side of the deck to the floor. Her keel measures 360 feet. Her capacity for freight alone, aside from the space devoted to passengers, is estimated at 3,300 tons. This, of course, includes 1,500 tons of coal, the usual quantity taken by these steamers on the Japan trip. Her machinery, which is to be made at the Novelty Works, will not differ materially from that of the *Great Republic* and *China*, her predecessors on the line. It will consist of the ordinary American beam engine, with a cylinder 105 inches in diameter and 12 feet stroke, and will have a capacity of about 1,500-horse power. The wheels have a diameter of 40 feet, with buckets of 11 feet 6 inches face. She is bark-rigged, and in the event of accident to her machinery will be able to make good progress under sail.

The accommodations for passengers are planned on the same gigantic scale which characterises all the appointments of this new and magnificent enterprise. The saloons are spacious, and at the sides are rooms for 600 first-class and 500 second-class passengers, and there are accommodations, besides, for about 1,000 passengers in standing berths. The main saloon on the spar deck has one tier of rooms on each side; the second saloon, on the main deck, and underneath the main saloon, has on each side a tier of large family rooms, eight feet square, with double width berths, and the third saloon, on the same deck, but further forward, has rooms six feet square, for families also. Still further onward, on the same deck, are the second class rooms, six feet square, with movable berths; and beyond these again is the steerage, extending to the rooms for the accommodation of the firemen and sailors, and arranged for the accommodation of passengers in the standing berths. The rooms of the officers of the steamer are situated in houses on the spar-deck, with the main saloon.

The launch was in every respect successful; in fact, the splendid craft seemed anxious to get into water, as she began to slip away even before the last stays had been removed. The four tugs stationed in the river to check her after she was afloat was somewhat taken by surprise, although every thing was secure. They were not in the positions designed, however, and as the *Japan* shot into the water all were taken in tow; two of them being more unfavourably situated than the others, were drawn into the wake of the steamer with such rapidity that they came into collision, and stove in some of their lighter upper works. The steamship had received her name when the keel was laid, and there was, therefore, no occasion for the observance of the ancient custom of breaking a bottle of wine at her baptism. The crowd was large, and, of course, exceedingly enthusiastic, and gave expression to their feelings in many and loud cheers. The steamer was at once towed to the Novelty Works, at the foot of East Twelfth-street, where she will remain while receiving her machinery. The cost of the *Japan* when ready for sea is estimated at $1,200,000.

In a recent article on the reported imprisonment of Christians at Nagasaki, we had occasion to allude to the presence at that port of two Protestant missionaries, both from America. One of these gentlemen, the Rev. C. M. Williams, after an uninterrupted residence of some eight years in Japan has recently revisited the United States, and having been consecrated a bishop of the American Episcopal Church, will shortly proceed to China as the successor of Bishop Boone. Bishop Williams is now in London, and is one of the several American prelates who assisted at the Pan-Anglican Conference recently held at Lambeth.

We have been favoured by Auguste Behn, Esq., chairman of the new Germanic Lloyd's, with a copy, printed in English, of the statutes of that institution. The aim of the promoters has evidently been to establish their new society on a sound and liberal basis, with the view of emancipating the Germanic shipping interest from the thraldom of the French Bureau Veritas, which has long been felt to be intolerable. It is intended to make the society not merely local but international, all foreign countries being invited to join it by establishing sub-districts in conjunction with, and under the control of, the chief administration; a plan calculated largely to increase its sphere of usefulness.

The Peninsular and Oriental Company's new steamer *Sumatra* has arrived at Southampton from the Clyde. She is a sister ship to the *Bangalore*.

The *London Gazette* announces, under date Oct. 5th, that "The Queen has been pleased to appoint the Rev. William Roberts Beach, M.A., to be Colonial Chaplain for the Colony of Hong Kong."

(To the Editor of the *London and China Telegraph*.)

Sir,—In your issue of 30th Sept. you have placed us in the list of silk shippers from Shanghai. You will find on inquiry you have been misinformed in this matter; there is no firm of our name in Shanghai, and our agents, Messrs. Thorne Bros. and Co., had not shipped any silk within the dates referred to in your statement.—We are, Sir, your obedient servants,

Thorne and Co.

4, Cullum-street, E.C., 1st Oct., 1867.

Literature.

St. Pauls, Messrs. Virtue and Co.'s new shilling magazine, has duly made its appearance, and must be pronounced a decided success. Edited by so universal a favourite with the reading world as Mr. Anthony Trollope, illustrated by the gifted pencil of Mr. Millais, R.A., and "got up" in a handsome and attractive style by its publishers, *St. Pauls* will not fail to take a very high place in public estimation, notwithstanding the number of competitors it has to contend with. In his introductory paper the Editor disclaims any pretension that his new venture is the one thing needful to satisfy a pressing want of the age, but at the same time states his belief (with a modest consciousness of his own merit) that he will nevertheless be able to make it sufficiently acceptable to the public to ensure it a successful career. Another instance of Mr. Trollope's modesty—a somewhat rare quality, it is to be feared, in magazine editors—is that the first instalment of his own story, "Phineas Finn," is unobtrusively placed last of all. It is nevertheless the principal feature in the number, being written in his most graphic and telling manner. The other papers are an article on the Reform Bill, entitled "A Leap in the Dark, or a Glance at What was Done Last Session;" four chapters of a novel by the Baroness de Bury, entitled "All for Greed; and essays on "The Ethics of Trades Unions;" "The Turf, its Present Condition and Prospects;" "On Sovereignty;" and "On Taste," by Henry O'Neill, R.A. The other monthlies contain nothing requiring special notice, with the exception of *Macmillan*, which contains, amid the heavier matter peculiar to itself, two most amusing papers, "Eating and Drinking in America," and "Brother Prince," the latter being a sketch of the founder of the "Agapemone" and his extraordinary sect. It is rumoured that Mr. James Hannay has been asked to edit one of the magazines, and it is to be hoped he will accept the offer, for we believe few literary men of the present day are so well qualified for the post.

The Chinese Classics. Translated into English, with Preliminary Essays and Explanatory Notes. By James Legge, D.D. Vol. I. *The Life and Teachings of Confucius*. (Trubner and Co.)—Chinese literature, thanks to the efforts of such men as Mr. Wade and the translator of these works, is now emerging from the mystic shadow that so long veiled it from European scholars, and further knowledge of it continues to be sought for, and gladly received when procurable. Dr. Legge having devoted many years to the study of the Chinese classics, and being gifted with that extraordinary degree of patience and perseverance that alone renders their study profitable, is well qualified for the task he has undertaken; and the series, of which this is the first instalment, will be invaluable to students as well as interesting to general readers.

The new weekly Liverpool paper, entitled *The Leader*, was commenced on the 21st ult., price 2d., with a new and original novel, expressly written for *The Leader* by Mr. Edmund Yates, and entitled, "A Righted Wrong," and contributions on political, literary, social, artistic, and local topics, by a number of writers of eminence.

In Richardson's *Beyond the Mississippi*, which has just been published in New York, another description of Utah is offered to the public. Brigham Young is the great defender of polygamy, and exhorts the Mormons to sustain the system with their lives, even if it should be against the Government of the United States. The women, he says, regard it as a sore trial for which they will have their reward in heaven. It is this strong religious conviction which alone prevents the rival wives from quarrelling. Gentile ladies visit only the first wives. The women are forced to work hard, and altogether polygamy in Utah appears to be not a very different thing from polygamy in the Gaboon, where the first wife holds a very different position from the others, who are in reality domestic slaves, without belonging to the slave class; they therefore fetch a higher price, and it is fashionable for the rich elders of the tribe to purchase them.

The English edition of the great Dorè Bible is now completed in two volumes. It contains 238 full-page drawings by Gustave Dorè, and is certainly the most magnificent edition of the Holy Scriptures ever attempted. Messrs. Cassel, Petter, and Galpin are the publishers.

Mr. Charles Dickens has decided upon giving his "Readings" in America, and leaves Liverpool for New York on the 2nd of November. The New York *Round Table* thus good-humouredly

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comments on Mr. Dickens's sketches of American life in his "American Notes" and Martin "Chuzzlewit," *apropos* of his contemplated second visit to the United States:—

"In all earnestness we consider that our countrymen owe Mr. Dickens a tangible debt of gratitude. He coloured his pictures rather highly, sometimes led astray perhaps by his intense feeling for the ludicrous, said some things which at the time were disagreeable to hear, but which everybody, as usual, read and re-read, and which very large numbers have profited by. It should be remembered that his satire was almost always directed against merely superficial weaknesses, that it was free from anything like bitterness, and in this latter respect distinguished from much which has been written of us by such authors as Mrs. Trollope, Basil Hall, or even Sydney Smith. Moreover, if we deduct here and there for exaggerations, which are (or were) inseparable from the very nature of the man, and which are quite as freely exhibited in dealing with all classes of his own countrymen, in most of his books, including 'Martin Chuzzlewit' itself, it must be acknowledged that what Mr. Dickens wrote of our manners and other social defects and absurdities was intrinsically just and true, and therefore ought properly to have been said by anyone who had the wit and literary position effectively to say it. Mr. Dickens was not, like M. de Tocqueville, a political observer, but a writer of humorous and satirical romance, who could not have described scenes in this country, any more than in his own, without impregnating them with his own proper flavour, and who, had he done so, would merely have produced what would have necessarily been insipid and uninteresting. We do not hesitate to affirm that nothing better in its way could happen to us than for Mr. Dickens, in the maturity of his powers, to write of our society with the same freedom and candour from his own point of view, as he exhibited in former years; and that we trust he may be induced to do so."

The *Athenæum* says—"The Queen's book has been printed, and will shortly be given to the public. Her Majesty describes, in her own fresh and feminine style, a series of journeys chiefly made by the royal party in Scotland. A good deal of guide-book matter is thrown into the narrative, and there are many pleasant references to her travelling companions and servants." Our contemporary adds that "from this book the public will learn something about the Prince Consort's gillie, who has recently attained a sort of grotesque notoriety."

At the meeting of the British Association, in the Geographical section, a paper descriptive of "A Boat Journey across the Northern Part of Formosa" was read by Dr. C. Collingwood. The author last year traversed the northern end of the island of Formosa, from Tam-suy, on the west, to Kee-lung, on the east coast, by the route of the Tam-suy and Kee-lung rivers, which are separated near their headwaters only by a short portage over a hill. This part of the island appeared to be densely populated by the Chinese, and several towns of considerable size were passed. The record of this remarkable journey excited great interest.

The entire correspondence relating to the attempted foundation of the Mexican empire and its fall is announced to be published by Duncker and Hamblot at Leipzig, who also announce three more volumes of the Emperor Maximilian's memoirs and essays.

The following is a list of the principal new works published during the last month taken from the *Publishers' Circular*:—

In Literature, Science, and Art we have the *Illustrated Book of Sacred Poems*, edited by the Rev. Robert H. Baynes, a handsome book, containing a judicious selection of sacred poetry; Mr. Alexander Melville Bell writes on *Visible Speech, or the Science of Universal Alphabetics*, a scheme which enables all languages to be written in the alphabet, with tables, diagrams, and examples; Chateaubriand's *Atala* is translated by James Spence Hardy, from Didot's Edition of the Viscount's works, with illustrations by Gustave Dore; we also have the same artist illustrating the poet laureate's *Guinevere* and *Elaine*, a splendid series of photographs from his designs. *The Arch of Titus and the Spoils of the Temple*, by Mr. Wm. Knight, is an historical and critical lecture, with authentic illustrations, containing an architectural analysis of the various parts of the structure; Mr. John De Liefde gives us *The Romance of Charity*, in which the most striking and interesting particulars of the author's larger work on the Charities of Europe are brought together; and Mr. M. W. Smith writes on *Cavalry Outpost Drill and Cavalry Skirmishing*.

In Geography and Travel we find an English edition of an American work by Mr. J. Ross Browne, an American traveller, *On the Land of Thor*; and Mr. James M. Hopp, also an American author, gives us a volume entitled *Old England, its Scenery, Art, and People*, a most interesting book, embodying the views of an intelligent American observer who has lately visited this country; the Hon. W. Elliott writes on *Carolina Sports by Land and Water*, a series of sketches of devil-fishing, wild cat, deer, and boar-hunting; and Capt. J. T. Newall, well known as a daring hunter, gives us his experiences of *Hog-hunting in the East, and other Sports*.

In History and Biography we have Mr. P. G. Cumming writing on *The Great Stanley, or James, Seventh Earl of Derby, and his Countess Charlotte de la Trémouille in the Isle of Man*, an interesting narrative of the seventeenth century, with notices of Manx manners, customs, and antiquities, illustrated by Messrs. Lemon and Bright; and Mr. Henry Lonsdale gives us an account of two Cumberland worthies, *John Christian Curwen and William Blamire*.

In Fiction we have Captain Mayne Reid's *Giraffe Hunters*, 3 vols.; Mr. Sheridan Le Fanu's *Tenants of Mallory*, 3 vols.; Mr. F. W. Robinson's new story, *Anne Judge, Spinster*, 3 vols.; and Dr. Norman Macleod's *The Starling*, a Scotch story, in 3 vols.

Monetary and Commercial.

The first arrangement attempted in the matter of Messrs. Dent and Co.'s failure, for a composition of half-a-crown in the pound having been found to be invalid, another meeting of creditors was convened on the 4th instant, at which it was proposed that a deed of assignment should be executed of all their estate for the benefit of the creditors. As such a deed can only be executed in China, the creditors in this country will be under the necessity of sending out powers of attorney to their agents there to sign it on their behalf. Should the bulk of the creditors agree to carry out this plan the bankruptcy will be annulled. Mr. Pollard, who has lately arrived from Hong Kong, attended the meeting on behalf of the bankrupts. So far, nothing has transpired as to the unaccountable manner in which the once vast capital of this firm, together with the deposits in their hands (which alone reached half a million sterling), has been lost or squandered away. Until some explanation is forthcoming on this point the sufferers can hardly be expected quietly to accept the terms sought to be imposed upon them.

A meeting of the creditors of Mr. Edward Webb, late of Messrs. Dent and Co., has also been held, at which a proposal of five shillings in the pound, payable in five years, was submitted, and is, we understand, still under consideration. The total liabilities are stated to be under £100,000.

The biddings for £100,000 in bills on India were held at the Bank of England. The amounts allotted were to Calcutta £96,000 and to Madras £4,000. The minimum price was fixed, as before, at 1s. 11¼d. on Calcutta and Madras. Tenders at 1s. 11⅜d. receive about 13 per cent., those above in full. No tenders for bills on Bombay were invited, owing to the expenses of Government there in connection with the coming war in Abyssinia. The terms obtained indicate a diminution in the demand for means of remittance to the East.

The market for bar silver remains very quiet, there having been no demand for the East. At the commencement of the month it was generally expected that a demand for India would set in, as the Abyssinian expedition was expected to have the effect of raising the Indian Exchanges, but as yet this result has not been produced; the market continues flat, with but little demand for the Continent, for which destination the bars by last West India packet have been disposed of at 5s. 0⅛d., the same price that was current at the commencement of the month. Mexican dollars also remain inactive, and, with the exception of some small amounts on Government account, no shipments to China have taken place. The price is now quoted 4s. 11d.

The directors of the Oriental Bank intend to propose to the meeting of shareholders on the 24th of October an interim dividend for the last half-year at the rate of 12 per cent. per annum.

An extraordinary meeting of the shareholders in the Chartered Bank of India, Australia, and China will be held on the 16th of October, for the purpose of declaring an interim dividend for the half-year ended the 30th June last.

An advance which has taken place in the shares of the Peninsular and Oriental Steam Company probably arises from the fact that this company's tender for the increased mail service to the East is the only one which has been sent to the Government. At the same time it is believed that the charter by the Government of several of the company's steamers, in connection with the expedition to Abyssinia, and the purchase of a large portion of its stock of coal at Aden, where, as a rule, 30,000 to 40,000 tons are kept, will add to the profits of the present half-year. Without the assistance thus afforded the Government would probably have had to buy its stock of coal in England, thus involving both extra expense and delay. It is to be hoped that the official decision upon the tender for the new service will be communicated without delay, in order to allow time for the necessary preparations.

The liquidators of Overend, Gurney, and Co. (Limited) announce that a further dividend of 2s. in the pound will be paid to the creditors on Wednesday, the 9th inst., and three following days. This will make a total distribution so far of 12s. in the pound.

New York advices announce the failure of Messrs. Gill, Gillets, and Noyes, tea merchants, for £190,000, through buying goods for gold and selling for currency. From Boston we learn of the bankruptcy of George L. Schuyler, of the firm of R. and

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G. L. Schuyler, with liabilities amounting to £800,000, and no assets whatever.

The creditors of Messrs. Walker, Hamilton, and Co., commission merchants, of Manchester and Glasgow, are understood to have accepted a composition of 6s. 8d. in the pound, one-half to be guaranteed.

The half-yearly dividend due on the 10th inst. on the Turkish Six per Cent. Loan of 1854 is advertised for payment in due course by Messrs. Dent, Palmer, and Co., together with the bonds, amounting to £56,950, which were drawn in July last.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 4th inst., was—in gold, to Galle, £691; to Madras, £40; in silver, to Shanghai, £10,500; total in gold, £731; in silver, 10,500.

A prospectus has been issued of the Kirkham and Castle Howard Iron Company (Limited), with a capital of £60,000, in shares of £20.

The prospectus of the English Assurance Company has been issued, with a capital of £500,000, in 25,000 £20 shares, and power to increase to £2,000,000. The arrangements for subscriptions are 10s. per share on application, 10s. on allotment, 10s. in three months, and 10s. in six months after the allotment, beyond which no further call is contemplated. This company is established for the purpose of affording additional facilities for fire and life assurance, the granting of loans, annuities, endowments, &c.

An extraordinary meeting of the shareholders in the London Bank of Mexico and South America (Limited) is called for the 10th inst., when a resolution will be proposed in favour of the undertaking being wound up voluntarily, and of the transfer of the business and property to a new company, with a capital of £1,200,000, in 40,000 shares of £30 each, of which 20,000 are to be allotted credited with £20 per share paid. This is a formal proceeding, with a view to the reduction of the liability on the shares, which at present is as much as £30 per share.

The directors of the English and American Bank (Limited) have issued a circular announcing that a requisition has been addressed to them for the winding-up of the bank, and that a meeting will accordingly be held on the question on the 16th inst. The circumstance of a call of £5 being proposed is the cause of the movement, but the directors consider a dissolution of the company would be inexpedient, because the business thus far has realised their expectations, and they are of opinion that if the call be met they will be able to do an extensive and remunerative business.

At the meeting of the proprietors of the Bank of British Columbia a dividend was declared at the rate of 4 per cent. per annum, leaving £1,574 to be carried forward. It was stated that since the last meeting there have been no fresh bad debts, and, although the business of the company is at present rather limited, the board hope to be in a position to show a better result as public confidence revives.

An extraordinary general meeting of the Lower Assam Company (Limited) is called for the 14th inst., "for the purpose of authorising the directors to make two further calls of 10s. each on the shares issued."

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of August show great steadiness, the declared value of our exportations having been 2½ per cent. in excess of those of the corresponding month of last year, while compared with August, 1865, there is an increase of 26 per cent. The favourable nature of the total on this occasion is due chiefly to the revival in the iron trade, our shipments of Iron and Steel for the month having been to the value of £1,582,666, which is 29 per cent. over the amount in August, 1866. Cotton Manufactures figure for a decrease of 7 per cent. in value, although there has been an increase of 2 per cent. in the quantity, a circumstance explained by the fall in the price of the staple, and which indicates that there has been no diminution in the actual amount of employment. Of Cotton Yarn our consignments have been nearly 20 per cent. in excess of those of last year, both in value and quantity, and this fact, coupled with an increase of 23 per cent. in the value of Machinery exported, denotes a general tendency toward a revival in the manufacturing industry of other countries. Owing to the dulness of the American trade, our shipments of Haberdashery and Hardware continue to show a falling-off, the reduction being 5 per cent. and 3 per cent. respectively. The same cause has contributed in a great degree to a decline of 9 per cent. in Linen Manufactures, 18 per cent. in Silk Manufactures, and 5 per cent. in Woollen Manufactures. The total value of our Exports for the first eight months of the present year has been £121,056,913, showing a reduction of only a little more than 3 per cent. from the unprecedented total of last year. Looking at the fall in the prices of Cotton and other kinds of raw material within the past 12 months, our trade, as regards the amount of profit and employment it has afforded, may be considered to have exceeded that of 1866. Contrasted with the total in the first eight months of 1865 it exhibits an increase of 18 per cent.

Compared with last year the value of the Imports for both the month of July and the seven months still presents a decrease. The Imports for July are valued at £18,166,789, which is about seven per cent. less than the value for July, 1866, while for the seven months of 1867 the total is returned at £121,663,140, and for 1866 at £134,872,580, showing a reduction of £13,209,440, or about nine per cent.

The returns which have special reference to China and the Far East generally show that our Export trade with those countries is still greatly depressed. Thus we find that contrasting the first seven months of the present year with the corresponding period of last, the export to China (exclusive of Hong Kong) has decreased 18 per cent., to Hong Kong 25 per cent., to Japan 4 per cent., to Java 13 per cent., and to Ceylon 25 per cent. On the other hand the export to the Straits Settlements has improved to the extent of six per cent, and to the Philippine Islands 41 per cent. For the month of July a comparison of the figures presents the following results:—To China (exclusive of Hong Kong) a decrease of 10 per cent., to Hong Kong an increase of 23 per cent., to Japan an increase of 17 per cent., to the Straits Settlements a decrease of 16 per cent., to the Philippine Islands an increase of 98 per cent., to Java an increase of 27 per cent., and to Ceylon a decrease of 18 per cent.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and eight months ended 31st Aug., and the value to the 31st July, are thus given:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Aug.		
China	44,581	4,453	— cwts.
British India	530,105	550,946	611,582 „
Egypt	101,135	45,193	66,996 „
Total from all parts	866,978	876,615	995,576 „
	Quantity for the Eight Months ended 31st Aug.		
China	301,509	17,949	4,707 cwts.
British India	1,941,401	3,439,087	1,869,451 „
Egypt	1,005,454	735,460	851,675 „
Total from all parts	4,561,040	8,809,601	7,391,680 „
	Value for the Month ended 31st July.		
China	£252,469	£58,258	—
British India	1,580,752	2,167,506	£1,149,076
Egypt	1,097,992	701,396	534,740
Total from all parts	4,056,267	6,220,925	3,402,210
	Value for the Seven Months ended 31st July.		
China	£1,210,335	£58,258	£20,976
British India	7,460,795	£13,905,053	4,970,795
Egypt	7,291,833	6,168,031	5,676,216
Total from all parts	24,534,839	53,569,684	35,769,409

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Aug.		
Ceylon	9,968,924	10,069,123	8,817,567 lbs.
Other British Possessions	3,579,541	3,816,368	1,737,415 „
	Quantity for the Eight Months ended 31st Aug.		
Ceylon	48,228,050	47,706,659	53,945,198 lbs.
Other British Possessions	12,705,033	11,274,479	8,390,921 „
	Value for the Month ended 31st July.		
Ceylon	£290,758	£199,841	£310,213
Other British Possessions	75,639	109,006	82,965
	Value for the Seven Months ended 31st July.		
Ceylon	£1,314,330	£1,202,979	£1,546,643
Other British Possessions	295,633	247,546	217,423

The following quantities were entered for Home Consumption:—

	1865.	1866.	1867.
	In the Month ended 31st Aug.		
Ceylon	1,586,996	1,769,162	1,452,995 lbs.
Other British Possessions	574,151	501,521	517,035 „
	In the Eight Months ended 31st Aug.		
Ceylon	13,011,401	15,305,296	13,868,553 lbs.
Other British Possessions	5,378,303	3,918,681	4,208,919 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands:—

	1865.	1866.	1867.
	Quantity for the Month ended 31st Aug.		
Of 2nd quality	—	—	190 cwts
Of 3rd do.	32,925	2,450	1,242 „
Of 4th do.	25,968	38,793	32,462 „
Total, all qualities	58,893	41,243	33,894 „
	Quantity for the Eight Months ended 31st Aug.		
Of 2nd quality	2,117	3,830	190 cwts.
Of 3rd do.	149,372	53,636	1,305 „
Of 4th do.	360,929	246,946	206,700 „
Total, all qualities	512,418	304,412	208,195 „
	Value for the Month ended 31st July.		
Of 2nd quality	—	£4,689	—
Of 3rd do.	£27,515	1,007	£1,329
Of 4th do.	3,824	52,900	21,130
Total, all qualities	31,339	58,596	22,459

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	Value for the Seven Months ended 31st July.		
Of 2nd quality	£2,214	£4,692	—
Of 3rd do.	116,399	47,619	£1,392
Of 4th do.	328,044	170,407	144,456
Total, all qualities	446,657	222,718	145,848

The following were the quantities entered for Home Consumption :—

	In the Month ended 31st Aug.		
	1865.	1866.	1867.
Of 2nd quality	57	2,688	— cwts.
Of 3rd do.	1,853	1,777	157 ,,
Of 4th do.	5,367	1,022	31,118 ,,
Total, all qualities	7,277	5,487	31,275 ,,
	In the Eight Months ended 31st Aug.		
Of 2nd quality	2,663	2,692	191 cwts
Of 3rd do.	119,147	34,073	65,985 ,,
Of 4th do.	132,405	88,786	239,620 ,,
Total, all qualities	254,215	125,551	305,796 ,,

The Hemp imported from the Philippine Islands during the month and eight months presents the following figures :—

	1865.	1866.	1867.
Quantity for the month ended 31st Aug.	16,563	—	9,982 cwts.
Quantity for the eight months ended 31st Aug.	162,125	28,312	59,520 ,,
Value for the month ended 31st July	£64,939	£2,167	£17,588
Value for the seven months ended 31st July	£214,116	£61,684	£126,085

The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	Quantity for the Month ended 31st Aug. 1865.	1866.	1867.
British India	64,936	—	— lbs.
*Egypt	550,745	232,563	288,402 ,,
Other Countries	368,718	124,420	295,159 ,,
Total	984,399	356,983	583,561 ,,
	Quantity for the Eight Months ended 31st Aug.		
China	90,564	83,695	26,957 lbs.
British India	69,196	61,199	—
*Egypt	2,522,477	1,837,187	2,327,626 ,,
Other Countries	1,158,715	919,161	1,316,953 ,,
Total	3,840,952	2,901,242	3,671,536 ,,
	Value for the Month ended 31st July.		
China	—	£4,400	£2,707
British India	—	4,419	—
*Egypt	£246,153	150,589	272,457
Other Countries	134,967	92,148	96,370
Total	381,120	251,556	371,534
	Value for the Seven Months ended 31st July.		
China	£111,559	£97,008	£33,973
British India	4,047	68,849	—
*Egypt	2,362,421	1,837,564	2,579,244
Other Countries	997,312	1,078,495	1,447,576
Total	3,475,339	3,081,916	4,060,793

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and eight months ended 31st Aug., and their value to the 31st July of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and eight months ended 31st Aug. are returned as follows :—

	Quantity for the Month ended 31st Aug. 1865.	1866.	1867.
Coffee (lbs.)	15,992,455	18,644,299	15,226,141
Hemp (cwts.)	131,328	182,228	129,079
Thrown Silk (lbs.)	1,220	1,800	19,401
Tea (lbs.)	1,842,421	2,580,505	2,556,993
Unrefined Sugar (cwts.)	1,301,855	1,223,636	1,288,319
	Quantity for the Eight Months ended 31st Aug.		
Coffee (lbs.)	77,402,810	77,432,829	84,887,566
Hemp (cwts.)	518,500	615,075	391,651
Thrown Silk (lbs.)	13,789	26,501	95,085
Tea (lbs.)	73,145,702	79,554,700	67,678,398
Unrefined Sugar (cwts.)	6,998,180	7,532,733	7,981,585
	Value for the Month ended 31st July.		
Coffee	£474,216	£418,282	£515,999
Hemp	211,326	252,191	129,775
Thrown Silk	800	4,658	37,117
Tea	378,023	120,529	214,695
Unrefined Sugar	1,483,728	1,419,237	1,197,965
	Value for the Seven Months ended 31st July.		
Coffee	£2,020,278	£1,824,034	£2,209,828
Hemp	593,229	757,287	486,019
Thrown Silk	24,367	50,304	165,439
Tea	5,123,806	5,905,302	4,740,020
Unrefined Sugar	5,995,331	6,488,265	7,207,596
	Entered for Home Consumption in the Month ended 31st Aug.		
Coffee (lbs.)	2,586,687	2,605,436	2,566,327
Tea (lbs.)	8,347,413	9,086,156	8,718,001
Unrefined Sugar (cwts.)	926,725	984,676	1,011,765
	Entered for Home Consumption in the Eight Months ended 31st Aug.		
Coffee (lbs.)	20,436,979	21,099,122	21,433,366
Tea (lbs.)	65,481,468	67,893,704	71,220,712
Unrefined Sugar (cwts.)	6,903,235	6,781,093	7,716,184

The following were the quantities of the undermentionep articles remaining in the bonded warehouses of the United Kingdom on the 31st Aug., 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	31,091,573	37,146,804	40,266,276
Tea (lbs.)	90,724,389	87,784,384	75,456,771
Unrefined sugar (cwts.)	3,796,559	4,059,495	3,378,244

EXPORTS.

The Exports to China and Hong Kong during the month and eight months are returned as follows :—

	Quantity for the Month ended 31st Aug. 1865.	1866.	1867.
Cotton yarn	—	114,640	882,300 lbs.
Cotton manufactures	6,620,512	16,314,347	20,098,329 yds.
Worsted stuffs	1,127,272	1,984,683	1,523,070 ,,
Woollen & worsted cloths	114,417	187,198	185,350 ,,
Lead	151	56	629 tons.
	Quantity for the Eight Months ended 31st Aug.		
Cotton yarn	872,702	3,027,146	4,725,848 lbs.
Cotton manufactures	74,975,170	118,287,834	100,677,827 yds.
Worsted stuffs	11,135,678	14,261,072	16,229,544 ,,
Woollen & worsted cloths	1,129,916	1,284,857	1,008,325 ,,
Lead	1,188	4,241	2,433 tons
	Value for the Month ended 31st Aug.		
Cotton Yarn	—	£10,810	£62,192
Cotton manufactures	£129,939	372,382	367,908
Worsted stuffs	71,337	121,590	90,096
Woollen & worsted cloths	21,659	33,611	15,160
Lead	3,013	1,135	12,889
	Value for the Eight Months ended 31st Aug.		
Cotton yarn	£82,925	£295,997	£350,490
Cotton manufactures	1,646,436	2,906,700	1,999,272
Worsted stuffs	829,871	944,928	1,030,216
Woollen and worsted cloths	194,329	221,067	143,536
Lead	25,660	93,145	50,073

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 31st Aug. 1865.	1866.	1867.
Ceylon	5,000	115,048	896 lbs
Singapore	39,400	166,024	300,470 ,,
	Quantity for the Eight Months ended 31st Aug.		
Ceylon	121,392	608,026	177,191 lbs
Singapore	972,790	977,944	1,671,860 ,,
	Value for the Month ended 31st Aug.		
Ceylon	£500	£11,146	£25
Singapore	2,703	16,675	21,370
	Value for the Eight Months ended 31st Aug.		
Ceylon	£10,318	£68,597	£15,160
Singapore	89,570	98,339	145,135

Of Cotton Manufactures the following were the Exports :—

To	Quantity for the Month ended 31st Aug. 1865.	1866.	1867.
Ceylon	1,110,865	2,975,888	656,513 yds.
Singapore	2,927,722	4,568,059	5,309,110 ,,
Java	2,168,522	6,167,421	5,088,410 ,,
Philippine Islands	206,477	5,304,945	2,194,000 ,,
	Quantity for the Eight Months ended 31st Aug.		
Ceylon	6,981,486	16,981,240	13,083,486 yds.
Singapore	31,645,226	36,217,060	46,677,953 ,,
Java	20,213,553	36,767,536	28,113,996 ,,
Philippine Islands	18,046,325	17,192,719	25,354,272 ,,
	Value for the Month ended 31st Aug.		
Ceylon	£25,421	£56,418	£17,245
Singapore	59,788	97,596	104,629
Java	48,843	139,132	113,419
Philippine Islands	3,588	129,767	50,604
	Value for the Eight Months ended 31st Aug.		
Ceylon	£176,478	£399,358	£293,914
Singapore	655,004	833,969	955,685
Java	443,412	878,771	640,000
Philippine Islands	439,825	444,514	618,582

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the eight months ended 31st Aug. of the present and two preceding years :—

	Quantity for the Eight Months ended 31st Aug. 1865.	1866.	1867.
Cotton yarn	60,221,637	86,290,076	105,718,155 lbs.
Cotton manufactures	1,267,426,062	1,666,584,984	1,789,176,406 yds.
Worsted stuffs	133,530,775	156,909,670	143,212,487 ,,
Woln. & worsted cloths.	16,934,230	24,388,092	21,629,194 ,,
Lead	15,729	20,303	18,176 tons
	Value for the Eight Months ended 31st Aug.		
Cotton yarn	£5,926,776	£8,744,912	£9,789,042
Cotton manufactures	27,685,461	38,828,003	35,312,134
Worsted stuffs	7,962,869	9,098,315	8,696,533
Woollen & worsted cloths	2,592,678	3,780,085	3,713,455
Lead	337,777	449,260	393,195

During the month and seven months ended 31st July of the present and two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

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Exported to	For the Month ended 31st July. 1865.	1866.	1867.
China (exclusive of H. Kong)	£422,009 ..	£368,331 ..	£330,858
Hong Kong	86,375 ..	150,529 ..	196,059
Japan	70,896 ..	86,086 ..	104,181
Singap. & Straits Settlements	70,268 ..	190,813 ..	160,663
Ceylon	38,171 ..	110,518 ..	90,902
Philippine Islands	88,116 ..	2,429 ..	108,469
Java	62,726 ..	73,134 ..	100,220
	For the Seven Months ended 31st July.		
China (exclusive of H. Kong)	£2,140,234 ..	£2,998,372 ..	£2,441,013
Hong Kong	878,307 ..	1,542,445 ..	1,163,206
Japan	775,609 ..	880,967 ..	920,978
Singap. & Straits Settlements	924,211 ..	1,135,250 ..	1,208,470
Ceylon	329,538 ..	601,694 ..	446,334
Philippine Islands	612,474 ..	415,630 ..	708,709
Java	517,916 ..	897,322 ..	779,736
Siam	22,365 ..	4,088 ..	—
Cochin China, Camboja, and Tonquin	— ..	940 ..	612

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
—	Penrith	Napton	Akyab	Schelde.
—	Leamington	Bell	Do.	Queenstown.
Sep. 25	Henrietta	Dryver	Batavia	Deal.
— 28	Albrecht Beyling	Burgh	Do.	Zierikzee.*
— 21	Solid	Schmidt	Rangoon	Off the Wight.
— 23	Durina	Von Rittern	Do.	Bremen.
— 13	Windward	Barrett	Hong Kong	New York.
— 26	Kosmos	Matthieson	Macao	Deal.
— 23	Benares	Miller	Rangoon	Bremen.
— 22	Malabar	Godje	Do.	Hamburg.
— 23	Emily Farnum	Simes	Do.	Brouwershaven.
— 24	N. Dame de Bon Port	Simonneau	Akyab	Belle Isle.
— 22	Mar. Minister v. Roon	Eller	Maulmain	Danzig.
— 26	Min. Franzen v. d. Putte	Bouwmeister	Batavia	Off Dungeness.
— 29	Serica	Innes	Foochow	London.
— 29	Euretta	—	Rangoon	Deal.
— 26	Nederland and Oranje	Haasnoot	Tjilatjap	Off St. Albans.
— 29	Royal Alfred	Whiting	Rangoon	Liverpool.
— 28	Betty Perlbach	Blohm	Manila	Queenstown.
— 30	Angela	Onate	Do.	Deal.
Oct. 2	Flying Spur	Ryne	Foochow	London.
Sep. 29	Prince Royal	Alcock	Rangoon	Liverpool.
— 30	Marpesia	Hounsell	Do.	Do.
—	Sydney	McPetrie	Akyab	Queenstown.
— 26	Moldavian	Blackburn	Rangoon	Bremen.
—	Galilei	Mey	Batavia	Flushing.
Aug. 31	Cervantes	Eirzaguira	Macao	Havana.
Sep. 28	Elizabeth and Jacoba	Zwaneveld	Batavia	Texel.
— 30	Cumberland	Walshaw	Akyab	Antwerp.
— 6	Bolivar	Christian	New York	Rio de Janeiro.*
Oct. 7	Chinaman	Downie	Foochow	London.
— 7	Taitsing	Mitsford	Do.	Do.
— 7	Ziba	Bowes	Do.	Do.
— 7	Yung Tsze	Kemball	Do.	Do.
— 7	Whiteadder	Moore	Do.	Do.
— 7	Deerfoot	—	Hong Kong, &c.	Do.
— 7	Black Prince	Inglis	Foochow	Do.
— 7	Lord Collingwood	—	Japan	Deal.
— 6	Otto and Antonie	Simonsen	Akyab	Falmouth.
— 6	Tea Taster	Sloan	Rangoon	Do.
— 7	Min	—	Macao	Deal.
— 7	Truce	Chambers	Rangoon	Off Falmouth.

* See Casualties.

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Padang Packet		Padang	Amsterdam.
Sept 24	Delft	Kettia	Singapore	Cardiff.
— 26	Robin Hood	Morgan	Cardiff and Shanghai	London.
— 25	Sea Snake	Rostrup	Colombo	Sunderland.
— 25	Adele	Razic	Galle	Do.
— 27	Hiogo (s.s.)	Bainton	Yoko., Hiago, & Nagas.	London.
— 27	Avon	Edmond	Hong Kong & Canton	Do.
— 22	Lady Cecilia	Barnsley	Galle	Shields.
— 28	Carmarthenshire	Hemsworth	Hong Kong	London.
— 28	Devana	Thomson	Shanghai	Do.
— 26	Arab	Holst	Hong Kong	Liverpool.
— 26	Maasluis	Kuchler	Batavia	Sunderland.
— 30	Spirit of the North	Mathew	Cardiff and Shanghai	London.
— 30	Washington Irving	Johnson	Do. and Galle	Do.
— 28	Leopold	Fischer	Galle	Newport.
Aug. 1	Broadwater	Young	Yokohama & Nagasaki	London.
— 1	Saturnus		Shanghai	Gravesend.
— 2	India	Ekdahl	Cardiff and Japan	London.
— 1	Scawfell	Hender	Yokohama	Liverpool.
— 4	Pudsey Dawson	McPherson	Galle	Do.
— 3	James Paton	Allison	Singapore	London.
Sept 29	Disraeli	Williamson	Galle	Newport.
Oct. 1	White Eagle	Andrews	Do.	Do.
Aug. 31	Gravenage	Bock	Batavia	Rio Janeiro.
Oct. 3	Mary Francis	Thomas	Shanghai	Cardiff.
—	Tollens	Verhagen	Batavia	Rotterdam.
— 5	Elizabeth A. Oliver	M'Queen	Shanghai	London.
— 5	Herzogin von Brabant	Strohmeyer	Batavia & Sourabaya	Do.
— 3	Anne Laity Banfield		Hong Kong	Newport.
— 4	Gustav	Biehl	Do.	Do.
— 4	General Havelock	Cawse	Shanghai	Cardiff.
— 4	Gladiator	Haynes	Singapore	Do.
— 3	Schevenigen		Batavia	Shields.
—	Jane Spiers		Samarang	Clyde.
— 7	Bergersen	Wessenberg	Sunderland & Galle	London.
— 6	Phœnix	Cullen	Shanghai	Milford.*
—	Madras	Prophet	Galle	Clyde.

* After lightening, &c.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama, Rifleman. For Yokohama and Nagasaki: Evelyn. For Shanghai: Aurora Australis, Dilkhoosh, Taeping, Ariel, Maitland, White Adder, Taitsing. For Hong Kong: Black Prince, Chinaman, Sir Lancelot, Fiery Cross, Serica, George Crowshaw. For Hong Kong and Canton: Belted Will. For Manila: Aureliana. For Singapore and Penang: Anne Dymes, Alphington. For Penang: Roska. For Colombo: Palestine, Granville, Boyne. For Trincomales: Dorothy. For Mangalore, Calicut, Cochin, and Galle: Isabel.

At Liverpool.—For Shanghai: Magellan, Adriana Petronella. For Hong Kong: Maria Louisa Antoinette. For Singapore: Prince Arthur, Harvest Home, Maraquita. For Manila: Feliz, Jesus, Abnegacion, Cinco Hermanos. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (s.s.). For Batavia and Sourabaya: Emma, Baron van Heemstra. For Cheribon and Sourabaya: Anthony v. Hoboken. For Java: Macassar, Princess Amalia. For Galle: Hampton Court, Theresa Tietjens.

At Glasgow.—For Manila: Manuel. For Singapore: Anne Main. For Penang: Salado. For Batavia and Sourabaya: County of Lanark.

At Greenock.—For Hong Kong: Nina.

SPOKEN.

Fagel, Liverpool to Batavia, Sept. 18, 49 N., 8 W.
Auburn, Falmouth to Shanghai, June 29, off Java Head.
Noord Brabant, Amsterdam to Batavia, Aug. 13, 17 S., 35 E.
Whinfell, Shanghai to London, Aug. 19, 18 S., 31 E.
Holland, Amsterdam to Batavia, Sept. 10, 41 N., 12 W.
Coringa, Liverpool to Hong Kong, Aug. 31, 16 N., 26 W.
Patriot Queen, Singapore to Liverpool, Aug. 19, 27 S., 6 E.
Courier (s.), Clyde to Singapore.
Star Queen (?), Liverpool to Hong Kong, Sept. 2, 9 N., 27 W.
Syrene, Macao to Liverpool, Sept. 17, 34 N., 34 W.
Sophia Koningender Nederlanden, Bat. to Am., Sept. 22, 41 N., 29 W.
Aboyne, Colombo to London, Aug. 6, 32 S., 36 E.
Belsize, Colombo to London, Aug 12, 35 S., 24 E.
Hollinside, Colombo to London, Aug. 15, 32 S., 14 E.
Summer Cloud (sh.), Sing. to Lond., 124 days out, Sept. 4, 13 N., 26 W.

FREIGHTS AND CHARTERS.

We have nothing new to report in outward freights since our last issue; previous quotations are maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £45. For Singapore: £34. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £29. For Galle, £35. For Chefoo, £57. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 15s. For Shanghai: £? 15s. For Saigon: £2 8s. For Yokohama: £2 12s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 13s. For Colombo, £1 9s. For Manila, £1 15s.

The Admiralty have invited tenders for the supplying and delivering into store at Singapore of 3,000 tons of smokeless South Wales coals, one half to be shipped by the 31st October, and the remainder by the 30th November, 1867; and for the conveyance of 21 tons naval cordage and other stores from the Thames to Trincomalee, and of 7 tons naval masts, 15 tons (weight) and 6 tons (meast.) naval stores to Hong Kong.

CASUALTIES.

The Martha Rideout, Reed, from Singapore to Boston and New York, which put in at Padang, July 8, after being ashore, had been surveyed, and the cargo was being landed.

The Albrecht Beyling, Berg, from Batavia for Schiedam, arrived at Zierikzee, Sept. 28, leaky.

The Galilei, Mey, from Batavia for Amsterdam, arrived at Flushin Sept. —, with loss of head, damage to bowsprit, &c., having experience heavy weather off the coast.

The Phœnix, Cullen, from Cardiff to Shanghai, which put in at Milford, Sept. 23, through stress of weather and to stop a leak, was lightened of some coals, being too deep, and proceeded on the 6th Oct. for her destination.

The Panama (American ship), Soule, from Bangkok to Queenstown, with rice, which put into Bahia, Aug. 4, leaky, was condemned at that port, and sold by auction previous to Aug. 24.

The Bolivar, Christian, from New York, for Japan, put into Rio de Janeiro, Sept. 6, leaky.

The Peter Jordt, Brodersen, from Liverpool to Ceylon, which put in at Rio de Janeiro, Aug. 16, leaky, was discharging there on the 6th Sept.

The Taitsing, Mitsford, which arrived at London, Oct. 7, from Foochow, lost three topgallant masts, bulwarks, and all sails set, and had her decks swept of boats, spars, &c., during a very heavy gale, Sept. 4, in lat. 13 N., lon. 26 W.

The Mount Stuart Elphinstone, Freebody, which has twice sailed from London for Galle, and been twice compelled to return, being leaky, is now detained in the Downs by a refractory crew.

The screw steamer Hiogo, Bainton, which left London, Sept. 27, for Yokohama, Hiogo, and Nagasaki, went ashore (during calm weather) on the eastern rock of the Eddystone Lighthouse on the morning of Oct. 1 and became a total wreck; the crew and passengers were saved. Two cases specie, value £10,000, have been got safely ashore, and it is expected that part of the cargo may yet be saved.

MISCELLANEOUS.

At St. Vincent (C.V.).—Sept. 4, Vulcan, Vos, from Cardiff, and sailed 9 for Japan.

At Chinchas.—Aug. 24, Golconda, Marshall, loading for China.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

NOTICE TO SHIPOWNERS.
SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any the Branches of the Bank free of extra charge; and of proved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	60,000,000 ...	£2,400,000
Capital paid up ...	...	60,000,000 ...	£2,400,000
Do. Mar. 15, 1868		10,000,000 ...	£400,000
Do. Sept. 15, 1868		10,000,000 ...	£400,000
Reserved Fund ...	...	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

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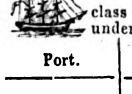

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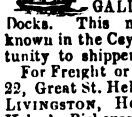

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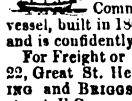
To follow the "Pegasus," and will meet with the usual quick despatch.



FOR BOMBAY DIRECT, the fine British-built clipper ship LAURETTA, A1, 554 tons register; J. McPHERSON, Commander, East India Docks. This splendid vessel, built in 1865, is noted for her fast-sailing qualities, and is confidently recommended to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Has a large portion of her cargo engaged, and will meet with quick despatch.

DIRECT for POINT DE GALLE, Mangalore, Calicut, and Cochin, the fine, fast-sailing British ship ISABEL, A 1, 12 years, 186 tons register, 450 tons burthen; D. DAVIES, Commander; St. Katharine's Docks. This magnificent clipper, built under special survey in 1865, is strongly recommended to shippers of fine and season goods. Made her last passage home from Algoa Bay in 57 days.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR COLOMBO, CEYLON, DIRECT, will have immediate despatch, having a large portion of her cargo engaged, the clipper ship BOYNE, AA1, 618 tons register; C. P. JONES, Commander; loading in the West India Docks. This beautiful vessel has a full poop, with accommodations of the first order, for the comfort and convenience of passengers.

For Freight or Passage apply to F. TALLACK, 23, Birchin-lane, Cornhill, E.C.

FOR SHANGHAI, to sail punctually on the 16th of October, the celebrated clipper ship, ARIEL, A 1 14 years, 853 tons register, JOHN KEAY, Commander; lying in the East India Docks.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE of PACKET SHIP (to follow the Belted Will).—For Hong Hong and Whampoa, the well-known clipper BLACK PRINCE, A 1 13 years, 750 tons register; WILLIAM INGLIS, Commander: lying in the East India Docks. Has superior accomodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE of PACKET SHIP.—To sail on the 17th October.—For Hong Kong and Whampoa, the well-known clipper BELTED WILL, A1 14 years, 812 tons register; A. LOCKE, Commander; lying in the London Docks. Has excellent accommodation for passengers.

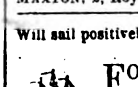
For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To follow the "Ariel."

FOR SHANGHAI, the favourite clipper WHITEADDER, A1 10 years, 915 tons register; F. W. MOORE, Commander; lying in the East India Docks. This ship has a full Poop, with superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

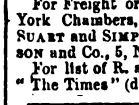
Will sail positively on the 5th November. **Last shipping** day 2nd November.



FOR SINGAPORE and PENANG, the very fine clipper-built ship ALPHINGTON, A 1 12 years, 326 tons register; J. CAINES, commander. West India Docks. This fine shia, built under special survey, is strongly recommended to shippere requiring despach.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to STUART and SIMPSON, 9, Clement's-lane; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.



SHANGHAI direct, the magnificent, river-built, clipper ship DILKHOOSH (owned by Messrs. Smith, Fleming, and Co.), 816 tons register; loading in the East India Docks. This splendid vessel, built in 1864, is strongly recommended to shippers of fine goods, and has good passenger accommodation.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Pool Fold Chambers, Cross-street, Manchester; or 27, Leadenhall-street, E.C.

THE LONDON AND CHINA TELEGRAPH

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 260.] LONDON, MONDAY, OCT. 14, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	June 17	Aug. 5	Aug. 14
Nagasaki			Aug. 1
Hakodadi			
CHINA—Peking			Aug. 11
Tien-tsin			Aug. 14
Chefoo			Aug. 15
New-chwang			Aug. 8
Hankow			Aug. 16
Kiu-kiang			Aug. 17
Chin-kiang			
Shanghai	June 26	Aug. 8	Aug. 22
Ningpo			Aug. 1
Foo-Chow			Aug. 22
Formosa—Tamsuy			
Amoy			Aug. 23
Swatow			
Hong Kong	July 7	Aug. 27	Aug. 28
Canton			
Macao			
PHILIPPINES—			
Manila	June 26	Aug. 10	Aug. 20
COCHIN-CHINA—			
Saigon			Aug. 28
SIAM—Bangkok			Aug. 15
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Sept. 1
MALACCA STRAITS—			
Singapore	July 26	Aug. 27	Sept. 7
Penang	July 26	Aug. 29	Sept. 10

The next Homeward Mail, with Hong Kong dates to Sept. 11, will be due here on the 28th inst. Telegrams from Hong Kong to Sept. 29, and Shanghai 22, were received *via* Galle yesterday—only 14 days from Hong Kong.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Bangalore, arrived Oct. 12.—From Singapore: Mr. and Mrs. Blanckerhagen and servant, Don Negion, Don de Beceria, Don and Donna Escoba, Don M. Falco, Don Gonzalez, Mrs. Limbert, and four second-class passengers. From Hong Kong: Mr. Ramsay, Mr. Glossap, and one second-class passenger. From Galle: Mr. Stretch, Mr. Snead. From Shanghai: Mr. Canitt, Mr. King, Mr. Cull.

To Southampton, per P. and O. steamer Pera, expected to arrive Oct. 20.—From hanghai: Capt. Blow, Mr. Konig, Mr. Forsyth. From Singapore: Mr. Bentley. From enang: Capt. and Mrs. Alexander. From Galle: Mr. Pace, Mr. Bagshott.

To Suez.—From Hong Kong: Sergeant-Major Hardie

PASSENGERS OUTWARD.

From Marseilles, October 28.—To Singapore: Mrs. R. Little and child, Mr. Greenshields, Mrs. Waterhouse. To Shanghai: Mr. L. R. Goldsmith. To Hong Kong: Mrs. J. Haffenden, Mr. T. Pyke, Mr. F. Rowett, Mr. W. R. Beach. To Yokohama: Dr. and Mrs. Jenkins. To Ceylon: Mr. W. N. Duckworth, Mr. G. Somes.

From Suez.—To Ceylon: Mrs. Bloomstrand, Miss Von Eberstein, Captain Hon. J. Fitz Maurice. To Penang: Mr. E. Fredericks. To Shanghai: Mr. J. Mackellar.

Per P. and O. steamer, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mrs. Willans and two children, Miss Willans, Mr. and Mrs. J. G. Slade, Miss Laurie.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donnan, Mr. W. C. Miller.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrobet.

Per P. and O. steamer, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald and two children. To Singapore: Mr. F. A. Sheppard.

Per P. and O. steamer, from Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida, Miss Renéaud, Mrs. Velge. To Hong Kong: Mr. Tait. To Ceylon: Mr. and Mrs. Gunter.

Per French mail, from Marseilles, Oct. 19.—To Hong Kong: Mr. R. Deacon. To Shanghai: Mr. N. P. Kingdom.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings intelligence to the 14th August—four days later than the French mail. The outward mails of 10th and 17th June arrived on the 29th July and 5th August respectively, the latter conveying London telegrams to July 6.

The *Japan Herald* throws doubt on the report of the Shiogoon's abdication, and treats it as a *canard* promulgated by the "opposition party."

The following items are from the *Herald*:—

Telegrams may now be despatched from here to all parts of the world through Mr. E. S. Benson, who has been appointed agent for the Western Union Telegraph Company. By this means the telegrams per *Colorado* this trip may be of a more interesting character than they have been hitherto, and we trust the line may be sufficiently supported to enable them to keep up their agency.

The body of a soldier named R. Surgey, belonging to H.M.'s 29th regiment, has been found in the sea near the French Hatoba. A coroner's inquest was held, but no information was elicited as to the manner of his falling into the water. The verdict was returned "Found Drowned."

H.M.'s *Pelorus* arrived on the 8th August from Nagasaki we hope to remain with us during the remainder of the season The *Ena-Kawa*, a small steamer of only 100 tons, has also arrived from Nagasaki with four passengers.

The rumour of the abdication of the Shiogoon is alluded to by the *Japan Times* in the following terms:—"We have taken as the subject of a leading article a report which has reached us from a source on which we have always been able hitherto implicitly to rely. The Shiogoonate is said to be again vacant, Stotsbashi having resigned, and professed himself, as on the occasion of the death of his predecessor, ready and anxious to acknowledge the claims of the young Owari to the dangerous dignity. We cannot state positively that this intelligence is correct, but the rumour is prevalent in many quarters, and, all things considered, the probabilities are in favour of its truth. The wish on this occasion certainly does not father the thought, for, in common with all the foreign diplomatic *corps*, we should receive confirmation of the report with dismay. It would imply another long minority, contests for power between several rival factions, constant alarm, disturbance, and perhaps a bloody civil war. But as we have before pointed out, the position of Stotsbashi has always been a difficult one. Without much territory or means of his own, and with but a scanty personal following, nothing but his talents raised him to greatness at so early a period of his life, and by many of the great nobles he is regarded as a clever adventurer and neither feared nor envied—certainly disliked. It will be recollected that it was with the utmost difficulty, at a most important crisis, when they could hardly do without him, the Daimios succeeded at last in persuading him to accept investiture. He gave them distinctly to understand that he would only remain Shiogoon on condition that his foreign policy should be endorsed and supported by a majority of them; and it cannot be matter of surprise that now—the danger over and intrigue against him commencing—he should remind them that he never sought the dignity, and should seek to lay it down. In the position he held before, as Gotairo or Protector of the young Shiogoon, he had nearly all the power and but little of the responsibility. Who can wonder that he should wish again to occupy, as he probably would should Owari be installed, so desirable a post?"

In accordance with the orders of the Mikado, the Prince of Echizen left Shimonoseki on the 11th July to communicate the terms "lenient and generous" on which his rebellion is condoned. Chiosiu goes into retirement and a son succeeds

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to his dignities and the son of Ongasawara, the Daimio who lost his all at Kokura, is to receive from Chiosiu when he comes of age (he is now six years old) a hundred thousand kokus. Chiosiu has also lent Ongasawara the means of rebuilding his palace, which was totally destroyed when his town was taken. Thus the civil war is finally brought to a close and peace restored to the country.

The case of C. S. Hope *v.* Hansard and Black has been tried in H.M.'s Consular Court, before Dr. Myburgh. This was a case to try the validity of a bill of sale given to Mr. C. S. Hope as security for the repayment of money lent to Messrs. Hansard and Black, now bankrupts. On behalf of Mr. Hope, the case was conducted by Mr. H. B. Austin, who held a power of attorney, which he handed in for the satisfaction of the Court. In opening his case Mr. Austin read his petition that the plant and goodwill of the *Japan Herald* be handed over to him, as its rightful owner, by the official assignee. To this petition Messrs. A. Marks and Co. had raised objections, and called in question the validity of the deed, on the grounds that no detailed specification of the property affected by the deed was upon the face of it; that the terms of "Order in Council, 1865," had not been complied with, requiring that "within 21 days an affidavit of the time when the bill of sale was made;" and thirdly, that the property had never been taken possession of by Mr. Hope before the adjudication of bankruptcy, although he was aware that Messrs. Hansard and Black were insolvent. Dr. Myburgh, in giving judgment, said the bill of sale in question appeared to have been executed on the 14th of February, 1866, but it was not registered until the 28th of November following, nine months afterwards; so that in law it could not be construed to be a registration in the terms of the Act. It would appear, therefore, that the document was to all intents and purposes a secret bill of sale during the interval. There had also been an absolute failure of compliance with the Act which renders the filing of an affidavit obligatory to validate a bill of sale. The Court therefore had no option but to hold the so-called bill of sale to be absolutely null and void.—Petition dismissed and plaintiff to pay costs.

The sale of the *Japan Herald*, which had been put off from the 11th of July to the 1st Aug., had again been postponed, this time indefinitely, and it was believed that no further proceedings would be taken in the case until the arrival of Sir Edmund Hornby, who was expected to visit Yokohama shortly.

NAGASAKI.

Dates hence are to the 17th August. Admiral Keppell was in port in H.M.'s *Salamis*, and though he had experienced some slight indisposition had quite recovered his usual good health. [It is thought that the report recently spread as to the Admiral's serious illness and probable resignation proceeded from interested quarters.] Sir Harry Parkes was also on board the *Salamis*, making a tour of the ports with the Admiral.

CHINA.

HANKOW.

The Hankow *Times* mentions an act of looting on the estate of the wealthy family of Tseng kwoh-fan, the Viceroy of the Two Kiang, in Hunan:—"It will possibly be remembered by some of our readers that some weeks since there was a considerable stir among the gunboats and troops on the Wuchang side, consequent upon the despatch of a large force to Hunan. In the district of Shiang-shiang the family mansion of Tseng had been pillaged, many myriads of silver taken out of the family hoard, and the whole household scattered. This was an act of retaliation, carried out by the members of the Ko-lau-hwei (a new society formed of disbanded braves), because one of their leaders had been decapitated at Wuchang by order of the Governor of Hupeh, who is a brother of Tseng-kwoh-fan. The discovery of this immense amount of treasure, probably only a part of the deposits or savings of the Tseng family, has led to a few inquiries as to the way in which it has been come by. The matter is hushed up; but the whole affair, from first to last, is such a perfect exhibition of the ways and means of the governing and the governed of this unique country that very little comment is needed upon this particular instance of the internal disorder of a country whose people are said to be submissive and industrious."

SHANGHAI.

Advices from this port now extend to the 22nd August, at which date the outward mail of July 10 had not arrived. The following items are from the *North China Herald*:—

"It appears that there is a prospect of having the church completed, the contractors having decided upon finishing it, and keeping it in their possession till their account is paid by the trustees.

"The sale of the club building has been postponed to give shareholders in the old building an opportunity to take such measures for the protection of their interest as they may deem fit.

"We should add that there is reason to believe that Dr. Macgowan's telegraphic proposition to the Government of Yedo is under favourable consideration, and it would surprise no one who is acquainted with the Japanese to hear that they have anticipated the Chinese as regards the introduction of the electric telegraph."

The *Shanghai Recorder* has the following comments on the bankruptcy case of Messrs. Mackellar and Co., whose first meeting of creditors took place at Hankow on the 6th July:—

"The injury which is constantly done to trade by the ill-advised action of a few speculators, who, without capital to lose, enter the markets and raise prices against more prudent and more legitimate traders, is such as to render it the imperative duty of the press not to pass without comment cases of this nature when they come before the public. For this reason we propose to take into consideration the facts which have come to light in reference to the bankruptcy of Messrs. Mackellar and Co., Hankow. We take our data from the published report, and we deduce from them such inferences as must naturally occur to any one who gives them an attentive perusal. We shall be glad to find that the report is wrong in some respects, or that we have misunderstood its drift, seeing that the matter, as it is now brought before the public, forms one of the most melancholy commercial episodes which it has yet been our misfortune to notice.

"The report of the proceedings which we reproduce from the *Hankow Times* is not by any means so explicit as might have been expected. At the same time it throws a light upon one or two broad facts, which are sufficient to indicate the nature of the affair. In truth the whole proceedings appear to have been characterised by an unaccountable recklessness; one fact alone being sufficient to show a total absence of a proper consideration for the interest of those who intrusted good to the bankrupts. We find, according to Mr. Gordon's statement, that about May, when the firm had 'no balance either in hand or at their bankers to any extent,' they commenced to operate in tea, and purchased teas to a considerable amount, so that taels 230,000 or thereabouts stood as due to the Chinese teamen in June; of which sum taels 150,000 had actually been received by Mackeller and Co., the remainder being margin not drawn against. In June, that is in the month in which the 150,000 taels were received on account of the tea purchased from the Chinamen, payments to sundry foreign firms to the extent of 162,000 taels were made; so that it would appear that the money received for the teas pledged as security to the banks, was used to pay off old liabilities, while the unfortunate Chinamen were left unpaid. There are one or two statements which appear incongruous; such for instance that certain "Loans from Chinese," amounting to 26,000 taels, were also repaid in June; it being difficult, if the figures given are correct, to see precisely where the money to make this payment came from. There may, however, be some discrepancies in statements from memory; and doubtless this as well as some other points of detail is susceptible of explanation. The broad fact, however, remains, that, with the knowledge of being under heavy liabilities, and with scarcely any funds in hand, the firm deliberately went into extensive purchases of tea, and that while old debts were liquidated with the sum advanced upon those teas, the Chinese sellers remained without a cash. Allusion is made by Mr. Gordon to certain 12 chops of tea which, it seems, he expected would be sent to his godown, but which, for some reason, were not sent. 'If,' says he, 'the 12 chops which were not delivered had been sent into my godowns, I could have paid all my cheques. I trusted to pay for the 12 chops by the margins returning from Shanghai, as teas were lower in Hankow than they have ever been.' What margins were these that Mr. Gordon trusted to? He tell us himself in a previous part of his statement: 'The margins 90,000 taels are chiefly on chops that have not been paid for—all with the exception perhaps of 10,000 taels or 15,000 taels.' So here were 230,000 taels due to the Chinamen from whom Mackellar and Co. bought the teas; of which sum 150,000 taels had been

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received in hard cash and paid away in other directions; and the margin is designed—for what? Not to pay at least a portion of the money due to the Chinamen whose teas had been received, drawn against, and shipped off, but to pay for another 12 chops of tea altogether. Again in another place, we find Mr. Gordon stating that he 'expected the margins back from Shanghai any day to pay up the 140,000 taels.' Certainly these 'margins' were expected wonderfully to increase, seeing that they were to be large enough to pay the total amount over which they were the original margin, and the cost of twelve chops besides, and in addition were to have been of such a nature that Mackellar and Co. could 'have their pudding and eat it too,' as the margins themselves belonged to the Chinese.

"Such are the leading features in this case; and much as we may deprecate the recent demonstrations on the part of the Chinese at Hankow, we cannot but admit with reluctance and shame, that if they mistook their remedy, they at least had too good cause for disrespect and hatred towards the foreign house who had so grossly and heartlessly abused their confidence."

We regret, says the *Recorder*, to have to record the death of Captain Rae, formerly of the *Bunker Hill*, which occurred under melancholy circumstances. One night he went with some companions to bathe in the Yang-king-pang Creek, and was observed to plunge into the water from the bank. He swam some distance and then suddenly sank, his body being recovered next morning. An inquest was held at the U.S. Consulate, and a verdict that the deceased was drowned in the Yang-king-pang Creek was returned.

The "De Norman monument" has long been a bone of contention to the Shanghai newspapers as to the most suitable spot for its erection. The *Friend of China*, in recording the final settlement of the discussion by its having been placed in the grounds of the British Consulate at Shanghai, gives a copy of the inscription, stating that the original intention, overridden by the impossibility of finding means of carriage to Tientsin and overland transit thence to Peking was, that this tribute of affection, sent out by a sorrowing mother in England, should be erected in the Russian cemetery at Peking, where, on the 17th October, 1860, the unfortunate victims of Chinese cruelty were buried; hence referring to its crucial form, the inscription which appears on the face of the shaft :—

Born in its light,
Passing through the dark valley
in its power,
Resting in its shadow,
Rejoice O Christian
in its great glory.
Behold it, O Heathen,
Enquire, believe, and live!

Under this appears the inscription—

William de Norman, born 28th August, 1832; died 5th October, 1860.

The remaining names, inscribed on panels on the sides of the plinth, are those of his unfortunate companions, viz. :—

Robert Burn Anderson, Lieutenant and Adjutant, Fane's Horse, born 14th October, 1833; died 27th September, 1860.

Thomas William Bowlby, special correspondent of *The Times* newspaper, born 17th January, 1818; died 25th September, 1860.

Luke Brabazon, Capt. Royal Artillery, supposed to have died on the 19th September, 1860, aged 28.

John Phipps, private 1st Dragoon Guards, born 1833; died 18th September, 1860.

FOOCHOW.

Our readers will be sorry to learn of the death of the late Commissioner of Customs at Amoy. He was universally respected and liked by all who knew him, and his loss will be much felt. By an account which is published in the *Foochow Advertiser*, it appears that one evening he was missed from his house, and alarm having been excited, search was made for him during most of the night, which resulted in the discovery of his dead body in a well on the premises. The deceased gentleman was of Polish nationality, and as there was no consul present under whose jurisdiction he came, an inquest was held at the British Consulate, and the verdict agreed upon was to the effect that deceased had fallen into the well while in a state of temporary insanity.

The *Foochow Advertiser* says :—"We understand that the Consul of the United States at Amoy has arrived at this port with a view to arrange with the authorities here about the occupation of the south-end of Formosa. It is high time that something be done, and we hope to hear soon of the establishment of a Chinese colony in the neighbourhood of the place which has lately been the scene of so much disaster. During the whole of the north-east monsoon vessels wishing to go from Swatow, Amoy, or Taiwan to Foochow and the north, go round the South Cape of Formosa. By sailing up the east side of that island they avoid the very strong current which on the west side is during that monsoon setting southward. In doing so they are often obliged to take shelter in the excellent harbour at the south-end, and while at anchor the crews go on shore to procure water or look out for provisions. The people who at present occupy the district are savages, and savages in every sense of the word. Fierce, cowardly, and bloodthirsty, they allure the strangers on shore and into the jungle; they slay them, not for the sake of plunder, but merely for their scalps through love of blood."

AMOY.

From Amoy there are but few items of news, the most important being that according to the versions which have reached us there have been some glaring cases of Customs' injustice lately. One has reference to some goods per *Cruizer*, a Siamese barque from Siam, about which it is feared there will be a serious row. It is said that teas are getting into heavy stock, and teamen will soon be obliged to reduce their prices to European ideas.

It is rumoured at the coast ports that Wanchew is not likely to be opened for some time, on account of opposition from the merchants in Foochow, but we cannot say anything for the truth of the report at present.

HONG KONG.

From this port our dates are to the 28th August. The mail steamer *Ellora* met with a slight accident just after leaving, and had to put back, but only for a few hours. The French mail of July 17 arrived out on the 27th August.

The *China Mail* has the following announcement with reference to its recent change of ownership :—"On the 15th August the proprietorship of the *China* and *Overland China Mails* passed from A. Shortrede and Co. into the hands of Charles A. Saint. It is customary when such a change occurs in newspaper property that some manifesto should be made by the 'coming guest,' so that people may know whether he is Whig or Tory, Republican or Royalist, Locofoco or Dead-head, or to which of the thousand-and-one ramifications of political party he belongs. One is spared that necessity in Hong Kong, for here there are no politics, *i.e.*, no 'constitutional' politics. No 'representative' institutions are here, and therefore the journalist's functions are comparatively circumscribed, and he can devote to the collection of news much of the attentive and persistent energy which in other parts of the world is spent on 'leader' writing and in political controversies. It is the belief of the new proprietor of the *China Mail* that next year will be fertile in incidents, and that in the negotiations attendant on the revision of the treaty, in the operations of the French in the Corea, in the 'occupation' of Formosa by the Americans (which will come), and in the other complications that must spring from the strong setting in of the 'Western' current upon China, there will be found ample employment for the *Mail*; and it will endeavour to prove itself equal to the emergencies that arise, by securing the presence of correspondents wherever events of public interest may occur. The local politics of Hong Kong will not, of course, be neglected, for the file of the *Mail* would be incomplete if it did not contain a record of local life, and an accompanying commentary thereupon; but, while taking due care of local matters, we shall step beyond that comparatively narrow sphere, and aim at making the *Mail* the reservoir into which all the items of China and Japan news shall flow. That will be our chief object, and in proportion as we approach it shall we become possessed of materials in which the public as well as ourselves, will find matter for profitable thought and wholesome criticism."

The following return is published of average amount of notes issued and of specie in reserve by the undermentioned banks for the month ending July 31 :—

Oriental	$551,000 ...	$300,000
Chartered Mercantile	448,822 ...	300,000
Chartered Bank of India, Australia, and China	196,290 ...	100,000
Hong Kong and Shanghai	959,548 ...	400,000

The following items are from the *China Mail* :—We have much pleasure in giving publicity to a statement which appears in our morning contemporary, to the effect that a public dinner is to be given on the 5th September, to Dr. Kane, so long an esteemed member of Hong Kong society, and one of the "oldest inhabitants" of which the colony can boast. There are few who, directly or indirectly cannot bear testimony to the services he has rendered in his day and generation to those who have made Hong Kong what it is; and we

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simply forbear from expatiating more fully on the many qualities of head and heart which has made his name so popular in this part of the world, from the fact that they are too well known to need a "puff" in their favour. The list of those who may wish to subscribe to the farewell dinner is lying for signature at Messrs. Lane, Crawford, and Co., it being intended that it shall take place at the Hong Kong Club. The following gentlemen have consented to act as a committee for making the necessary arrangements :—The Hon. C. C. Smith, Hon. Francis Parry, Dr. Murray, Messrs. D. R. Crawford, J. B. Endicott, E. A. Hitchcock, W. Kaye, J. B. Taylor, and J. C. Whyte. They have seldom undertaken a duty likely to be more generally appreciated than this.

The report to which we gave currency respecting the intention of the rival claims at Kowloong to "have the matter out" appears to have been well founded, and the forty Sikhs taken over by Mr. Creagh turned out to be of some service. The Hakkas, it appears, had challenged the Puntis to fight so soon as the "devils" should have withdrawn their forces, and Mr. Creagh arrived just in time to put a stop to the little amusement for which they were preparing. A small armoury of a most original description was captured. So far as we are yet aware it has been found impracticable to get hold of the head men of the rival parties in the neighbourhood of Kowloong so as to bind them over to keep the peace. The only and best security will be the announcement that if any fresh disturbances take place on British territory every one found with arms in his hands will be severely and infallibly punished.

The following is from the *Overland Trade Report* :—"Stimulated by the deeds of the British gunboats a Dutch vessel of war, the *Watergeus*, now in these waters, is said to meditate an expedition in search of pirates, and a small American gunboat, the *Unadilla*, which has just arrived here, will, it is said, engage in the same occupation. It is high time that some other nations besides the British should share in the task of keeping down the pirates on this coast. Numerous as they are, and peculiarly adapted to the service of the pirates as the formation of the southern shores of China may be, a great deal has been done within the last twelve months by the two or three indefatigable English gunboats which have hunted the pirates down. It is a very long time since any European vessels have fallen a victim to pirates in this vicinity ; and although native boats are still attacked now and then—one was robbed only the other day in the mouth of the Canton river, almost within sight of Hong Kong—still the evil is nothing to what it was. Continued exertions, however, are necessary to frighten away the pirates, and there is no doubt that if the vigilance of the gunboats was relaxed, they would swarm round the entrances to the harbour and gather in the creeks and islands near as much as ever. The Chinese authorities are utterly incompetent to do any good, lazily indifferent to the evil, and beneath feeling shame at the knowledge that the waters in the immediate neighbourhood of their greatest trading port are only kept free from pirates by the voluntary and gratuitous exertions of a foreign Power. Setting the Chinese Government aside, therefore, as outside the influence of honour and reason, the obligation of sharing in the police duties of these seas rests equally upon the various nations whose ships visit them and whose subjects reside in Hong Kong or China ports."

We (*China Mail*) have received a circular from Mr. E. S. Benson (formerly Military Secretary to General Burgevine), who has established himself at Yokohama as agent of the "Western Union Telegraph Company and California State Telegraph Company," and proposes to transmit through the Pacific Mail Company's steamers to San Francisco telegrams to all the principal cities and towns in the United States of America and Canada; and by Atlantic Cable to Great Britain and Europe. The first thing which strikes one is that no mention is made of the time which the transmission is supposed to take from Yokohama to Great Britain. Assuming, however, that some 25 or 26 days will be sufficient—and that only on the dates of the P.M.S.S. Co.'s steamers leaving Yokohama—we are at some loss to see what advantages are presented by his scheme to British residents in China. Even to Americans in Japan there does not seem to be much inducement offered, as by sending a telegram to an agent at San Francisco it might be forwarded with equal facility and at a much cheaper rate, while the new tariff of the Atlantic Cable Company makes the same argument hold good for those having business in England. The charge of a telegram of 10 words or less to New York. is $7.50. each additional word being 56 cents; to Washington, $8.13 ; each additional word 63 cents. By the Atlantic Cable the charges are:—From Yokohama, to Great Britain and Ireland, 20 words or less, $53 ; each additional word, $2.65. To France, Holland, Belgium, Prussia, Austria and German States, $54.50 ; a tariff which seems to us rather high. With the Kiachta and Galle lines open to residents in Hong Kong, and the former still more handy for the Shanghai people, it does not seem probable that Mr. Benson will get much custom from the South of China.

Some interesting news is to hand from Formosa. The body of poor Mrs. Hunt, wife of the captain of the *Rover*, was, it is stated, purchased from the savages by the Chinese, who demanded a large amount for giving it up. There is a melancholy satisfaction in knowing that death has put an end to the sad and pitiful existence which, worse than death itself, she must for some time have endured. A large quantity of books, nautical instruments, jewellery, &c., &c., belonging to the late *Rover's* crew, are also in the hands of the Chinese dwelling in the vicinity of and a little below Siarr Kiarr. Captain Home, who sailed from Swatow is our informant. Now that some definite information is to hand respecting the fate of those who have perished, it becomes even more than before a question of interest as to whether the United States authorities are about to take any measures to teach the savages of Southern Formosa that the murder of shipwrecked sailors, and yet more horrible, the nameless ill-treatment of a defenceless woman, is a crime for which condign punishment will surely overtake them. We sincerely trust that no namby-pamby sentimentalism will interfere to prevent the Americans from vindicating the claims of common humanity. Let them take the late operations in the Nicobar and Andaman Islands as a precedent, and we can assure them that the sympathies of every Englishman will attend their enterprise.

A little piece of news reaches us from the coast which affords an indication of "which way the wind blows" in the neighbourhood of Takao. Dr. Maxwell, the medical missionary at that port, established some time ago a chapel and dispensary at Pitao, or Peh-tao, a place distant a few miles from Takao. Some days since, during his absence from the spot, the chapel was broken into and a considerable amount of damage done. Had the institution attacked been of any other nature than that of affording medical relief to the sick and suffering, some palliation might perchance have been found for the act on the part of the pigheaded natives. But there appears to have been no provocation further than that the missionary was a "foreign devil."

(FROM OUR OWN CORRESPONDENT.)

August 27, 1867.

The French mail steamer which left here on the 23rd took everybody by surprise by the punctuality of its departure, and caused some inconvenience to correspondents who were counting on the usual delay of from two to four days after the date of notified departure. This has been, I think, the first instance in eighteen months in which the French mail has not been delayed, owing to the non-arrival of the Japan steamer *via* Shanghai ; but the unusual celerity observed on this occasion is probably due to the necessity observed by the French superintendent of competing with the "spurt" recently put on by the P. and O. in the speed of their mails. For some months past we have now received our English mails in from 37 to 39 days from London, in lieu of the good old times of 44 to 50 days, and various little expedients have been adopted for increasing the efficiency of the service since the arrival about three months ago of Mr. Sutherland as superintendent in China after a visit to England. Residents in China will certainly for the most part rejoice in any measures taken by the P. and O. Company to accelerate their time of transit ; but it is generally felt that no measure can enable them permanently to regain the footing they have lost since the institution of the Messageries' competition short of the establishment of the much-desired *direct* line from Hong Kong to Suez without break at Point de Galle. The Post-office has also been stirred up to a great extent lately, and the reiterated complaints of the mercantile community at Shanghai have been at length attended to in so far as regards the placing of sorters upon the steamers carrying the mail between Hong Kong and the north, which will accelerate the time of delivery of letters at Shanghai by several hours. The tour of Mr. Rea, the inspector sent out from St. Martin's-le-Grand, who is now on his way homeward, has further had the effect of initiating a treaty of alliance between the Hong Kong Post-office and the "municipal post" at Shanghai, which have hitherto been bitter foes. For the future they are to

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work in concert, the Hong Kong Post-office taking all mails for the ports south of Shanghai, with all of which regular steam communication exists, with duly organised post-office agencies at each port; whilst for the northern and Yangtsze ports the municipal post-office is to be the recognised medium of communication. The Chinese Government is beginning to recognise the benefits of our system of postal despatch, and official communications between Peking and the various provincial authorities continually pass through the British post. addressed to or from the respective custom-houses for transmission. It might be worth while one of these days to conclude a postal convention with the Chinese Government, and thus draw its attention more closely to another branch of foreign ingenuity.

The local topic of interest still continues to be the policy pursued by Sir Ricard MacDonnell with respect to the licensing of gambling-houses. The idea of contributing towards the suppression of the vice by placing it under official supervision has been unsparingly condemned, though a large proportion of the residents of the colony are quite prepared to approve of the measure as a financial one, relieving commerce of the Stamp Act bugbear. It is believed by many persons that Sir Richard MacDonnell, being at his wit's end for money wherewith to keep his machine of government in working order, has, with his usual shrewdness, concluded that however probable it may be that orders from home will eventually require him to rescind his present regulations, he will, nevertheless, have at least a year's swing under the new system, which will furnish a pretty little sum of about a quarter of a million dollars wherewith to wipe out the pressing liabilities that now embarrass the colony. The last number of the local *Punch* has caricatured the Governor's notion of suppressing *illicit* gambling through issuing licences to houses under "official supervision," by a mock proclamation calling for proposals for the exclusive right to *garotte* in the colony, accepting garotting as an inevitable necessity, and confining it to a limited number of professionals. It is reported that D. R. Caldwell, who was dismissed from the Registrar-Generalship in 1861 in consequence of charges brought against him of confederacy with pirates, has been appointed Inspector of Gambling-houses at a salary of two thousand dollars *per month*. This appointment has not yet been gazetted, it is true, but rumour asserts it positively.

In commercial matters there is nothing stirring, and a gloomier feeling than even was prevalent before has reigned since the news arrived of the recent heavy disasters in Bombay. In the north, the proceedings, just published, in the case of Mackellar and Co.'s bankruptcy at Hankow, disclose some astounding particulars of what it would be complimentary to call recklessness.

We have a melancholy instance of the widespreading character of the disasters involved in Messrs. Dent and Co.'s failure in the news recently received of the suicide of M. Kleczkowski, the Commissioner of Customs at Amoy. His savings of several years were invested in the hands of Messrs. Dent and Co., and the loss of this fund at his somewhat advanced age appears to have been more than the unfortunate deceased could make up his mind to endure. He leaves a wife and daughter, who were with him at the time of his death. The deceased was a Polish subject, but had held the rank of major in the Belgian army, and was cousin to the late French Chargé d'Affaires at Peking, the Count de Kleczkowski.

The Peking Government have been induced by the prospects of a very serious dearth and famine in the north of China, owing to the protracted drought, to import rice from Hong Kong to Tientsin, and four vessels are now being freighted with cargoes of this necessary by an agent instructed by Mr. Hart, the Commissioner of Customs at Peking.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 7th September. No later outward mail had been received. The following is from the *Straits Times*:—The Governor returned from Penang on the 24th August, and since then there has been no meeting of the Legislative Council, but one is announced for the day after the departure of this mail. A budget for that portion of the present year which will have been administered by the new Government, namely from 1st April to 31st December, has been brought forward by the Auditor-General. It cannot, of course, be expected that estimates framed on such a short experience of actual working will be very accurate; but the financial position represented is considerably more satisfactory than was anticipated. It is calculated that the existing sources of revenue will more than cover the ordinary expenditure—civil and military. There are two items which have to be provided for by special loan, these are the purchase of steamers for the local marine, and the cost of erection of a new Government-house.

The new Court-house is rapidly approaching completion, and will doubtless be finished within a few months now. The building is a very handsome one, and will prove an ornament to the town; but we think it would have been better had colonnades or verandahs been extended round its entire circuit. At present a large number of doors and windows are exposed on the different sides of the building without shade or shelter of any kind, and we fear this will be found a great drawback to the comfort of the apartments they enclose.

H.M.S. *Rodney* reached Singapore, *en route* to China, on the 3rd September.

PENANG.

The *Penang Gazette* states that although the Kongsi riots have to all appearance been quite suppressed, there has been nevertheless a very uneasy feeling in the settlement, it being quite evident that matters in dispute amongst the various societies are not by any means settled yet. During the week, as if to show the very unsettled state of matters, assaults and robberies have been very frequent. No less than forty-two cases were brought before the police, the offences being of all kinds.

The commission of inquiry into the causes and the circumstances of the late Hoey riots commenced by a preliminary meeting on the 24th of August, and a good deal of important evidence was obtained. The evidence in the meantime is carried on, and too much praise cannot be given to those gentlemen who constitute the commission, for their disinterestedness in sacrificing their valuable time in order to sift the whole system of these Kongsis to the very bottom.

Late news from Junk-Ceylon states that four steamers are expected at Tongka from Siam with troops. It is said that about 1,000 soldiers will be sent from Bangkok to the assistance of the Rajah against the Chinese rioters. The Rajah is in hourly expectation of an attack, and has his fast boats ready to take him on board his steamer. The rioters are suffering from famine, and they are also short of ammunition. The arrival of the troops from Siam will no doubt soon put an end to the riots there, and we fancy the rioters will have scant mercy at the hands of the Siamese soldiers.

LATEST TELEGRAMS.

(Received via Galle, Oct. 13th.)

CHINA.

Hong Kong, Sept. 29.

The steamer *Genkai* was lost at Hong Kong during the late typhoon.

The Peninsular and Oriental steamer *Singapore* has sunk near Japan. The crew and passengers were saved.

COMMERCIAL.

Grey shirtings, $3.40.
Cotton Yarn, $180.
Exchange, 4s. 4¼d.

Shanghai, Sept. 22.

Grey shirtings, 6½ catty, 2.65 taels.
No. 3 Tsatlees, 5.35 taels.
Settlements, 3,000 bales; stock, 3,000.
Exchange, 6s. 0⅜d. Freights, £3.

Mons. Aubaret, the French Consul at Bangkok, returned by the last French mail, owing to ill health, and it is very doubtful if he can return to that post. Mons. Grapinet acts as Vice-Consul *pro tem.*

A memorial has been drawn up by the British merchants interested in the trade of Saigon for the appointment of a Consul at that port, which will be shortly presented to Lord Stanley, the Secretary for Foreign Affairs.

A meeting of the managers and directors of the East India and China Banks will be held at the Oriental Bank to-morrow, the 15th inst., and the question of the six months' *versus* four months' usance for bills will be again discussed.

We believe that instructions have been transmitted by the Secretary of State for the Colonies to the Governor of Hong Kong, disapproving of the farming of the gambling licences, but approving of the issue of licences for a certain payment and under certain conditions, with a view to bring gambling under proper restrictions, but not as a source of revenue.]

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EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to July 31, 1867		20415492	21573699		6071257	48060448	12322
Corresponding period last season		21797431	21915916		4466499	48179846	6747

SHIPMENTS SINCE.

	Ship.	From		
Aug. 7 ...	Helen Nicholson	... Shanghai	... 960,871	
— 8 ...	Pegasus	... Do.	... 640,525	
— 8 ...	Caranjah	... Foochow	...1,199,500	
— 10 ...	Wild Deer	... Shanghai	...1,324,520	
— 14 ...	Fusiyama	... Do.	... 788,792	
— 15 ...	Grenadier	... Do.	... 716,142	
— 19 ...	Isles of the South	... Do.	...1,002,177	
— 19 ...	Invincible	... Do.	... 873,864	
— 23 ...	Tigre (Fr. ml. str.)	... Do., &c.	... —	1,250
— 28 ...	Ellora (ml. str.)	... Do.	... —	1,745
Sept. 9 ...	Agamemnon (str.)	... Do.	...2,103,416*	

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to July 31, 1867	...	...	...	...	...	733490	30
Corresponding period last season	...	...	...	...	...	899540	102

SHIPMENTS SINCE.—None.

TO THE CONTINENT

							Bales
From June 1 to July 31, 1867	...	...	...	...	...	13,771	—
Corresponding period last season	...	...	...	...	...		—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to July 31, 1867 ... ... 3,716,800 lbs.
Corresponding period last year 3,397,005

SHIPMENTS SINCE.

	Ship.	From.	
Aug. 13 ...	Albert Victor	... Foochow	... 460,900
— 17 ...	Capsing-Moon	... Do.	... 410,000
— 18 ...	Argideas	... Do.	... 297,800
— 19 ...	Meteor	... Do.	... 258,900

EXCHANGES ON LONDON.

[For date, see first page.]

		Bank.	Private.
At Yokohama	4 months' sight.	4s. 6d.	4s. 7d.
At Shanghai	4 ditto	6s. 1½d. to 6s. 2d.	6s. 2½d. to 6s. 3d.
At Canton, At Hong Kong, At Macao	4 ditto	4s. 4d. to 4s. 4½d.	4s. to 4s. 5d.
At Singapore	4 ditto		4s. 5d.
At Manila	6 ditto	4s. 3d.	4s. 4d.

At Shanghai, bills on India, Rs. 303 to 305 per 100 taels. At Hong Kong, Rs. 219 to 219½ per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 72.8.5 per 100; and exchange on Hong Kong, 28¼ discount. Hong Kong and Shanghai Bank shares, new, 3 d'o.; Gas Company, par; Hong Kong and Whampoa Dock, 10 to 16 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, $180 per share premium.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

BAILEY—On the 4th Aug., at Yokohama, the wife of the Rev. W. Buckworth Bailey, of a daughter.

BRENIER—On the 16th Aug., at Shanghai, the wife of George Brenier, Esq., of a son.

BOYD—On the 28th Aug., at Hong Hong, the wife of C. R. Boyd, of the Mint, of a daughter.

BIRLEY—On the 25th Sept., at Highfield, Standish, near Wigan, the wife of Frederick H. Birley, of a daughter.

BONHAM—On the 30th Sept., at Naples, the wife of Edward William Bonham Esq British Vice-Consul, of a daughter.

DAVIES—On the 27th August, the wife of C. Langdon Davies, Esq., of twins.

RUTTER—On the 5th Oct., at Glebelands, Mitcham, the wife of J. C. Rutter, Esq., of a daughter.

TAYLOR—On the 7th Sept., at Inverness, the wife of Joseph M. Taylor, Esq. (formerly of Shanghai, China), of a daughter.

TURNER—On the 1st Oct., at Chiton-villas, Penge, Surrey, the wife of Arthur Newman Turner, Esq., of a daughter.

MARRIAGE.

GETH NG—ALLAN.—On the 12th Aug., at Rangoon, Captain George Gething, of the steamer Bassein, to Maggie, eldest daughter of Henry Allan, Esq., of the barque Henrietta.

DEATHS.

DANIELS—Lost, with all on board the ship Fy Chow, which sailed from New York on the 15th March last, aged 20, Stanley Herbert, second son of Arthur Daniels, Esq., of Fellows-road, Eton-park.

EITEL—On the 3rd Aug., at Chefoo, Ernest Legge, infant son of the Rev. E. J. Eitel.

GLOVER—On the — Oct., James L. Glover, Esq., of Aberdeen (late of Nagasaki).

MORRIS—On the 23rd Aug., at Hong Kong, Ann, wife of Mr James Morris, of the Mint.

MAY—On the 8th Oct., at Margate, Arthur Edmund May, the youngest son of Charles May, Esq., Chief Magistrate of Hong Kong, China, aged 17.

RAE—On the 17th Aug., at Shanghai, accidentally drowned while bathing, Mr. A. D. Rae, late master of steamtug Bunker Hill, aged 28.

RODGER—On the 11th Oct., at Cox's Hotel, Jermyn-street, David Rodger, Esq., late of Singapore, aged 37.

SM TH—On the 8th Aug., at Amoy, Alexander G. Smith, aged 27 years.

SYERS—On the — August, at Hong Kong, Mr. Syers, clerk on board H.M.S. *Melville*.

TAYLOR—On the 10th Oct., at Inverness, Jessie Dunbar Leys, aged 22 years, wife of Joseph M. Taylor, Esq. (formerly of Shanghai, China).

WHITBREAD—On the 19th Aug., at Hong Kong, Frederick Thornton Whitbread, son of Capt. Whitbread, 75th Regt.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—There is very little change to report. A native holiday extending over about a week, during which the half-yearly accounts have been made up, has to some extent interfered with business, which considering the activity in the Silk and Tea market, ought to have been of a more satisfactory nature. In some few staple articles a good business has been done, but most remain as before—entirely neglected. We have to notice a slight improvement in the prices of Grey Shirtings and Camlets; otherwise any change in quotations is for the worse. The market for Yarn is perhaps weaker, but sales for the article on the spot were at previous rates. The demand for Rice and Sugar must be reported over, and in the face of falling prices and an expected large native crop, losses appear inevitable on foreign importations.

SHANGHAI.—Grey Shirtings: The stocks in second hands have been considerably reduced at lower rates. Best Eagles, 8lb. 4 oz., may be marked 2.65 to 70. tls., but at these figures few but needy holders sell. White Shirtings and T-Cloths as last. Woollens: A moderate inquiry for low camlets, at 12.50 to 12.75 tls. per piece. Metals: The market maintains it position; no material change to call for notice. No arrivals to swell stocks, which in Nail Rods amount to about 10,000 bundles, which are held for 2.55 tls. per picul, or 5 candareens more than dealers offer. Flat Iron, 2.60 tls. Round, in good assortment, 2.70 tls. Stocks of each being light. Coals: No transactions of consequence, supplies having been small, though quite equal to existing demand.

CANTON.—A moderate business has been transacted. Yarn has further declined about $3, and rates for Lead, both common and W. B. can barely be maintained. Quicksilver is in good demand, and were there any stocks at market an advance on present quotations could readily be obtained.

HONG KONG.—There is little or no change to advise, as the auction sales of sea-damaged goods noticed in our last report have continued, and although the quantity thus disposed of has not been very large, it has been, with but few exceptions, quite sufficient for the requirements of the Chinese. It is hoped, however, that as soon as the dealers begin to receive the returns for their recent investments regular business will be recommenced. T-Cloths of 7 lbs. quality are the only goods which show any improvement in price, and this is owing more to smallness of stocks than to any considerable demand. Rates for Yarn, Shirtings, and Fancy Cottons are weak, and inquiry is on the smallest possible scale. Raw Cotton: There have again been large arrivals both from Bombay and Calcutta, although the market has been well supported, holders have been obliged to submit to a decline of $1 per picul for Indian Staples. Arrivals of China Cotton are inconsiderable as requirements in the North continue to equal the supply; rates are about the same. Woollens: There is little or no change to note. The demand for sound goods has quite subsided for the present, the only sales reported being of sea-damaged goods at auction, the time of year for a brisker market is now, however, close at hand. Metals: Prices for all kinds of Iron continue to be firmly maintained. Lead remains steady here, stocks being now small, but in Canton some falling off in the demand is noticeable. Coals: The market remains very much as last reported, there being little or no inquiry. The only settlement reported is that of about 1,200 tons of "West Hartley," at $12.25 per ton, ex ship. Two small cargoes have arrived from New South Wales and one from America.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Since the departure of the Singapore business in this article has steadily increased, and a large amount has been settled, both for the English and American markets; prices have advanced from $2 to 3 per picul. Stocks are moderate, but good supplies may be expected from up country should the present demand continue. Settlements since the 27th July are estimated at 5,000 piculs.

SHANGHAI.—Black Tea: A moderate business has been doing at gradually receding rates. The Ningchows from Kiukiang (Monings) still continue to form the bulk of the settlements, although their quality is rapidly falling off as the season advances. Common Hohows and Oonams have been in good inquiry for price, these being the least dangerous teas in the present position of the home market. Of Oopacks only a very few chops have been offered, the majority of the second crops having been simply transhipped for account of Hankow buyers. All reports from the country still point to a moderate supply for the season, the extra quantity received to date being simply attributable to the very early yield. Prices, when compared with the previous fortnight, exhibit a decline of one tael and a-half on medium, and of three-quarters of a tael on common teas. The stock on hand is estimated at 50,000 chests, and consists almost entirely of second crop Ningchows and common Oonams (common Congou). Green Tea: Pingsueys have continued to sell readily at former rates, leaving only 5,000 packages on hand. In the new Fychow and Teenkai sorts, with the exception of one chop bought for England, at 32 taels, nothing has yet been done, although about 17,000 half-chests have arrived. Holders are attempting to make a stand for last year's opening rates, while buyers are demanding a reduction on these of at least ten per cent. There being, however, no vessel on the berth for New York, intending shippers are content to wait, and allow the accumulation of stocks to produce its natural result.

HANKOW.—Some 22,000 chests have found buyers at about the rates previously paid, though latterly the home advices have somewhat checked anxiety to buy. The greater portion of the purchases are Oopacks, at tls. 17.50 to 19.50. A large quantity of Tea is still held under advances from the banks, but natives have shipped about 10,000 chests to Shanghai on their own account.

KIUKIANG.—Out of 14,000 packages arrived only one chop has been settled, a second crop Ninchow at tls. 20.6, the balance being shipped on to Hong Kong. The stock was only 4,700 packages. Arrivals of new Green Teas were expected.

FOOCHOW.—Congou: The market has become more quiet, and prices were gradually weakening when the arrival of orders for Australia caused a more active demand, and an advance in prices. The teas of the third crop are coming forward, but the high prices demanded by the producers in the country will in all probability restrict the amount sent to this port. Souchong: Considerable quantities of second crop teas have come forward, only a small proportion of which have found buyers. Oolongs: The unsold stock is gradually increasing, purchases for Europe being very limited, and the American buyers keeping out of the market. Flowery Pekoes: A few parcels have been taken at full prices for shipment to

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Bombay. The proportion of finest shipped off or on hand is exceedingly small. Scented Teas: Nearly 10,000 boxes of inferior quality have been settled at about previous rates.

CANTON.—A quiet tone has pervaded the market; moderate settlements have been effected at rates showing a decline of a tael in Country Congous, and about 2 taels in District Congous. Of the former, the best of the three chops at market have been taken at tls. 24½, leaving a stock of only 2 chops or 1,360 packages. Scented Teas: Common to medium kinds of Orange Pekoes are a shade easier, and fine to finest have fallen about 2 taels. Scented Capers, common to medium, are likewise rather easier, and fine to finest firmer.

SILK.

YOKOHAMA.—The news brought by the French mail of the 16th of June was so discouraging that the attention of buyers of Hank Silks was, in consequence of the stock at home being chiefly composed of medium and inferior sorts, and considering the probability of a much larger export from China than last year, chiefly directed to the finer grades. The supply, however, was quite inadequate to the demand, as the arrivals of the fortnight, say about 650 piculs, chiefly consisted of Mybash, Oshio, and Coshio of secondary quality; and the attempt at picking out of them some really good and fine silks, although the percentage of goods rejected after inspection was unusually large, failed in most cases. Settlements since July 27 comprise 260 piculs of Hank Silk, 160 of Oshio, and 50 of other sorts, say in all 470 piculs, leaving an unsold stock of about 350 piculs. The quotations given on the 10th August show an advance of $20 in the price of Hank Silks, but this advance is compensated by corresponding fall in the sterling exchange, and some improvement in the quality. Since the 10th rates for medium and inferior Mybash are easier.

SHANGHAI.—Notwithstanding the receipt of continued unfavourable advices from Europe regarding the home market, business in Silk was resumed the day after the last mail's departure, daily purchases being made at prices showing but little decline on the rates previously quoted. Subsequently, however, holders of silk, learning the tenor of the adverse telegraphic news received from England, and observing a disposition on the part of the majority of foreigners to wait until lower rates ruled before purchasing, became anxious to realise their stocks, and consequently had to submit to a further decline in prices, and the larger portion of the settlements, estimated at fully 2,000 bales, have been made at rates showing a decline of fully Tls. 12 to 20 for Chop Tsatlees, Tls. 20 to 30 for Market and Inferior Tsatlees, Tls. 10 to 15 for Taysaams, Tls. 10 to 15 for Hainings and Yuenfas.

SHIPPING INTELLIGENCE.

ARRIVALS.

At SHANGHAI.—From Swansea, Aug. 18, Georgeos; (from Tyne; Onsuri; Ocean Chief, from Cardiff, Aug. 7; from Newcastle, 14, Ocean Bride.—Reported by telegram.)

At HONG KONG.—From New York, Aug. 24, Fung Shuey (str.); from Philedelphia, 28, U.S. Aroostook.

At SINGAPORE.—From Liverpool, Aug. 27, Bonnie Lassie; from Glasgow, 30, Courier (str.); Sept. 6, Bothwell Castle; from England, 9, H.M.S. Rodney; from Hamburg, 6, Emma; from Cardiff, 6, Ocean.

At PENANG.—From Glasgow, Aug 23, La Plata.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Aug. 19, Isles of the South, Invincible.

From FOOCHOW.—For London, Aug. 8, Caranjah.

From HONG KONG.—For London, Aug. 25, Sovereign of India; Sept. 9, Agamemon (s.) (reported by telegram).

From MANILA.—For London, Aug. 17, Napoleon; for Liverpool, 3, Trinidad; 11 Ogono; 14 (via Cebu) Tio y Sobrino; 14, Corea, Morning Star; for New York. 18, Galatea.

From PENANG.—For London, Aug. 25, Dewa Gungadhur.

VESSELS LOADING.

At YOKOHAMA.—For London, Conrad; for New York, Pauliue, Caractacus.

At SHANGHAI.—For London, Juannore, Sooloo, Titania, Sir William Wallace, Jubilee; for New York, none.

At FOOCHOW.—For London, Seawfell, Amazone, Pakwan, Medina, Maggie Leslie, Cymbeline, Grasmere (all to leave in a few days); for New York, none.

At HONG KONG and CANTON.—For London, Hyacinth, Kelso; for Liverpool, Veronica; for New York, Princess of Wales.

At MANILA.—For London: Anne Longton, Neptune; for Cork: Gladiateur; for Havre: Ille et Vilaine; for Hamburg: Volador; for New York: Stuart Wortley.

At SINGAPORE.—For London: Matilda Atheling, A. H. Willie, Simoon; for Liverpool: Bella, Janet Ferguson; for Boston: Alexander; for New York: Benvoirlich.

At PENANG.—For London: Coloroon (full), La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s.; Silk, £4 to £4 10s. To New York, £2 10s. to £3; *via* San Francisco per steamer, $45.

At SHANGHAI.—The rate to London has advanced to £3, and vessels on the berth are having quick despatch. For the coasting ports there is but little demand for tonnage.

At FOOCHOW.—To London, £3 per ton.

At HONG KONG and CANTON.—There has been but little inquiry for tonnage, either for coasting or home vessels on the berth for London and Liverpool are getting £2 10s. per ton; for New York two charters have taken place at £2 10s. and £2 17s. 6d. respectively per ton of 40 cubic feet. The number of disengaged vessels in Hong Kong, according to the circular of George Holmes, is (exclusive of Siamese) 19, representing 13.132 tons.

At MANILA.—The supply of tonnage is exhausted by the settlement of the only disengaged vessel, the Anne Longton, at £3 5s. for Wet Sugar, and £3 10s. for Hemp per ton of 20 cwt. net weight delivered. The following engagements have taken place during the fortnight:—Tio y Sobrino, 250 tons, Cebu to Liverpool, £3 Wet Sugar, and £3 5s. Hemp; Morning Star, 562 tons, Cebu to Liverpool, £3 10s. Wet Sugar, and £3 15s. Hemp; Adan y Eva, 455 tons, Manila to Channel for orders, £3 5s. for Wet Sugar.

At SINGAPORE.—The rate to Liverpool has declined to £3 per ton, and the Bella, that began to load at £3 10s., has been forced to accept this rate to fill up. Even £3 has been obtained with some difficulty. For London the Sree Singapura tried the berth at £3, and subsequently at £2 15s., but meeting with no success, she accepted a charter from Siam, on which the Matilda Atheling laid on at £3; and has a portion of her cargo engaged at that rate.

At PENANG.—The La Plata, 393 tons, is laid on for London at £3 for dead weight, and £3 5s. for light freight.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
Aug. 4	Douglas Castle	London	Shanghai
— —	Swanley	Do.	Japan
— 5	Ocean Chief	Sunderland	Shanghai
— 8	Stad Middelburg	Middelburg	Batavia
— 9	Admiraal de Winter	Singapore	London
— —	Banian	London	Hong Kong
— —	Daniel and Mary	Manila	New York
— 11	Henriette Maria	Batavia	Amsterdam
— 12	Guurtje and Maria	Do.	Do.
— —	Falcon	Whampoa	London
— —	Everest	Foochow	Liverpool
— —	Jacob Roggeveen	Amsterdam	Batavia
— —	Ramsey	London	Hong Kong
— 13	Colorado	New York	Do.
— —	Ploermel	Saigon	Bourbon
— 14	Cleta	Sunderland	Hong Kong
— —	Alcyone	Amsterdam	Batavia
— —	Lady Agnes Duff	Manila	London
— —	Corypheus	London	Hong Kong
— —	Huydecoper	Rotterdam	Batavia
— 15	Sliedrecht	Amsterdam	Samarang
— —	Fontenaye	London	Japan
— —	Zeenymyh	Amsterdam	Batavia
— —	Belle of the South	Sunderland	Hong Kong
— —	Hugo and Otto	Hamburg	Shanghai
— —	Racer	Shields	Foochow
— —	Sydenham	Sunderland	Shanghai
— —	Elena	Manila	Cadiz
— 16	H. Gerardina Susana	Batavia	Rotterdam
— 18	Malvern	Sunderland	Hong Kong
— 20	Tonia	Newport	Do.
— —	Felix Mindelsohn	Cardiff	Shanghai

COMMERCIAL POSTSCRIPT.

ARRIVALS.—Oct. 9, at Plymouth, from Akyab, General Wyndham; 7, at Gironde, from Akyab, Courrier des Mers; 11, at London, from Hankow, Eliza Shaw; from Shanghai, Crawshay Baillie; 9, off Dover, from Batvia, Yokohama, Sophia Kroningen d. Nederlanden 10, at Falmouth, from Maulmain, Campbell; 11, from Singapore, Ingeburg; off Falmouth, from Batavia, Maarten v, Rossem; 9, at Queenstown, srom Bassein, South; 12, at London, from Shanghai, John R Worcester; 11, at Deal, from Bassein, Choice; at Falmouth, from Akyab, Glenisla; 8, at Gironde, from Singapore, Argonautes; at Havana, from Saigon, Nouvelle, Penelope; 11, at Falmouth, from Bassein, Elizabeth Douthwaite; 9, at Texel, from Batavia, Wykaan Zee, Caroline; Sept. 26, at New York, from Shanghai, Condor; Oct. 13, at London, from Penang, Mathilde; at Falmouth, from Akyab, Priscilla; in the Downs, from China, Golden Spur.

DEPARTURES.—Oct. 10, from London, to Yokohama, Rifleman, 9, from Sunderland, for Galle, Acacia; 11, from London, for Penang, Roska; for Colombo, Palestine; 10, from Newport, for Galle, Energie; from Liverpool, for Singapore, Harvest Home; from Schiedam, for Galle, Cordan; 10, from Shields, for Singapore, Vanguard; 11, from Cardiff, for Hong Kong, Canton; from Penarth Dock, for Galle, General Birch; from Liverpool, for Manila, Jesus.

LAID-ON.—At London, for Batavia and Sourabaya, Erna.

SPOKEN.—Coringa, Liverpool to Hong Kong, 6th Oct, 47 N., 10 W.; Faderland, Batavia to Amsterdam, 23 Sept., 43 N., 26 W.; Adria, Batavia to Amsterdam, 26th Sept., 46 N., 19 W.; Mathilde, Penang to London, 24th Sept., 44 N., 22 W.; Ridderkirk, Amsterdam to Batavia, 11th Aug., 32 S., 27 W.; Caroline, Batavia to Rotterdam, 11th Aug., 34 S., 28 E.; Ægidia and Pauline, Batavia to Rotterdam, 30th Aug., 10 S., 12 W.; Contest, Colombo to London, 6th Sept., 3 S., 24 W.; Star Queen, Liverpool to Hong Kong, 2nd Sept., 9 N., 25 W.; W. H. Haselden, Ceylon to Falmouth, 18th Sept., 31 N., 37 W.; Patriot Queen, Singapore to Liverpool, 18th Sept., 25 N., 34 W.; Alaric, Liverpool to Galle, 8th Sept., 1 N., 21 W.; Nieuwland (Dutch ship), Cardiff to Hong Kong, 12th Sept., 10 N., 24 W.; Ceylon, Penang to London, 1st Aug., 30 S., 44 E.; Belle of Southesk, Foochow to London, 5th Aug., in Gillolo Passage.

CASUALTIES.—Advices received from Helsingfors state that the Sovinto (Russ barq). Wittman, from Cronstadt to the Amoor River, with flour, was stranded on the 10th of October off Porkala; a steamer had gone out to save. The Black Prince, Inglis, from Foochow, which arrived at London on the 7th of October, reports that when off Folkestone, at 9.30 p.m. on the 5th (?) of October, she was in collision with a barque, with all sails set, outward bound; was struck on the port side, and received much damage; the other vessel proceeded.

About 40 packages of cargo, mostly large bales and cases, have been saved from the Hiogo (s.), Bainton, from London, to Japan, which ran ashore on the Eddystone, Oct. 1. The vessel was lying much in the same position as when she struck; but her lower side forward has been crushed on the rock with her weight, so that some of her deck beams are broken, and she is completely covered at high water.

The Belle of Southesk, for London, spoken Aug. 5, in Gillolo Passage, had lost an apprentice overboard and her jibboom during a typhoon.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the Far East.

Subscription 5*l*. per annum, including Postage. Export Supplement 12*s*. extra.

The London & China Telegraph.

LONDON: MONDAY, OCT. 14, 1867.

JAPAN.

The news received from Japan by these last two mails is of a somewhat disturbing nature, and the brief telegram announcing an impending visit by Sir Harry Parkes and Admiral Keppel to Osaka is by no means reassuring. There is but too much reason to fear that the pæans of triumph with which we hailed the accession of a Shiogoon of friendly disposition and liberal proclivities were premature, for it appears that the new Shiogoon, from whose wisdom and moderation we hoped so much, has found it necessary to abdicate—*resign* would be the most appropriate word, considering the true nature of his office—in favour of a younger brother. Another political crisis is evidently at hand, in which our own interests can only be preserved intact by the most delicate and skilful management. The representatives of the Treaty Powers should have been content, for the time, with carefully watching the course of events, avoiding active interference, and yet giving such a degree of moral support as lay in their power to the Government, which had undoubtedly shown an earnest desire to keep faith with them, and to promote foreign intercourse. Two disagreeable complications have however arisen, which may render it difficult, if not impossible, to preserve this attitude. The first (in point of time) is the alleged persecution of native Christians at Nagasaki, which seems likely to lead to remonstrances and threats, if not to actual reprisals, on the part of the French; the second, the unfortunate murder of two British seamen at Nagasaki, to "demand satisfaction" for which the telegraph informs us that our Minister and the Admiral had decided to proceed to Osaka. Both these disputes are of a nature eminently calculated to give rise to renewed resentment on the part of the hostile daimios, and even to provoke a degree of irritability among those of more friendly disposition.

The religious difficulty will not be an easy one to deal with, for not the slightest injury, or even indignity, has been practised on any foreign subject in reference to it. The Government has simply placed in confinement a number of its own subjects who were undoubtedly offenders against the laws of the country. So far, we hear nothing of any torture or other ill-usage. The victims are not newly-made converts of the French priests in Japan, but the descendants of Christian families who have preserved their faith in secret through many generations, and there is not even any proof that their ancestors were disciples of the *French* propagandists. Yet we are told that the French Minister and Admiral have been appealed to for succour, and it is expected that they will take "energetic measures" for the release of the prisoners. We hope that such measures as the French are prone to adopt in similar cases will not be too hastily put into execution, for such ill-judged precipitation would assuredly endanger the whole future of foreign intercourse with Japan. Already the lingering hatred of Christianity has been partially revived, but we should not too hurriedly conclude it to be implacable. The question of religious toleration is, moreover, one as important to Protestant as to Catholic nations; and the first step in the present case should, we think, be a combined representation by the Treaty Powers, urging, with all possible moderation at first, a modification of the existing law, and an amnesty for previous offences against it. Should this prove unavailing it will then be quite soon enough to consider the propriety of using stronger measures.

The murder at Nagasaki is another link in a long chain of similar crimes, but it seems to be devoid of that political importance that has characterised many previous attacks on the lives of foreigners. The *locale*—as is usual when sailors are implicated in such affairs—was a tea-house; and the crime has very likely arisen in a mere drunken broil, or may have been provoked by violence on the part of the sailors. Such things happen in all countries, and although there may be more difficulty in bringing the offenders to justice in Japan than elsewhere, still some allowance must be made for the authorities in consideration of the turbulent, unruly character of the yakonins and lonins that form so large a proportion of the populace. The pressure by which the Consul and Senior Naval Officer compelled the attendance of the Governor in person to view the remains of the murdered men showed, in our opinion, excessively bad taste; it was a needless humiliation that could serve no good purpose, and was calculated only to embitter future relations. And, unless the offence can be shown to have some political bearing of which we are as yet in ignorance, we can hardly approve Sir Harry Parkes's hasty determination to carry the grievance to Osaka for solution, more especially at a moment when such evident confusion exists in consequence of the Shiogoon's abdication. We are always anxious to see the dignity as well as the interests of England worthily maintained, but there are occasions when a little forbearance may be more beneficial to both than too prompt or pressing demands for "satisfaction."

THE PHILIPPINES.

Our Manila correspondence by last mail, despite its assertions that progress is being made, is far from encouraging. Commerce, we are told, is spreading, and the ports open to foreign trade exhibit evidence of sure though gradual improvement. This is all very well, but how can we place any reliance on the continuance of even this small degree of prosperity, fettered as it is by the senseless obstructiveness of the Spanish Government? The very phrase which limits the record of progress to "those ports open to foreign trade" is in itself strongly suggestive of old-world tyranny and misrule. We talk of Oriental despotism and exclusiveness; we rail at the Chinese and Japanese Governments for limiting our trade to certain ports, and for their ultra-conservative reluctance to acquiesce in our ardent longing for closer relations; we dictate to them a fair and equable tariff under which our trade shall be carried on; we promptly fire up and demand "satisfaction" for every extortion or indignity practised on our merchants; and we look upon those countries generally as our "oyster which we with sword will open"—that is, if we fail in accomplishing our purpose by more pacific means. While adopting this attitude towards the half-civilised countries of the Far East, what should be our feelings towards an European Power—a third-rate Power only, it is true, but yet one that claims a position among Western nations, and calls itself Christian and civilised—whose Government persistently adheres to every ignorant, grasping, and despotic tradition of the dark ages? And yet this is but a mild description of the policy adopted by Spain in her rich and beautiful Eastern possessions. Foreign traders are as jealously restricted to certain ports as in China. Freedom of transit is subject to most vexatious restrictions, even as regards native labourers; passports are required even for migrating from one island to another, and this passport system is moreover enforced with every imaginable oppression and aggravation. Not only trade, but even agricultural labour is checked by the capricious interference of the Government; and as regards the former, the meddling of the authorities has reached such a pitch of audacity that they have dared to order the British merchants, as a body, to submit their books to the inspection of the Tribunal of Commerce—one of the corrupt engines of extortion that form part of their villanous system of misgovernment. Such an unwarrantable demand, we are told, met with the firm resistance that it deserved, and we trust that in resenting such an impertinent interference with their rights, the English merchants will be staunchly backed by our authorities. A notable instance of the capricious manner in which this despotic control is used was the arbitrary stoppage, some years since, of all shipments of cheroots and cigars from Manila; and within the last few days we have had another example, in the promulgation by the Spanish Consul-General here of a Royal order, dated 30th September, which notifies that positive

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instructions have been issued to suspend all public sales of tobacco leaf at Manila, and that those instructions having already been received by the authorities of the colony, no shipments from that source can be expected until the Government shall be pleased to reverse this order, with the exception of some 750 bales in two vessels now on the way (the *Neptune* and *Napoleon*). No explanation whatever is given as to the reasons for adopting such a course; but it is self-evident that such a sudden stoppage of supplies will have the effect of forcing up prices, and that those who knew beforehand of the intended step will accordingly reap a rich harvest.

That another revolution is impending in Spain—the precious "mother country" of this fine colony—there is little doubt, but that cannot be accepted as an earnest of any speedy improvement. Long experience, extending over many changes of Government, has shown us that ignorance, rapacity, fanaticism and cruelty are inherent in the Spanish character, and that not even the prospect of another change of dynasty can justly be held to afford ground for hope. The firm attitude lately exhibited by Lord STANLEY in the *Tornado* case has, however, somewhat rebuked the overweening arrogance of these self-inflated Dons; and we earnestly hope that Government will be equally prompt and decided in resenting any interference with the just rights of our countrymen in their colonial possessions. Concessions that we are quite certain will never be granted spontaneously may perhaps be obtained by judicious intervention; and if the Spanish Government could be convinced by the combined representations of those foreign nations interested in the trade that a more liberal administration of their Philippine possessions would be profitable, not only to the colony but to themselves, something at least would be gained. If we are justified in exercising a "moral pressure"—that, we believe, is the Parliamentary term for a special envoy with a fleet at his back—to obtain satisfaction for insults offered by mandarins or aggressions on the part of daimios, how much more right have we to demand liberty and justice for our merchants from a Power which (as we have already said) puts forth claims to civilisation and Christianity—and a Power, moreover, to save which from merited extinction our coffers have ere now been drained, and the best blood of our soldiers has been shed! There is a wonderful vitality in a trade which is sound in itself and conducted on prudent principles; and the Manila trade may continue to make headway, even against the manifold obstacles that now impede it. But with a helping hand, instead of jealous interference, with freedom and encouragement instead of repressive extortion, these fertile and productive islands would soon become the seat of a thriving commerce.

M. JACQUES SIEGFRIED, of Mulhausen, has received a mission from the French Minister of Commerce to seek the means of extending French commercial relations with distant countries. For this purpose he is to visit the principal cities of the Levant, Palestine, and Egypt, the centres of trade in the East Indies, the open ports of China and Japan, returning by California, Peru, Chili, and the United States.

WE notice with satisfaction that a very able article in the *Supreme Court and Consular Gazette*, on the subject of new ports, embodies very similar views to those expressed by ourselves in a recent article on the same subject, and that these opinions are also endorsed by the *China Mail*.

WE are glad to announce that the University of Cambridge has conferred the honorary degree of LL.D. on Bishop Williams, of China.

THE NEW SEASON'S TEA CLIPPERS.

In our issue of the 30th Sept. we gave particulars of the passages of some of the clippers from Foochow. We now append a complete list:—

Ship.	Date Left.	Date Arrived.	No. of Days.
Maitland ...	31st May ...	24th Sept. ...	115
Serica ...	2nd June ...	29th „ ...	118
Taeping ...	4th „ ...	14th „ ...	102
Fiery Cross	5th „ ...	23rd „ ...	110
Whiteadder	7th „ ...	7th Oct. ...	121
Ziba ...	8th „ ...	7th „ ...	120
Taitsing ...	10th „ ...	7th „ ...	118
Flying Spur	10th „ ...	2nd „ ...	113
Black Prince	10th „ ...	7th „ ...	118
Yang-tze	12th „ ...	7th „ ...	116
Ariel ...	13th „ ...	23rd Sept. ...	102
Chinaman	15th „ ...	7th Oct. ...	113

The *Sir Launcelot*, which left Shanghai with new Monings on June 16, arrived on 23rd Sept., 99 days. The steamer *Ajax* left on June 19, and arrived on the 2nd Sept., 75 days.

THE SAN FRANCISCO AND CHINA TRADE.

From San Francisco we learn that the Pacific Mail Company's steamer *Great Republic* sailed thence for Japan and China on the 3rd September, with a considerable cargo, consisting chiefly of flour, potatoes, butter, &c., and a large number of passengers; these included Captain Allan McLane, with his wife, child, and two servants, Miss Knight, Miss Harris, Mr. G. H. Pierce and wife, Messrs. F. C. Spooner, D. C. Waterman, W. C. Van Ordt, Captain James T. Watkins, C. Koopmanschap, E. J. Bacon, Capt. James Herron, Mr. Sands, wife, child, and nurse, John Lindsley, E. Crace, James E. Gandy, W. W. Gandy, Mrs. Ewing, J. W. E. McCarthy, Rev. C. Hartwell, wife and child, Miss Pete, Rev. H. Lowey and wife, Mrs. D. K. Thompson, child and servant, Norman T. King, and 650 in the steerage. Captain McLane is the managing director of the company, and goes forward by the *Great Republic* to lend the China establishment the benefit of his personal supervision, aided by the experience of Captain Watkins, the titular "commodore" of the line. The next departure from San Francisco will be the same steamer, on the 4th December, after which the service will be monthly. Besides the *Great Republic* we hear of several other departures for China, of which the *California China Mail* gives some particulars. The *Der West*, which sailed for Hong Kong on the 24th August, carried in treasure 385,540 dols., besides the following:—Abalones, sks. 105; barley, sks. 257; beche le mar, sks. 71; firearms, cs. 113; flour, bbls. 222; do. half sks. 1,735; do. qr. sks. 19,222; fungus, sks. 312. Metals: Iron, old, tons 13; yellow metal, old, tons 7. Oil, fish, bbls. 63; potatoes, bxs. 100; seaweed, sks. 27; wheat, sks. 960; wine, cs. 19. Valued at 49,332 dols. The *Rattler* sailed for same port, Aug. 2, with 805,421 dols. in treasure, and the following cargo, valued at 45,988 dols:—Abalones, bxs. 328; bones, bxs. 347; Chinese merchandise, pkgs. 3; flour, bbls. 1,600; do. hf. sks. 5,000; do. qr. sks. 11,590. Metals: Copper, old, pkgs. 7; iron, old, pkgs. 198; yellow metal, pkgs. 74; pearl barley, bxs. 75; wheat, 100lb. sks. 2,421. The above two vessels were despatched by Alsop and Co. The *Douglas* is now on the berth for same port, and is loading in Koopmanschap and Co.'s line. At present the China trade, as also the Japan, is said to be in rather a dormant state, but some revival is looked for upon the return of the *Colorado*. The rapid development of this newly-opened traffic seems to attract great attention among our enterprising American cousins, the California journals being full of allusions to it. The proprietors of the "Pacific News-rooms" at San Francisco advertise that they will in future file copies of every newspaper published in China and Japan. We trust, however, that amid all this enthusiasm the superabundant energy of the California merchants will not lead to the trade being forced too much while yet in its infancy; for should such be the case, a premature collapse may be the disagreeable result.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Oct. 7.

The political news is very dull. At last the Budget for India for 1868 has been laid before the members of Parliament. The Government, however, acknowledges itself that this Budget was brought in too late, and indeed it will be very difficult to pass it through both the Chambers so that it may arrive in India before the 1st of January, 1868. The total of the expenses for that year are estimated to be f.120,449,771—viz., f.42,082,304 here and f.88,406,467 in India. But amongst these expenses appear a disbursement to the Dutch Treasury of f.10,619,555. The total amount is f.4,844,701.98½ higher than that of the former Budget. The revenues, however, are estimated to cover the total expenditure. The increase of expenses is due to the costs of the statistical measuring of Java, for the harbour and irrigation works, the extension of the telegraph lines, the augmentation of the wages of the India heads, &c. Among the new proposals made by the Government appears that to establish a Department of Justice at Batavia.

The Ministers of the Financial and Home Departments, Messrs. R. J. Count van Schimmelpenninck and J. Heemskerk, are named by H.M. commanders of the Order of the Netherlands Lion. A great many other functionaries of the State are also honoured with the same distinction, which creates a good deal of indignation amongst the public, because no good reasons for these distinctions are known.

We learn from the Budget for the Department of Justice that every year an amount of 7,046f. is wanted for wages and pensions of hangmen. The statistics now prove that only one capital punishment occurs in ten years, so that the cost of every one is f.70,460. Now the costs for prisoners are only 50c. a day each, so that when they are condemned to twenty years' imprisonment instead of to death they only charge the Treasury with 3,650f. Indeed, this fact may be regarded here as an eloquent argument that the abolishing of capital punishment is a necessity in Holland.

To-morrow a detachment of 125 soldiers will embark on board the *Mary en Hillegonda*, which will sail within a few days for Java. A great many volunteers are now offering themselves at Harderwyk for enrolment for service in India, and amongst them are a great many Germans who took part in the war of 1866.

COMMERCIAL.

COFFEE.—With some demand for export and consumption; white and yellowish sorts were sold readily, and are difficult to obtain. Of private imports 1,473 b. good ordinary greenish-reddish Java, ex Professor van der Boon Mesch, were sold at 36½ c., and 637 b. Java, ex Dahlkarlsa, at private terms. The Dutch Trading Company will announce to-morrow the sale for this month. The deliveries in September amount to 95,728 b., against 92,048 in 1866 and 85,854 in 1865; from 1st of January to September, 640,259 b., against 540,541 in 1866, and 619,561 in 1865. Stock in September at the Dutch Trading Company, 430,721 b., against 391,834 in 1866, and 376,597 in 1865. Floating are for account of the Dutch Trading Company 135,000 b., and for private account 13,000 b. Total

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stock in second hand and at the Dutch Trading Company, 411,100 b., against 435,600 b. in 1866.

Sugar (Raw).—In the Dutch Trading Company's sale on the 25th August the 30,625 b. Java were sold at ¼f. to ½f. below the July sale for the brown and yellow sorts, and ¼f. to ¾f. for the white. From 3,000 to 4,000 baskets were taken for export, and the rest by the refiners. 33f. were paid for No. 16, and since then the market has been quiet. Of private imports 667 b. and 2,500 do., per Andromeda, were sold at ½f. to ¾f. below the September sale. The September stock amounts to 46,587,048 k., against 43,984,186 k. in 1866. Unsold stock at the Dutch Trading Company, 16,617 b., against 30,674 in 1866. Stock in private first hands 45,319 baskets, and 1,730 muts.

Rice.—1,000 b. uncleaned Rangoon, per d'Elmina, floating, were sold at 8½f., and 2,650 b. Java, ex Kennington, from 8¾f. to 9¾f. At Amsterdam 6,083 b. Java, per Maria Elise, at 9½f. to 9¼f.

Spices.—The market remained quiet at unaltered prices. Deliveries in September 268 casks nutmegs, 201 do. mace, 54 do. cloves, 55 b. cinnamon, and 1,352 b. pepper. Stock on warrants, 4,907 c. nutmegs, 870 c. mace, 3,173 c. cloves, 683 b. cinnamon, and 293 b. pepper.

Tea.—After the sale on the 10th inst. of Java, which is to be held by the Dutch Trading Company, there will be offered for private account 772 ch. Green China of superior quality, per Sea Witch. The valuation is for the Thunkay 60 to 85c.; Hysans, 100 to 160c.; Uxim, 95 to 175c.; Imperial, 120 to 170c.; Gunpowder, 160 to 180c. On the 18th inst. there will be sold at Amsterdam 1,120½ and 78 1-16 ch. China.

Tobacco.—The sale announced on the 7th inst. of 3,625 b. Java will now be held on the 11th inst., together with another quantity of 4,916 b., whilst on the 16th 10,061 b. are to be offered at Amsterdam. The valuation for the tobacco offered on the 11th is for the Blitar 60c.; H and A Blitar, 74c.; K K, 48c.; Z C and HvR, 45c.; L C, 60c.; Fv dP ordinary, 30c.; Soekowono, 32c.; and V R, 47c. Stock in first hands here—16,228 b. Java, 45 b. Manila, and at Amsterdam 17,210 b. Java. Manila tobacco, with a lively demand at firm prices; the stock is as good as exhausted.

Manila Cigars.—On the 10th inst. a sale will be held of 150,000 2a Cortados, 1866, and 150,000 2a Habanas, 1866, of very good quality direct import from Manila. Undoubtedly very high prices will be paid.

Arrack.—In the first hands were sold, at very firm prices, 150c. Sourabaya, ex Johanna, imported in 1866; and at Amsterdam 14 ¼ and 80 ½-casks Sourabaya, ex Rota. The stock is very restricted.

Indigo.—In the sale of the Dutch Trading Company on the 2nd and 4th inst. there was much demand for the good colouring and soft quality. The Bengal indigo was sold at 20c. above the valuation; the Java ordinary at the sale prices of May; good ordinary, 30c. to 50c. higher; middling, 40c. to 60c.; fine and very fine, 70c. to 80c. higher. For private account were sold 103 ch.; Bengal, from 440c. to 560c.; 292 ch. Java from 245c. to 705c.

For Cotton there was more demand, but the prices declined somewhat.

Manufactures.—The market was a little firmer; 6-4 Madapollams and Calicots, nominal; No. 28 Warps, 11½d.; No. 14 ditto, 11⅜d.; No. 30 Cops, 10½d.; No. 16, 9½d.

Silk.—The result of the sale of the Dutch Trading Company of 478 bales Japan and 156 bales China was as follows:—

		Valuation.	Prices paid.
157 bales	Oshio	per kilo. f.26 to 40 ...	f.26.25 to 38.25
9 do.	Amatski	30 to 38 ...	31.25 to 37.—
10 do.	Shida	31 to 36 ...	26.50 to 32.—
72 do.	Sinchiu	36 to 42 ...	35.50 to 43.25
18 do.	Maybash	34 to 40 ...	31.75 to 39.25
126 do.	Aechezan	23 to 32 ...	23.— to 28.25
56 do.	Mino	23 to 25 ...	25.25 to 28.25
16 do.	Mastah	24 to 28 ...	26.— to 30.—
5 do.	Sodai	32 to 33 ...	29.— to 35.25
7 do.	Sinchiu Ida	34 to 36 ...	32.— to 32.50
1 do.	Jama-Mai	24 to 25 ...	21.75 to —.—
97 do.	Tsatlee	31 to 34 ...	27.50 to 31.75
59 do.	Taysaam	26 to 30 ...	23.50 to 26.75

The prices were very irregular; Oshio was paid below and above the valuation; Sinchiu and Maybash nearly to the valuation; Mino and Mastah 10 per cent. above.

Tin.—The 71,031 slabs Banca were sold by the Dutch Trading Company at 54¼f., and the 445 slabs Billiton at 53¼f. Half of this quantity was taken for English account. Since the sale the market was quiet, but the opinion is favourable for the article, because the supply and the production is decreasing, whilst the consumption is increasing; above are the prices—20 per cent. below the average of the last ten years. Deliveries in September, 9,786 slabs, against 7,950 in 1866; from 1st January 84,066 slabs, against 118,705 in 1866. Stock on warrants, 116,520 slabs, against 89,900 slabs in 1866; floating are 19,600 piculs.

Of Hides were sold 695 p. Sourabaya from 3 to 3¼ kilo., and 320 p. from 5 to 5¼ kilo., ex Baltimore. The prices did not transpire.

Drugs.—20,000 kilo. Gutta Percha were sold from 25 to 131c.; 200 cases Cassia Lignea and 250 chests preserved Ginger will be sold on the 8th inst. For Camphor there was more demand; Japan, 80 to 81c.; and China, 81 to 82c. Cubebs nominal, 30c.; Cassia Oil, 4½f.; Anise Oil, 8f.; Japan Wax, 47 to 60f.; India Rubber was paid with 124f. Gum Damar; 700 p. imported per Hendrina will soon be brought into the market.

Rattans.—The market is dull, and there is but little demand; 2,849 b. per Anna and 1,683 b. per Niphon have been sold. On the 29th inst. the Dutch Trading Company will offer for sale 87,900 bundles.

Money.—The Bank rate of discount is still unaltered, but the demand for discount is not on the increase, notwithstanding the tendency in the open market is to lower rates.

The Stock Markets remain still very quiet, and there are no transactions of any importance to state. The high prices of articles of food, the moderate crop, the very bad weather, and the disturbed state of foreign politics and finance, work together to rule the markets in a bad way. Prices are mostly nominal: Dutch Two-and-a-Half per Cents., 52¾; Three per Cents., 63; Four per Cents., 84½; Trading Company, 135¾; Java Bank, f.164; Rotterdam Bank, 99.

Exchange.—London, 3 mo., f.11.87; 2 mo., f.11.89; short, f.11.92; Paris, 3 mo., f.47.05; 2 mo., f.47.12½; short, f.47.30; Antwerp, 3 mo., f.46.90; short, f.47.25; Hamburgh, 3 mo., f.35; 2 mo. f.35.05; short, f.35.20.

SHIPPING.

Arrivals.—Sept. 26, at Flushing, from Batavia: Galilei. 27, at Brouwershaven, from Batavia, Minister Fransen van de Putte. 28, at Texel, from Batavia: Henriette; from Samarang: Elizabeth and Jacoba. 28, at Zierikzee, from Batavia: Albrecht Beyling. 29, at Texel, from Tjilatjap: Nederland and Oranje.

Departures.—Sept. 28, from Hellevoet, for Java, via Cardiff: Zollens; for Singapore, via Sunderland: Grootmeester Nationaal.

Passengers Inward.—From Java, per Minister Fransen van de Putte; Messrs. Idenburg, Cuperus, Carp, Cramer, Mrs. Van Nierop.

Passengers Outward.—For Java, per Cornelis Wernard Eduard; Mrs. Boss and family, Mrs. Mulock Houwer, Miss Heekmeijer, Miss Staatman, two ladies Wynstroom; Messrs. G. A. Stam and family, W. J. G. Stumpff and family, J. Louwerier, C. Loos, A. J. Wolvekamp, Mulock Houwer, U. H. S. van Waning, F. D. Mariouw, J. Spanjaard, H. J. Hooghwinkel, A. Egli.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, October 7.

We are now in the midst of a period of transition here, and almost every day brings forth some events of importance; but it is satisfactory to reflect that every one of them tends, in a greater or lesser degree, to the unification of Germany, which is now no longer the weak and disunited theatre of foreign intrigues and the laughing-stock of the world, but one powerful and united State, strong enough to defy invasion and repel insult, but with no wish for conquests, and appreciating the value of peace as the means of consolidating the various Teutonic races into one homogeneous nation.

On the 1st inst. the contingents of Hamburg, Bremen, and Lubeck were dissolved; most of the officers retire from the military career on the pensions to which they are entitled, and the others are transferred to the Prussian army and appointed to different regiments as vacancies occur. On the same day Prussian troops marched in—Hamburg being now garrisoned by the 1st and 2nd battalions of the 76th Regiment, Lubeck by the 3rd battalion of the same, and Bremen by a battalion of the 75th Regiment. They have been amicably received in the three cities, and fraternise with the inhabitants.

The 1st inst. was also a memorable day, as witnessing the introduction of the new Federal flag for ships of war—an event of great importance, though somewhat premature, for, so far as is known, its creation has not yet been notified to the other maritime Powers. But it has not escaped the attention of the Federal Chancellor, Count Bismarck, that this is a step that must be taken before the new flag can be hoisted on board the German merchant vessels, so that the period for its introduction is postponed till the 1st of April next year.

The Federal Parliament is getting through its work at a great pace; the drafts of the Bills, having been previously prepared by the Council, meet with but little or no opposition, and are passed by overwhelming majorities, exhibiting a pleasing view of the general unanimity that prevails in the House. Among the important Bills that have thus passed is that relating to the Federal consulates abroad and their dotations. They are to be founded on the mixed principle of having a certain number of *Consules Missi*, gentlemen who have been specially educated for the profession, and employing for the less important posts merchants established at the different ports. In the estimates for 1868 the sum of 77,000 dollars was voted for Federal consulates in Alexandria, Bosnia, Beyrout, Jerusalem, Smyrna, Trapezunt, New York, Japan, and Moscow; together with an additional 50,000 dollars for the creation of new consulates at the discretion of the Executive, 30,000 dollars for the erection of a new residence for the consul at Alexandria, and 20,000 dollars for a new consular building in Japan.

The new Post-office Bill, too, has passed without any opposition, and with a storm of applause. It is founded on very liberal principles; all the Post-offices of the separate States are to be administered for Federal account, and the surplus raised in each placed to their credit. Hitherto there have been three rates of internal postage, of one, two, and three groschens, according to the respective distances. On and after the 1st of January next the two latter will cease, and all letters under one half ounce weight will pay one groschen for any distance. As thirty groschens make a dollar, which is equivalent to 3s. sterling, one groschen is about a 1¼d.

Hamburg is to pay 340,000 dollars annually for the privilege of remaining a free port, besides which she will have to pay Prussia 225 dollars per head in lieu of the contingent now dissolved, for which Prussia undertakes the food, clothing, armament and pay of the soldiers. Hamburg has to furnish at the rate of 1 per cent. of the population. Besides this she will lose the net revenue from the Post-office, amounting to 280,000 dollars, as well as 10,000 dollars from the telegraph department. It has been calculated that the increase of the Hamburg budget will amount to 600,000 dollars, besides 300,000 dollars and a free site for a new barracks for the Federal garrison.

COMMERCIAL.

The political disturbances in Italy, and the consequent fear of war, have considerably tended to paralyse the produce markets, and still more the Stock Exchange. The transactions in rice have been on a moderate scale, and prices are hitherto without alteration. A further rise in the value of cassia lignea has to be recorded, and flores is in great request. There is also more doing in pepper and cloves, whilst the prices of other spices are firmer than they were. Spelter is higher, and a further advance is expected, though buyers on the whole are reluctant to pay the prices demanded; therefore, the sales have not been extensive, and only a few thousand centners were taken at 13 marks 6 sch. Banco. None is now to be had under 13.8. Silver bars are being gradually withdrawn from the Bank, and discount is rather higher, but still good paper can be done at 2 per cent.

SHIPPING.

Arrived.—Malabar, from Rangoon; Hermann, from Akyab; Helios, from Rangoon.

Sailed.—Picciola, to Bangkok.

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Monetary and Commercial.

We regret to announce that Messrs. Moore, Phillips, and Co., Birmingham, with firms in Hong Kong and other ports in China, as also at Manila, have again been compelled to call a meeting of creditors in consequence of non-remittances. About twelve months since they received advices of losses in China which compelled them to call a meeting, at which they arranged for an extension of time to pay their engagements, and it appears that a sum equal to 5s. 6d. in the pound has been since paid. A proposition to pay 2s. 6d. was made but declined, and a committee has been appointed to investigate the affairs. The liabilities are stated at £80,000, but the assets are not known correctly. The firm was established in Hong Kong as Phillips, Moore, and Co. in 1844 by Mr. Jacob Phillips, and has consequently stood for nearly a quarter of a century. Mr. Phillips was held in high esteem both in China and England, and we trust arrangements will be made to continue the business. The cause of the failure is chiefly owing to imprudent speculations of the Hong Kong manager.

At the meeting of shareholders of the Hong Kong and Whampoa Dock Company, held at Hong Kong on the 16th Aug., a full statement of the company's affairs was submitted, and the working of the various docks showed a very handsome profit. The investments by the company in new docks, &c., will be found detailed in the directors' report in another column. A dividend at the rate of 16 per cent. per annum was declared. Mr. Keswick, Mr. Ryrie, Mr. Bertrand, and Mr. Burrows, were duly elected as directors. Mr. Smith was not re-elected, owing to his uncertain residence in the colony. It appears by the company's deed that a notice of three weeks must be given by any one desirous of becoming a director, and this led to some discussion. Mr. Anderson asked whether or not the meeting had power to expunge any of the company's rules; if so, and he failed to see anything in the rules to prevent such being done by an ordinary general meeting, he would move that the Rule 81, which compelled shareholders wishing to become directors to give three weeks' notice of such an intention, should be expunged or altered. Such rule was very objectionable; and, as sometimes it was impossible to say when the meeting would be held, it was also absurd. It also gave far too much power to the board of directors. The Chairman explained that on the present occasion the auditors claimed their right of twenty-one days for auditing the accounts, while formerly they used to do so in three or four days. Mr. Anderson, however, argued that it was most absurd that, had the auditors not claimed that right, the applications of Messrs. Ryrie and Burrows could not have been made in time before the meeting took place. Dr. Kayne said that such a special motion surely demanded special notice. Mr. Anderson said he was of a different opinion; he thought he was right, and it ought to be put to the vote. Mr. Kaye moved that the advice of the legal adviser of the company be taken as to what was necessary to be done in order to expunge the rule alluded to by Mr. Anderson. Mr. Bosman seconded the proposal, and the question was therefore settled. A vote of thanks to the chairman was proposed by Mr. Kaye and responded to by Mr. Helland. The Hon. Mr. Ryrie remarked that nothing had been said of the remuneration of the directors. (Laughter.) He would therefore propose that the same remuneration be paid for last year as had been given for the previous year, viz., $4,000, which was approved of.

The P. and O. Company's screw-steamer *Sumatra* went out for her trial trip round the Isle of Wight, and her average speed was over fourteen knots. She left for Alexandria on the 12th inst.

Telegraphic advices have been received from Hong Kong that the steamer *Agamemnon*, which put back disabled, succeeded in procuring a new shaft, and left again for London on the 9th of September. Her cargo consists of 2,108,416 lbs., chiefly new season's from Hankow.

We noticed in our last issue the meeting of the Hong Kong and Shanghai Banking Company, held at Hong Kong on the 13th of August, at which the shareholders present expressed their unanimous gratification at the able management of their directors, and the satisfactory position of the bank's affairs. In another column will be found the report and balance-sheet adopted by the meeting.

We have commented elsewhere on the recently issued Royal order, by which public sales of tobacco in Manila are suspended until further notice. A correspondent of *The Times*, in reference to the subject, says:—

"It would have been desirable for those interested in Manila tobacco had the Spanish Consul, in the official notice inserted in the City Article of the *The Times* of the 11th instant, likewise stated what were the intentions of the Spanish Government with reference to the large quantity of tobacco known to be in Manila on the 1st of August last.

"Although the official notice asserts that there will be no auctions in Manila until further orders, it conveys no guarantee that the tobacco wil not be sold privately or forwarded in consignment to Europe on behalf o the Spanish Government, as in the case of the cargo per *Her Majesty*, lately arrived."

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Oct. 12.
£10	Agra Bank, A shares	6	½ to ¾ pm.
10	Do. B do.	—	7 to 9
25	Bank of Egypt	All	32 to 34
20	Chartered Bank Ind. Aust., & China	All	19 to 20
25	Chartered Merc. of India and China	All	27 to 29
20	City Bank	10	12 to 13
50	London and County	20	55 to 56
50	London Joint Stock	15	38 to 39
100	London and Westminster	20	69 to 70
25	Oriental Bank Corporation	All	45 to 47
50	Union of London	15	37 to 39
	MISCELLANEOUS.		
5	Bombay Gas	All	4 to 4½
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	103 to 105
—	Do. Do 1878	100	111½ to 112½
—	Do. Do. 1872	100	105 to 107
20	Ceylon Company	10	1 to ½ dis.
20	Do. A shares.	5	1½ to ¾ dis.
20	China Steamship & Laouan Coal Co.	15	15 to 14 dis.
10	Credit Foncier & Mobilier of England	9	5½ to 5¾ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4 dis.
10	General Credit & Discount Company	7½	2½ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10
50	International Finance Society	5	2¼ to 2½ dis.
5	Oriental Gas	All	5½ to 5¾
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	53 to 55
50	Do. New 1855	All	53 to 55
50	Do. Do. 1867	5	¼ dis. to ¼ pm.
20	Société Financière d'Egypte	10	8 to 7 dis.
10	Upper Assam Tea	All	3¾ to 4¼
100	West India Steam Company	60	94 to 97

ARTICLES OF IMPORT.

TEA.—The market for new season's has been more active, and for the best chops a positive excitement exists amongst dealers and brokers, 3s. and 3s. 2d. having been paid for the best Kaisows for export to Russia, &c. The ordinary and common descriptions—about 1s. 2d. to 1s. 6d.—are still difficult of sale. In Greens and Scented sorts the Min and Deerfoot from Canton have brought a good supply, and prices are rather flatter. The arrival of Moning kinds has been as yet small, but they are better than last year's teas. Congous: Siftings remain in limited demand; a few of new season's sold at public sale at 7¼d. to 7½d., which were full prices, compared with old Teas. Moning kinds are only saleable at about 5d. to 5½d. per lb. Broken leaf kinds continue firm, being scarce. Fair to good common remain at about previous quotations, say 11½d. to 11¾d. per lb. Fair to good flavory kinds, of old import, remain difficult of sale at the low prices current. A few old season's fine Kaisow have sold at full prices. In new Kaisows common to fair qualities have sold only in small quantities, at from 1s, 4d. to 1s. 8d. per lb., good at from 1s. 9d. to 1s. 11d.; whilst fine have sold freely at 2s. to 2s. 4d. per lb., finest 2s. 5d. to 2s. 7d. per lb. Pak Lins have been in strong demand for export, and half-chests have sold from 1s. 11d. to 2s. 4d. per lb.; boxes from 2s. 7d. to 2s. 11d. per lb. Common black-leaf kinds have again sold at 11½d to 11½d. per lb.; fair to good, 11¾d. to 1s. 3d. per lb., but the better kinds are relatively cheap. In new Teas fair to good have sold from 1s. 6d. to 1s. 11d. per lb., fine to finest at from 2s. to 2s. 5d. per lb. In new-make Canton kinds sales have been made to some extent at from 1s. 3d. to 1s. 8d. per lb. for fair to fine quality. Oolongs have been taken readily from 1s. 11d. to 2s. 4d. in half-chests, 2s. 2d. to 2s. 7d. in boxes, for good to fine kinds. In Souchongs business has been small; a few of fair new season's have been sold from 1s. 5d. to 1s. 9d. per lb. Scented Capers have been taken at from 1s. 5d. to 1s. 10d. per lb. for fair to good, and a few fine, both Canton and Foochow make, at 2s. to 2s. 2d. per lb. In old season's Scented Orange Pekoes, Canton-make, sales are difficult to make even at the low prices current; new season's have not been in much demand, except the finer kinds. Foochow kinds have sold to a fair extent, at from 2s. 2d. to 2s. 5d. for good to fine kinds. In Uncoloured Japans there has been but little business. Green Teas.—The amount of business in these has been limited, the fresh supplies of country kinds being very small, and we have no alteration to make in quotations. In Canton Gunpowders there have been some considerable sales at from 1s. 5½d. to 1s. 8d. for fair to good kinds, and in young Hysons at 1s. 5½d. to 1s. 6d. for good quality. The stock in the United Kingdom on the 30th September was estimated at 72,000,000 lbs.

SILK.—Since last mail there has been more activity in the Silk Market, and at one moment hopes were entertained of a general improvement, but these have been frustrated by the unsettled state of politics on the Continent. China Silk: Prices are much as they were, though for some descriptions rather lower quotations have been made, Red Peacock having been sold at 24s. 6d. In Japan silk the little business transacted has been at low prices. Deliveries from 1st to 8th inclusive: China, 761 bales; Japan, 178 bales; total, 934 bales.

		s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2		28	6	to	30	0
,, No. 3		27	0	to	28	0
,, Hangchow		21	0	to	23	0
Yuenfa and Hainin, No. 1 & 2		23	6	to	26	0
,, ,, No. 3		22	0	to	23	0
Taysaam, No. 1 & 2		23	0	to	26	0
,, No. 3		21	0	to	23	6
Long Reel		17	0	to	21	0

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Skeins	...	...	...	...	...	...	19	0	to 20	0
Canton	...	...	...	...	...	...	17	0	to 23	0
JAPAN:—Mibash & Sinchew,					No. 1 & 2	...	30	0	to 32	0
					No. 3	...	28	0	to 29	0
Ida, Bricks,					No. 1 & 2	...	26	0	to 30	0
					No. 3	...	22	0	to 24	0
Sodai,					No. 1 & 2	...	25	0	to 28	0
					No. 3	...	23	0	to 24	0

COFFEE.—The market has again been freely supplied, and although in most instances the quantity offered has met with purchasers, the importers have had to submit to a further reduction in the value. For plantation Ceylon, except fine sorts, rates are 1s. to 2s. lower. Native has been disposed of at fully 2s. decline, while other East Indian has sold very irregularly, at a fall of about 2s. to 4s. per cwt. The total imports show an excess over those of last year to this date of about 5,700 tons; the deliveries have increased by 1,450 tons, and the stock is now larger by 5,370 tons, but the quantity afloat from Ceylon is less than that at the same date of 1866 by 2,350 tons. In Holland the deliveries for the nine months show an excess of 100,000 bags, when contrasted with those of last year; while the stock on the 30th ultimo was about 30,000 bags more than in 1866. The public sales have comprised 4,060 casks, 380 barrels, 1,350 bags plantation Ceylon at 68s. to 74s. for low to middling; 75s. 6d. to 79s. for good middling; and 80s. to 85s. for bold sorts; 119 casks, 3,170 bags native part sold at 52s. 6d. to 54s. for mixed to good ordinary, and 57s. to 63s. for bold.

COTTON.—The adverse course of the market, both at London and Liverpool, still continues. The sales are extremely limited.

GUM BENJAMIN.—Siam descriptions lower; 17 cases dark rough in block realised at auction £11 to £11 10s. Sumatra steady, and out of 46 cases offered two-thirds sold at £6 7s. 6d. to £6 15s. for fair thirds, and £2 10s. to £2 12s. 6d. for fourths.

GUM COPAL.—Manila descriptions have realised lower rates than those previously ruling, and of 233 cases at auction about half sold at 36s. for good hard, and 27s. for good soft.

JAPAN WAX.—A scarcity in the market has caused holders to demand higher rates. There is a limited business doing privately, and of 114 boxes at auction a few sold at 95s. per cwt. for fine saucers.

CAMPHOR.—This market exhibits extreme dulness, and very limited business is reported in China, with an entire absence of transactions in Japan.

CUTCH.—Good business has been done privately at full prices; 118 boxes at auction withdrawn.

GAMBIER.—Market firm, with moderate private trade on previous terms. At auction 770 bales were withdrawn, but 350 baskets Cubes sold at 25s. 6d. per cwt.

MANILA HEMP.—The dulness reported in our last has continued without relief. Quotations are reduced, and 16 bales common to good qualities at auction sold at £46 to £49 15s. per ton.

PEPPER.—Black: The market continues steady at the advance recently established, and further sales on the spot and afloat have been made at the improvement. The stock at this date is about 700 tons short of that held at same time last year, while the quantity afloat from Penang and Singapore is less by 1,500 tons than that at corresponding period of 1866. The public sales have offered 5,700 bags Singapore, which sold at 3¼d. to 3⅜d. for fair, and 3⅜d. per lb. for very good. 160 bags Penang were bought in at 3d. to 3⅛d.; and of 420 bags Alleppy and Cochin part sold at 3¼d. per lb. Privately, sales of Singapore and Penang have been made at above quotations. White: Notwithstanding the excess in the stocks the market continues steady, and the sales have gone off without alteration in the value. At auction of 1,130 bags Singapore part sold at 4⅞d. to 5d. for fair, 5d. for good, and 5⅛d. to 5¼d. per lb. for very good quality; 146 bags Penang were bought in above the value at 4¾d. per lb. for low quality. The stock is now 480 tons, against 210 tons in 1866.

PLUMBAGO.—The market for Ceylon presents a steady appearance, and of 956 barrels at auction, one-fourth sold at 10s. to 10s. 3d. for very good dust.

RICE.—There has been a very firm market, and prices of soft grain descriptions have further advanced. Confidence in the stability of present rates is shown by the desire of speculators to secure part of the new crop for Spring shipment. A full amount of business has been done in Ballam to arrive. The total stock continues remarkably small, and the consumption does not fall off. Transactions in soft grain sorts reach 30,000 bags, including Rangoon at 12s. to 12s. 9d., Necransie Arracan 11s. 3d. to 11s. 7½d.; 500 tons Rangoon arrived here, sold at 12s. 4½d. to 12s. 6d. 100 tons Bassein at 11s. 6d. 1,500 bags white Bengal are reported at 16s. 3d. to 16s. 9d. Afloat 8,000 tons have sold, including Bassein at 11s 6d.; Rangoon at 12s. to 12s. 6d.; Necransie 11s. 4½d. to 12s. 2,500 tons Ballam afloat, chiefly at 10s. 10½d. to 12s. according to conditions. 500 bags ex ship at 12s. 3d. Further quantities of soft grain have sold to be shipped next Spring, and the sales are now estimated at 20,000 tons; Rangoon, 11s. to 11s. 3d.; Bassein, 10s. 9d. to 11s.; Necransie Arracan, 10s. 6d. to 10s. 9d. per cwt.

SUGAR.—The market has generally continued in the same condition as recently observed, a steady demand has prevailed, and transactions have been of fair extent at about the former currency, to which holders in general adhere very firmly. At auction 6,260 bags Muscovado Manila realised 25s. 6d. to 26s., and by private contract the sales have been 25,000 bags clayed Manila (duty 8s.) at 29s. 3d. to 29s. 6d., and 7,000 bags Muscovado Manila at 25s. 9d. to 26s. 6d. per cwt. Private returns make the imports of Raw Sugar into the four chief ports of the United Kingdom, to the 28th September, 427,320 tons, against 426,180 tons in 1866. The clearances for home consumption 395,720 tons, against 364,720 tons, and the stock at that date 200,040 tons, against 239,300 tons.

SPICES.—Cinamon: Of Ceylon we quote first quality, 1s. 9d. to 2s. 9d. per lb.; second, 1s. 5d. to 2s. 6d.; third, 1s. 3d. to 2s. 1d.; fourth and Jungle, 10d. to 1s. 8d. 62 bales sold at auction at an advance of 2d. per lb. Cloves: There is a deficiency in the stock, when contrasted with that held at same date last year, of about 2,500 packages, and holders are firm. The public sales have offered only 100 bags Zanzibar, which part sold at 3⅜d., the remainder bought in at 3⅛d. per lb. Of Penang 25 cases met with purchasers at 10¾d. to 11¼d. per lb. for fair to middling quality. Mace: The supplies still continue limited, and good quality sells readily at full quotations. 20 cases offered in auction were disposed of at 1s. 6d. to 1s. 11d. for low to low middling, 2s. 3d. to 2s. 9d. for middling to mixed bright, and 3s. per lb. for good middling. The stock is now about 270 against 510 packages at same date last year. Nutmegs: There has been a good demand, and the sales have gone off steadily at full quotations. The deliveries to this date show an excess of about 600 packages, while the stock exhibits a deficiency of 400 packages when contrasted with those to same date last year. The public sales have comprised 95 cases, and these were chiefly sold at 3s. 11d. to 4s. for 66 and 67 to the lb.; 3s. to 3s. 5d. for 74 to 70; 1s. 11d. to 2s. 4d. for 79 to 74; 1s. 9d. to 1s. 11d. for 86 to 81; 1s. 7d. to 1s. 9d. for 92 to 89; and 1s. 1d. to 1s. 5d. per lb. for 150 to 90 to the lb.

SAPANWOOD.—The market is firm, and of 34 tons Ceylon at auction three-fourths sold at £9 10s. to £11 10s. per ton.

TAPIOCA.—Of 935 bags Penang, barely half was realised; good white, 5d.; good middling, 4½d. to 4¼d.; 100 barrels Rio were withdrawn, but sales have been made privately on recent terms.

TIN.—In consequence of the Dutch periodical sale going rather under anticipations the £2 advance reported in our last is, for the present, lost, and the market has become quiet; latest quotations for cash, £94 Banca and £89 to £90 Straits.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £82 to £84 per ton; yellow metal, 7d. to 7½d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; sheet, £20 12s. 6d.; spelter, £21 7s. 6d.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s., in bottles of 75 lbs. each.

The following is from the Circular of Messrs. French and Smith:—The improvement in trade we spoke of in our last monthly circular has not continued. There is no animation in business generally, dealers and consumers still take only for immediate wants.

IRON.—Scotch pig iron is about 6d. per ton dearer. In Welsh and Staffordshire there is no alteration in quotations, with but moderate business.

COPPER.—The earlier part of last month copper appeared firmer, and the quotation for Chili bars was maintained at £72 10s. to £73, but a disposition to sell amongst some holders produced a flatness, and £72 was accepted. On the arrival of the Chili mail of 28th ult., bringing advices for a larger quantity than was anticipated, the price still further receded, and we quote to-day Chili bars, £68; tough English, £77; Burra, £84; Wallaroo, £22; and Ores, about 14s. 3d. per unit.

TIN PLATES are in good demand. The shipments in September from London and Liverpool were 129,000 boxes, against 135,000 boxes same month in 1866. By the Board of Trade Returns, the exports, January to August, were 53,476 tons, against 48,988 tons in 1866, and 40,345 in 1865.

LEAD is steady. LB and Co., £20 2s. 6d. WB, £21 15s. Other brands, £19 12s. 6d to £19 15s.

SPELTER is firmer, and has advanced to £21 10s. in warehouse. The stocks here on 30th September were 3,681 tons, against 5,827 tons in 1866.

QUICKSILVER unchanged.

ANTIMONY advanced to £44 per ton.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£72,875
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	86,589
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4 000	5,284
To Shanghai	—	46,288
To Yokohama	—	46,343

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of the 8th inst. says:—"The improved feeling reported last week has again vanished, and we have a dull market with an easier tendency, and small concessions from quoted prices are not difficult to obtain." Quotations are:—Grey Shirtings, 7lbs., 7s. 9d. to 8s. 1½d.; 8½l bs., 10s.; Cotton Yarn, Nos. 16-24, 1s. 0¾d. to 1s. 1½d.; Nos. 28-32, 1s. 2d. to 1s. 2½d.; Maddapollams, 3s. 6d.; Long Cloths, 9s.; T-Cloths, 6s. 1½d.; White Spot Shirtings, 10s. 10½d.

The following is from the Circular of Messrs. Jorss and Co., Bradford:—Since our last issue of the 26th ult. our market has remained throughout in a state of inanition, and the transactions for the fortnight may be very simply described as *nil*. In wool the transactions are of the narrowest possible limit, and prices unchanged. Yarns remain quiet as ever, and as spinners cannot get orders at any price, they adopt short time as their contracts run out. In pieces scarcely an order has been placed; even the most ruinous prices fail to induce orders, and manufacturers are compelled to stand. The somewhat unsettled state of politics on the Continent has cast an additional gloom over the market.

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Ditto	Min.....	A1 13 yr.	Ln.D.	To fol.
Hong Kong ...	Sir Lancelot	A1 14 yr.	E.I.D.	20th Oct.
Ditto	Chinaman ...	A1 14 yr.	S.K.D.	To fol.
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Bombay ...	Lauretta ...	554	A 1	E.I.D.	Oct. 25
Point de Galle, Mangalore, Calicut & Cochin	Isabel ...	450	A 1 12 yrs.		Oct. 25
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Threadneedle-street, London, 1867.

THE LONDON AND CHINA TELEGRAPH

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The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"

A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 261.] LONDON, FRIDAY, OCT. 25, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN —Yokohama	July 10	Aug. 29	Aug. 31
Nagasaki			
Hakodadi			Aug. 24
CHINA—Peking			Aug. 27
Tien-tsin			Aug. 29
Chefoo			Aug. 21
New-chwang			Sept. 1
Hankow			Sept. 2
Kiu-kiang			
Chin-kiang			
Shanghai	July 10	Aug. 22	Sept. 4
Ningpo			Sept. 5
Foo-Chow			
Formosa—Tamsuy			Sept. 6
Amoy			
Swatow			Sept. 11
Hong Kong	July 26	Sept. 3	
Canton			
Macao			
PHILIPPINES—			
Manila	July 10	Aug. 26	Sept. 3
COCHIN-CHINA—			
Saigon			Sept. 3
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—Batavia			Sept. 15
MALACCA—			
Singapore	Aug. 10	Sept. 11	Sept. 20
Penang	Aug. 10	Sept. 9	Sept. 23

The next inward (French) Mail is due here about the 6th proximo. It reached Galle on the 14th instant, but is not yet reported at Suez. Telegrams from Shanghai via Kiachta to the 26th Sept. were received on the 23rd inst.

POSTPONEMENT OF THE OUTWARD MAIL.

The outward mail which should have left to-morrow (the 26th) is delayed until the evening of Tuesday, the 29th inst. The P. and O. Company has issued the following notification :—

The managing directors beg to announce that it being probable that the *Bengal* will not reach Suez before the 7th November, they have arranged, with the sanction of the Postmaster-General, to defer the departure of the *Ripon* from Marseilles from the 28th, to Thursday, the 31st inst. at 7 A.M. The mail will be despatched from London on the evening of Tuesday, the 29th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Tanjore, arrived Oct. 23.—From Shanghai: Mr. Gregory. From Hong Kong: Mr. Booth, Mr. Herwig, Mr. William Gregory, Mr. Whittale, and servant, Mr. Rustonjee and servant. From Singapore: Mr Schroder. From Galle: Mr. Prinnington, Mr. Puckle.

By last Bombay mail, to Marseilles, per P. and O. steamer Ripon, arrived Oct. 19.—From Galle: Mr. Knevill.

PASSENGERS OUTWARD.

Per P. and O. str. Syria, from Southampton, Oct. 20.—To Ceylon; Mr. P. D. Millie, Mr. Blackston, Miss Gladding, Mr. C. W. Pardoe, Mr. White, Mr. A. Young Adams. To Hong Kong: Miss Caldwell, Miss Duval, Major gen. and Mrs. Brunker, two Misses Brunker. For Singapore: Mr. J. P. Twindale, Mr. J. Riach, Mr. Buyers, Mr. Wright, R.N. To Yokohama; Mr. C. G. Dunlop, Mr. R. E. Price. To Shanghai: Mr. Henry, Mrs. Lewis, child and servant, Mrs. Evans, Mr. Alfred Genth. To Calcutta: Mr. and Mrs. O. T. Gutter, Miss Pye Smith, Mrs. D. Campbell Fraser, Col. and Miss Cafe, Surg. and Mrs. Amesbury and two children, two Misses Amesbury and ayah, Mr. C. H. Palmer, Mr. T. Spears, Mrs. Henfrey's servant and her child, Mr. H. Palmer, Miss Tweedie, Miss Hay, Mr. J. A. Aldis, Rev. J. H. Crowfoot, Miss Parker, Mrs. Bingham, Mr. J. C. Veasey, Mr. P. J. Nenville, Rev. T. and Mrs. Skelton, Mr. E. White, Lieut. T. D. Madden, Capt. and Mrs Cabell, Mr. W. Clifford, Mr. A. W. Cochrane, Mr. G. W. Anderson, Mr. Murdoch M'Iver, Mr. W. Benet, Mrs. Girling and two children, Mrs. Duncan and child, Mr. R. H. Froude, Mr. H. L. Johnson, Miss Turner, Major and Mrs. Byers, Miss Byers, Mrs. Birch, Mr. W. L. Thomas, Mrs. Nethersole, Mr. W. H. Wright, Mrs. Ingall, Miss Adams, Mrs. Jones, Mr. H. Chapman, Mr. Reid, Mrs. Holme and two children, Mr. C. H. Vowell, Mr. H. D. Dunlop, Mrs. Mengens, Mrs. Sheldon, Miss Harding, Mr. H. H. Williams, Miss Hawley, Miss Eyears, Miss Watson, Mrs. Davidson, Miss Menzies, Dr. H. M. Davis, Miss Berry, Staff assistant surgeon and Mrs. Palatiano, Mr. K. S. Brodie, Mrs. Rist, Mr. Atkins, Mrs. Baker, Miss Moxon, Mr. H. J. Tarrant, Capt. E. S. Fox, Mr. Frye, Mr. and Mrs. Conway James, Miss Kavanagh, Mr. Apcar, Col. Huyshe, Miss White, Mrs. Sanderson, Mrs. Mellor and one second-class passenger. To Madras: Mr. E. C. Johnson, Rev. T. Y. and Mrs. Darling Surgeon-major and Mrs. MacKay, Mrs. Barclay, child and ayah, Col. Cholmeley, Mr. Gibson, Mr. C. L. B. Cumming, Mr. J. A. Boyle, Capt. and Mrs. Scott and two children and ayah, Mr. Daniell, Lieut. W. Stainforth, Mr. C. G. Walker, Mr. and Mrs. J. H. Cox. Mr. G. Hutchins, Mr. S. Horseley, Mr. J. A. Holmes, Col. G. M'Donnell, Major H. L. Christie, Mr. G. R. Gambier, Mr. J. W. Handley, Dr. Summerhayes, Mrs. Dawson, Mr. R. Brunton, Surgeon Morphew, Mrs. Morphew, and three children and two second-class passengers.

From Gibraltar.—To Hong Kong: Miss Burton.

From Marseilles, Oct. 28.—To Singapore: Mr. J. Peet, Mrs. R. Little and child, Mr. Greenshields, Mrs. Waterhouse. To Shanghai: Mr. L. R. Goldsmid. To Hong Kong: Dr. C. M. Jones, Mrs. J. Haffenden, Mr. and Mrs. Pyke, Mr. R. Bowett, Mr. W. R. Beach. To Yokohama: Mr. K. E. Schmidt, Dr. and Mrs. Jenkins. To Ceylon: Mr. W. E. Duckworth, Mr. G. Somes, Capt. the Hon. J. FitzMaurice, Mrs. Neate. To Penang: Lieut. and Mrs. Cooper. To Calcutta: Mrs. H. and two Misses Dear and ayah, Mrs. C. J. Connew, Mr. and Mrs. Oldfield, Mr. and Mrs. Paul, child, and servant, Miss Cunningham and servant, Mr. F. Collingridge, Mr. G. H. Grant, Mrs. J. Murdoch, Mr. and Mrs. Henfrey, Mrs. F. Eyre and servant, Mr. F. Jones, Misses Paul (two), Mr. H. Paul, Mr. C. T. Trevor, Capt. H. Bradford, Mr. W. Landale, Mr. G. Steinthal, Mr. G. R. Froeschman, Miss Greenslade, Mr. C. Lyall, Mr. J. D. La Touche, Mr. C. Whitney, Mr. T. D. Brighton, Mr. A. Forbes, Mr. J. M. Struthers, Mr. W. Campbell, Mr. W. B. Power, Mr. P. J. Nicholas, Mrs. Nicholas, child, and ayah, Mr. Spink, Mr. H. Carrick, Mr. J. S. Mackintosh, Mr. and Mrs. A. Mountain, Mr. Evans, Mr. Waller, Mr. J. E. B. Jeffery, Mr. R. McLeod, Mr. R. Evans, Mr. H. H. Morris, Mr. J. J. Smith, Mr. and Mrs. Norman, Mr. P. Nicholl, Mr. R. W. Pearse, Mr. Keep, Mr. J. G. S. Mackenzie, Mr. McDonald, Mr. Greenhill, Mr. Von Eymern, Mr. Snell, Mrs. Cookes, Mr. and Mrs. R. H. Ramsay, Miss Avary, Mr. T. Duff, Mr. and Mrs. Chretien, Mr. T. Grant, Mr. Newington, Mrs. McLaughlin, Mr. Loveday, Mr. Valetta, Capt. H. W. Jones, Mr. A. B. Large. To Madras: Mrs. Arbuthnot, two children, and three servants, Mr. and Mrs. J. W. Breeks, Captain and Mrs. C. J. Pearse, child, and ayah, Miss Honeywill, Lieut. Ewing, Capt. Cox, Mr. E. W. Bird and servant, Major Gillilan, Miss Utting.

From Suez.—To Ceylon: Mrs. Bloomstrand, Miss Von Eberstein, To Penang: Mr. E. Friederichs. To Shanghai: Mr. J. Mackellar. To Calcutta: Mr., Mrs., and Miss Da Costa, Miss Howard, Mr. and Mrs. Atkinson and child, Mr. C. C. Bancroft, Mr. P. Nolan, Mr. Oldham, Mr. Stolicza, Mr. R. Morell. To Madras: Rev. Messrs. Hardeland and Kahl, Mr. T. J. Maltby.

Per P. and O. steamer Poonah, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mrs. Willans and two children, Miss Willans, Mr. and Mrs. J. G. Slade, Miss Laurie.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donnan, Mr. W. C. Miller. To Hong Kong: Mr. and Mrs. G. N. Minto. To Singapore: Miss Powell.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrobus.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald and two children. To Singapore: Mr. F. A. Sheppard. To Ceylon: Mr. Armitage.

From Marseilles, Nov. 28.—To Singapore: Mr. J. D., Mrs., and Miss J. Almeida, Miss Reneaud, Mrs. Velge. To Hong Kong: Mr. Tait, Mr. Pedder, Miss Marsh. To Ceylon: Mr. and Mrs. Gunter.

Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson. To Singapore: Miss Mary Thompson, Rev. W. and Mrs. Lisle. To Hong Kong: Mr. N. J. Hannen.

From Marseilles, Dec. 12.—To Shanghai: Rev. F. King.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings advices from Yokohama to the 31st August. The mail of July 10 arrived out on the 29th August. The P. and O. steamer *Singapore* arrived on the 16th, and left for Hakodadi on the 18th, being expected to return to Yokohama about the 27th. Being four days overdue at the time of this mail's departure, fears were entertained for her safety, which have been verified by the telegraphic report of her loss already received here. There is a report current that the the *Shovey-leen* steamer has also been lost in the neighbourhood of the Japan coast, the captain only being saved. The following items of news are from the *Japan Times* :—

Certainly the most important event in our small world has been the arrival, long expected, long hoped-for, of Sir Edmund Hornby. It is rumoured that he expressed his dissatisfaction on arrival at what he had thought to be a haven of rest, after a long and fatiguing session in Shanghai, at finding a large number of important cases awaiting his decision here. But to judge from the airy ease with which he unravels the complicated entanglements into which the happy and childlike ignorance of ourselves and our Consular authorities had involved us;

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disposes of half-a-dozen cases in an afternoon; reads us elementary lessons of mercantile law in a suave and agreeable manner; and induces suitors to withdraw their cases and refer them to arbitration—he must after all find his "work" in Japan what is popularly termed "a little holiday.'

The English Minister and Admiral Keppel, we have heard from Nagasaki, have left that port for Osaka, to ask for satisfaction for the murder of two seamen of the *Icarus*, the circumstances of which we detailed in our last. From information we have received, we are under the impression, however, that they will not have found the Shiogoon where they expected, which will probably account for their return hither having been delayed so long as it has. As the budget of news they will bring with them will contain information of the probable settlement of the west coast port question—confirmation or denial of the report of that 'Stotsbashi has abdicated, and of the adjustment of this last little Nagasaki difficulty—we look for their arrival with some degree of impatience.

Compensation, we say, has been demanded for the murder of these two British seamen. Will a great Power give compensation for the manslaughter of a Japanese? An opportunity for testing the point has arisen. A coloured man, a sailor belonging to the U.S.S. *Shenandoah*, was riding furiously through the native town at about 8 P.M. on the 27th inst. The streets were crowded, as is usual at that time of night, and the natural consequence was that a Japanese was knocked down. His skull was fractured, and he died about 3 A.M. on the following morning. Now we condemn unanimously the evil practice of a Japanese *Samourai* carrying at his side a convenient deadly weapon which the least provocation brings flashing from its scabbard, wounds or death following almost before he or his victim is aware; the line between this dangerous practice and that of allowing drunken sailors to gallop furiously through crowded streets is not a very wide one. We seriously urge the American Minister to take up the matter in earnest, and were general orders issued by both military and naval authorities of all nations forbidding, under pain of severe punishment, the indulgence in this dangerous and cruel amusement, it would be well. When a French marine some months ago met with his death, mainly by his own fault, at the hands of a Japanese whom he had beaten and whose wife he had grossly ill-treated, the French Minister demanded satisfaction and got the head of the offender. The Japanese Government can with perfect justice ask for the severe punishment of this man, who has killed one of its people, and for compensation for support of his victim's family. Unfortunately it has not the power to enforce its demand; but it is the part of a great nation to do justice unasked, and we have little doubt that by next mail we shall be able to report that the American officials have seriously taken up the case and done the duty that their country and public opinion expects of them.

A serious mob riot has taken place in Yedo since we last wrote, to which the Dutch Minister, H.E. de Graeff Van Polsbroek, nearly fell a victim. It will be remembered that we recently had to record an attempt on his life by an assassin, who fired upon him while sitting reading in his verandah. On this latter occasion he had to drive a long distance through a raging mob, flinging stones till they half filled his carriage, wounded his guard, servants, and horses. The reason for the attack has not been satisfactorily ascertained. The guard as usual, with the exception of its chief, behaved in a most cowardly manner.

Another attack on foreigners resulted seriously for the assailant. Mr. H. Schnell, of the Prussian Legation, and his brother were set upon while driving in Yedo in a low pony carriage by a *Samourai*, who attempted to cut them down. They were armed, however, and fired upon the man, wounding him severely. He is in custody and undergoing examination. These circumstances do not augur well for our comfort when we take up our abode in the capital of the Shiogoon next January.

A most dreadful murder has been committed in Yedo. A labourer had a beautiful wife, who unfortunately did not possess the other qualification necessary to make her a "crown to her husband." In fact, her continued misconduct exasperated him to such an extent that he drove her from his house and hearth. By the intercession of friends, however, the quarrel was made up, and the man—most unfortunately—took back his erring wife on her promise of repentance and amendment. But her promise was not kept, and she soon returned to her former evil courses. The husband again detected her infidelity, and determined to kill her. He slew her at midnight in his own house, and hewed her head, arms, and legs from her body with a long sword, like unto a "certain Levite, sojourning on the side of Mount Ephraim, who took to him a concubine out of Beth-lehem-judah." The fragments he distributed in much the same way as did the Jewish chaplain:—To his master he allotted the head, to her principal paramours he gave each an arm or a leg, and to her parents the trunk. A letter was attached to every limb, informing her lovers of the punishment of the guilty wife, and each portion of the corpse was hung up at the door of the house it was meant for in the course of the night. In the morning the people found a leg here, an arm there, an unrecognisable body in another place, and gradually—for the search had to be carried on over a space of nearly two miles of streets—all the parts of the body were collected together and identified. The husband had disappeared. And now let our readers go on to mark the exceeding civilisation of the Japanese, as exemplified in their criminal code. "According to law," our correspondent proceeds, "the husband has the right to kill his wife, providing that with her he kill her paramour. But should he favour one—that is, kill only his wife, or only her lover—he pays the forfeit of his own head. But in this instance the husband pleads, in a letter he left behind him for his master, that he did not think it right to kill the men; because it was evident, from the large circle of his wife's acquaintance, that it was she alone who was thoroughly bad. The officials hold his plea to be good. He will probably return to his house and work, so soon as he hears of the decision given in his favour by the authorities."

It may interest some of our readers (says the *Japan Times*) to know that a notification has recently been issued in Yedo stating that the Shiogoon's Government has no objection to mixed marriages between its subjects of what rank soever, and those of other nations having treaties with it. The matrimonial connections hitherto entered into between foreigners and natives have been of a morganatic character only. This notification is probably for the special behoof of those among the young gentlemen recently sent to Europe for education whose temperaments may not incline to severer studies. We can hardly imagine the license of much service to Europeans here, as those of the fair daughters of Japan whose acquaintance we have hitherto made can scarcely be held suitable as matrimonial partners in the business of life. We heard, indeed, some years ago, of one enthusiastic foreigner being so struck with the charms of a young lady of the country, as to be impelled to write to his Consul asking if it were possible for him to marry her; but the Consul, a man of strong common sense, replied that he knew of no just cause or impediment, except that he trusted his correspondent would not make such a fool of himself. Though all who have had the rare privilege of introduction to the homes of the Japanese nobility and gentry speak in the highest terms of the beauty and grace, the intelligence and modesty, of women of rank in this country, any idea of mixed marriages which should have any but the most disastrous consequences, must be, for many, many years, most wildly speculative. Still, the issue of such a Notification is a very curious fact; that it has been issued is absolutely certain—and not the least curious consideration surrounding it is—what can possibly be the object of the Gorojiu?

H.B.M.'s Supreme Court, Japan Circuit, before Sir Edmund Hornby, Chief Judge. Civil side: Several cases connected with the bankruptcy of Mr. J. R. Black came on for hearing on the 27th of August. Mr. A. G. Watkins first prayed the Court to set aside all claims on the estate of the late A. W. Hansard, arising out of transactions entered into by Mr. Black with A. McKechnie and Co. The whole of the claims on the estate were gone through *seriatim*, and all creditors to whose claims Mr. Watkins objected were heard in defence thereof. The judge reserved his decision as also respecting the claims of Messrs. C. S. Hope and J. G. Walsh, under bill of sale and mortgage, to whom opportunity will be given to argue their cases. Mr. Marshall's bill of sale over McKechnie's goods was held to be established.

The case of R. Brett *v.* the Chartered Mercantile Bank was then taken. This was a case in which the plaintiff sought to set aside the decision of a referee appointed by arbitrators. It appearing from his own letters that he had pledged himself to abide by such decision, he was immediately nonsuited.

The day's work concluded with hearing of a case between

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Mr. Schnell and Messrs. Whitfield and Dowson, respecting certain rifles given to the defendants to put in order, but alleged to have been kept by them an unreasonable time. His Lordship urged the parties to submit their cases to arbitration, and Mr. R. Lindau being selected as arbitrator, his decision, when given, will be held final.

NAGASAKI.

Admiral Keppel and Sir Harry Parkes had left this port for Osaka, for the purpose of demanding "satisfaction" for the murder of the two seamen of H.M.S. *Icarus*. A letter from the Nagasaki correspondent of the *Friend of China*, dated Aug. 17th, has gone the round of the papers, in which the Admiral is stated to have arrested the Governor and Vice-Governor, for the purpose of conveying them to Yedo. This part of the story, however, is unworthy of credence, as in the first place it is most unlikely that such extreme and unjustifiable measures should have been resorted to; and, in the second place, advices of a later date do not confirm the report.

The following is an extract of the letter referred to:—

"Admiral Keppel arrived last Monday in the *Salamis*, and Sir Harry Parkes next day in the *Basilisk*. Both have entered strongly into the case of murder of the two men from H.M.S. *Icarus*. The Governor refuses to give any information. It is supposed to have been done by Toza's men, who escaped the same night in the *Nancai*. The Admiral has, I hear, taken the Governor and Vice-Governor under arrest, and sends them up to Yedo to-morrow in the *Basilisk*, to be dealt with by the Shiogoon. It is further the intention of the Admiral to demand satisfaction from the Prince of whom the men were followers."

In the Provincial Court, Messrs. Maltby and Co., agents for the barque *Fruiter*, sought to recover the sum of 2,353 dols. from Messrs. Alt and Co., being a balance of charter-money due to the above-named vessel. The captain of the *Fruiter* sailed in the first instance for Tientsin, where he received the first month's charter-money; but upon his proceeding from thence to Chefoo the agents for the defendants at that place refused to recognise his claim for the second month. He ultimately obtained a charter for his vessel on his own account to Nagasaki. The Court was of opinion that the plaintiffs had duly established their claim, and found for them accordingly for the full amount with costs.

CHINA.

PEKING.

There is no news of any movement on the part of our Minister at Peking of an authentic nature; but it is rumoured that some very important negotiations are going on between Sir Rutherford Alcock and the Chinese Government. Mr. Hart has proffered the chairs of Natural Philosophy and of Chemistry in the New College established there to Dr. Macgowan.

TIENTSIN.

Dates from this port are to the 28th August. A letter from this place of 26th says:—

On the 22nd the wind changed to the north-west, when cool autum weather at once set in, and since then we have had also clear dry weather. Some three or four inland traders from Shanse have arrived here since I last wrote to you, but up to last evening they had not purchased any imports. Rates for piece goods are almost daily going lower, which shows that the demand for that class of goods is weak, without signs of future improvement. Yesterday 8⅓ lbs. Grey Shirtings were being sold by Tientsin dealers to Shantung traders at 2.50 to 2.55 taels, and 8⅓ lbs. Grey Shirtings at 2.60 taels. The reports from the interior are very disheartening for the mercantile people at Tientsin. There appears to be almost no demand for manufactures at the usual marts in Shanse and Mongolia, arising from the failure of the grain crops in the northern parts of this region and the want of pasture for the herds and flocks in Mongolia. On the other hand, cotton, fruits and medicines are daily arriving by the canals from the south of the province, west of Shantung and north of Honan. On more cotton arriving we hope to see rates for that article fall considerably. The present quotation is Tls. 13.20 per picul of 133⅓ lbs. On the whole I may state that the import trade at this port is generally in a deplorable condition, with only very slight signs of any future improvement. We are still without any reliable news from the south part of this province relative to the rebels there and in Shantung.

At present there are considerable numbers—over 80—of large southern junks anchored at Kokoo, a town half way between Tientsin and the mouth of the river, which brought sugar, rattans, and the other usual Straits produce. As they are anchored several abreast—report says six—the navigation for steamers and foreign sailing craft has become extremely difficult. Several of these junks, I understand, come from Cochin-China and Hainan, and the remainder from Fuhkeen, and as the crews—numbering at a low calculation over 3,000 men—are armed with spears, swords, gingals, and cannon, and being accustomed to fighting with pirates, and probably also at times being accustomed to doing a little business in that line themselves, they are a fearless set, and do not feel inclined to yield any of the way to steamers and foreign sailing craft passing Kokoo; hence affairs are assuming a rather unpleasant appearance at that place; and some of the Consuls here are beginning to entertain fears of a lamentable collision taking place between the crews of some foreign craft and the crews of these junks, when probably a considerable loss of life may take place. It appears that in the eighteenth year of Taonkwang—twenty-nine years ago—when the southern junks were accustomed to anchor at Tientsin, a serious disturbance arose between the crews of these junks and the crews of northern junks and shore people, and it was not quelled for several days, and not till the military acted against the southern men. The Tientsin district magistrate was killed and a number of policemen. After that event the Emperor issued an edict, prohibiting the southern junks coming higher up the river than Kokoo. If any disturbance should arise between the foreign vessels and the southern junks, whose crews, as I have already said, number over 3,000 hands, no foreign Government has any gunboats at this port to render foreigners any protection, and we should therefore be placed really at the mercy of these junk people if they were to get their blood up through the loss of any of their body.

CHEFOO.

Report from Chefoo says the rebels are again moving in that direction, yielding to an advance by Li, who has completed his entrenchment and is now going to commence active operations. Unfortunately Chefoo as well as the rebels is enclosed between this entrenchment and the sea, so that any success on the part of the Imperialists must necessarily drive their adversaries nearer to this unhappy port. There is, however, a further report that another body of Nienfei is marching up from Honan, to the assistance of those enclosed in Shantung. If so, it would seem that these cannot be the main body; and the question arises, what business Li had to leave a more powerful enemy behind him to pursue a detached force. However this wants confirmation. At present, all that is certain is that the rebels are within about one hundred miles of Chefoo, and that they have scouting parties twenty or thirty miles nearer. It is a notable fact that there is no British man-of-war in the port except a gunboat, the *Insolent*, which is so hopelessly dilapidated that the crew have to pump water into her boilers all the time she is in motion, they being incapable of feeding themselves; and even then the rest of her machinery is so bad that she cannot go two hours without breaking down. Yet to this interesting nautical phenomenon are British interests entrusted. It seems strange that no ship of war of a slightly larger and more efficient class can be spared from Japan, where there is nothing doing, to lie in Chefoo harbour when there is at least prospective danger.

HANKOW.

The *Hankow Times* has the following:—

At the present time Tseng-kweh-fan, the Viceroy at Nanking, has issued and distributed all through the provinces of Hupeh and Hunan, as well as in his own jurisdiction, a lengthy proclamation against a new society called the *Ko-lau-kwei*. This club is apparently composed, for the most part, of disbanded braves, who, without any visible means of living, go about the country plundering and terrorising the people of the surrounding provinces.

The proclamation is an amusing specimen of the manner in which these documents alternately embody the coaxing and the threatening tones. From the tenor of this document it would appear that large numbers have been induced or compelled to join common cause with these disloyal and disbanded militia. The *Ko-lau* name is the term, "venerable elder brother," used by the braves in camp when addressing their friends, and is, we believe, new, and not connected with any older or wider organisation.

A case having been decided in the Court at Hankow—*In re* Joseph Henry Evans and Alfred Hutchison, creditors' assignees for the estate of Mackellar and Co., plaintiffs, *versus* the

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Chartered Bank of India, Australia, and China, defendants—in which judgment was given for the defendants, the plaintiffs have requested the Court to state the reasons for their judgment.

The reply of the Court was in effect as follows:—

Our reasons are three, embodied in the following questions:—In the first place, was the mercantile transaction fair and honest? In the second place, did the agent of the Chartered Bank know that Mackellar and Co. were going to fail? In the third place, did the plaintiffs succeed in proving a fraudulent transfer on the part of Mackellar and Co. of their money to the Chartered Bank?

We will examine these questions most briefly. In the first place, was the mercantile transaction fair and honest?

Not only the evidence adduced by the defendants, but the evidence adduced by the plaintiffs, prove that it was. There was absolutely no sale for the tea at Shanghai; the market was very low; the bills drawn by Mackellar and Co. on parties at Shanghai were numerous; and on these grounds the Chartered Bank requested Mackellar and Co. to give them an additional margin on the tea bills equivalent to 15 per cent. This was a perfectly justifiable mercantile transaction, as the evidence of every one of the witnesses examined upon the case abundantly proves. There was no trickery, dishonesty, or fraud on the part of the defendants. The whole transaction is plain and simple.

In the second place, did the agent of the Chartered Bank know that Mackellar and Co. were going to fail?

Mr. Macreath, agent of the Chartered Bank, examined by one of the plaintiffs, swears that he had no idea that Mackellar and Co. were likely to suspend payment until the 28th June; and he farther asserts that the Messrs. Gordon never hinted at such an event to him. William Grant Gordon's evidence goes to prove that Mackellar and Co. entered into that transaction with the Chartered Bank on account of a request for a higher margin made by the agent of the bank to them officially. The transaction was completed on the 28th of June. Macreath, the agent of the bank, swears that he had not received a single hint that Mackellar and Co. were going to suspend payment until the 28th of June, and William Grant Gordon swears that Mackellar and Co. did not contemplate bankruptcy until the 28th of June; the bank's agent, therefore, could have no notice of Mackellar and Co.'s intended failure on the 27th of June, at least from Gordon. Did the agent of the bank know that Mackellar and Co. intended to suspend payment from Shanghai or any other quarter? We find no reason to believe that he did.

In the third place, did the plaintiffs succeed in providing a fraudulent transfer, on the part of Mackellar and Co., of their money to the Chartered Bank?

This is the whole gist of the question, as the plaintiffs explain their petition. The evidence, however, only proves this—that if the Commercial Bank pressed Mackellar and Co. for the bill, they would have to come to some arrangement with their creditors. Did the plaintiffs prove that the Commercial Bank would press Makellar and Co. for the bill, or did they prove that Mackellar and Co. had a presumption that the Commercial Bank would press them for the bill on or before the 27th June? The plaintiffs did not prove either of those positions. Look at the evidence. The query is embodied in the word "if." Would he, Cameron, the liquidator of the Commercial Bank, press them or not? The plaintiffs have not proved that he would, nor even raised a presumption that he would.

It is a rule in law, as well as in equity, that fraud is not to be presumed; but neither in law nor in equity is it positively necessary to prove fraud. Where is the presumption that Mackellar and Co. had committed any fraud, according to the evidence adduced in the arranging of this mercantile transaction? If fraud is not to be presumed, and if it is unnecessary to prove fraud, where is the presumption, for a presumption there must be, that fraud has been committed? We have studied the evidence, and our decision is that there is no presumption of fraud in the evidence adduced.

Judgment for the defendants, in accordance with the fourth division of the defendants' answer; the plaintiffs to pay the costs.

The *Hankow Times* of the 31st August, in its leader, after drawing attention to the "luminous reasons given by his Honour the Chief Judge of the Court" in the cause of "the Creditors' Assignees of the Estate of Mackellar and Co. against the Chartered Bank of India, Australia, and China," goes on to say.—

The hearing of this important case lasted nearly four hours. Two gentlemen of undoubted experience and acquaintance with financial and mercantile matters were properly conjoined with the official President of the Court. At the close of the evidence, without any delay, or any clearing of the Court to deliberate with the assessors, the decision of the Court was abruptly delivered by the Acting Consul. Such a treatment of the case; we can only lightly characterize as flippant and unwise. It is possible that the legal acumen of the Acting Judge was such, that, without any summing up or deliberation, the case stood before his clear mind in all the full relief of a stereoscopic picture. Such being the case, it would be of course useless and troublesome to deliberate with the assessors; but it would have appeared more satisfactory had the reasons for the verdict been embodied in his fiat. One fact we have yet to notice in connection with this case. The document copied into our columns of last week had never been seen by the gentlemen whose names and assent are appended thereto, and whose opinions it purports to embody, until supplied with our issue.

SHANGHAI.

The London mail of the 10th July arrived out on the 22nd August. Dates are now down to the 4th September. The intelligence is unimportant.

At a sale of land at Messrs. Cowie and Co.'s, on the 28th August, the following prices were realised. They show a lamentable fall in the value of property:—A lot of land next to the site of the New Mixed Court, at Tls. 25 per mow; a lot east of Chinkiang Road, at Tls. 30 per mow; a lot in Hankow Road, rear of Ton-lok-yuen Theatre, at Tls. 40 for half interest; a lot at south-western portion of Hankow and Chinkiang Roads, at Tls. 315 for half interest; a lot near north-eastern corner of old Race Course, at Tls. 600 for the whole, about 1 mow 6 fun; a lot at rear of old Racquet Court, about 8 mow, for Tls. 1,600 in all. A share in Honque Wharf sold for Tls. 30, and one in the Pootung Dock for Tls. 1,000.

The labours of the Assessment Committee have been completed, and their report handed in; but there is a very general feeling that the estimates have been made too high. They considered that the present selling prices of land and the rental for houses now obtainable could not be taken as a standard, as they looked upon property as being exceptionally low at this time. The prospects, however, of its increasing in value to any extent during the next three years are small.

A marked change has taken place in the weather. The temperature has fallen some ten degrees, and rain, which was anxiously looked for by the Chinese, and for which prayers had for some time been offered up by the Taotai, has fallen in some quantity. The worst of the hot weather now seems to be passed, the summer having been one of the shortest we have for some years experienced. The heat commenced only on the 23rd July, and on the 24th August it abated, so that we have not had more than one month of oppressive weather.

The new seamen's church on the Pootung Point was opened for Divine service, for the first time, on the 25th August, the Rev. M. Kaufman reading the service. The building has given very general satisfaction.

Mr. Farnham, who has contracted to build the new church, has declared his intention of carrying out his contract notwithstanding a difficulty with respect to funds, concerning which there has been a great deal of correspondence in the local papers.

The marriage of Mdlle. Brenier de Montmorand, daughter of Vcte. Brenier de Montmorand, Consul-General of France, to M. Leonce Verny, Ingenieur de la Marine Imperiale, was celebrated on the 22nd at the Jesuit Fathers' Church, on the French Concession. A large number were present to witness the ceremony, including the majority of the Consular and Naval officers in Shanghai.

The Club is to be resuscitated and put in working order by the 1st October. The great merit of the committee's proposal is its cheapness, as by their scheme any one can become a member on payment of an entrance fee of $10, and a monthly subscription of $4. It was stated to be the opinion of many that the large subscription and entrance fee required formerly was the cause of so many not joining the Club, whilst under the new system many new members will be induced to join who were debarred from doing so before on account of the expense. The adoption of Mr. Fisher's idea of letting out the rooms as chambers, and his general estimates, must have been of great value to the committee. It appears to us that all that was good, except the matter of low subscriptions, has been taken from Mr. Fisher's scheme, whilst the mixture of interests and divided management may lead to dissensions.

The training for the Autumn Races has already begun, and there has been a good muster both of ponies and spectators every morning on the Race Course.

The *North China Herald* says that Mr. Geo. F. Seward, lately United States Consul, will return to China in the early part of next year. The presence of this gentleman will be very valuable at a time when the Treaty between China and the foreign Powers is being readjusted. The arrangements entered into in the beginning of 1868 will affect the future Eastern policy of England, France, and America, and indeed will contribute to settle their relations with China for some years. It is therefore very satisfactory to know that a gentleman so well versed in Chinese affairs as the late American Consul at Shanghai will be on the spot to advise and influence by his experience the high contracting parties.

A large portion of the settlement had been completely under water. The spring tides, naturally high at this season, were, by the aid of a fierce N.E. by N. gale, driven right over the Bund, and some of the streets running east to west were submerged for a distance of a quarter of a mile or more from the Bund. A great deal of damage has been done to Chinese property on the Honque side of the river, and the banks and wharf bunding on both sides have suffered considerably. We cannot hear that any resident remembers the river to have been so high before. The surrounding country was flooded.

A kind of amnesty or clemency is promised to all those who

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desist from these evil practices, and formally apply to the proper authorities, who will restore them to the rank and privileges of good subjects.

We fear that we cannot say much for the activity and zeal of his Excellency the Viceroy of the Two Kiang, for the proclamation came to light only after an attack upon the paternal hall and estate of his wealthy family in Hunan, of which province he is a native. It will possibly be remembered by some of our readers that some weeks since there was a considerable stir amongst the gunboats and troops on the Wuchang side, consequent upon the despatch of a large force to Hunan. In the district of Shiang-shiang, mentioned in this proclamation, the family mansion of Tseng had been pillaged, many myriads of silver taken out of the family hoard, and the whole household scattered. This was an act of retaliation, carried out by the members of this Ko-lau-kwei, because one of their leaders had been decapitated at Wuchang by order of the Governor of Hupeh, who is a brother of Tseng-kweh-fan.

The discovery of the immense amount of treasure, probably only a part of deposits or savings of the Tseng family, has led to a few inquiries as to the way in which it has been come by. The matter is hushed up; but the whole affair, from first to last, is such a perfect exhibition of the ways and means of the governing and the governed of this unique country that very little comment is needed upon this particular instance of the internal disorder of a country whose people are said to be submissive and industrious.

The *North China Daily News* contains an account of a serious accident which has taken place at Nankin, an explosion having occurred in the Chinese Arsenal, causing the death of five men. The originator of the accident was a mandarin sent down from Peking for instruction, who, from the accounts given by the men who were in the room when the explosion originated, appears to have been working at the manufacture of friction tubes for artillery purposes, and the spirit in the composition having evaporated from the dryness of the weather, leaving the composition in caked masses, he took a hammer or other piece of metal with which to crush it; the result was only what with certainty might have been anticipated, a very slight degree of either friction or percussion being sufficient to produce fire. Of the five he was the last to die, so that, says our contemporary, whilst lingering for three days in great suffering, he may be accounted to have, in some manner, expatiated his imprudence, for the accident could not have occurred from ignorance, he having been over and over again a witness of the fearful caution with which the men employed in the laboratory handled the dangerous mixture. Indeed, it would appear that they had hinted to him the danger of what he was doing, which was all that a workman could do, the unfortunate experimenter being a Mandarin.

A notification has appeared in the *Supreme Courts and Consular Gazette*, announcing that a meeting of the creditors of Messrs. Smith, Kennedy, and Co. would be held on the 7th September, for the purpose of taking steps to annul the bankruptcy. Telegrams have been received stating that the meeting had been held, but that further proceedings were postponed until January next. There appears little doubt but that the bankruptcy will be annulled.

HONG KONG.

From this port we have dates to the 11th of September. The London mail of July 26 arrived out on the 3rd of September, conveying telegrams to the 10th of August. *Via* Calcutta telegrams from London to August 13 had been received.

It was notified that the next departure from Hong Hong for Japan and San Francisco by the Pacific mail line would be that of the *Great Republic*, on the 15th of October.

The present mail brings accounts of the severe typhoon of the 8th September, already reported by telegraph. According to the *China Mail*, it virtually commenced about nine P.M. on that day, and gave ample warning of its approach. The afternoon sky betokened wind, and at about seven P.M. a tremendous gust swept over the town, accompanied by a pelting rain. It was not, however, till nearly ten o'clock that the storm burst in all its fury. The first to suffer were the native boats, numbers of whose crews would have been drowned but for the exertions of the water police, who did everything in their power to afford help. As the night wore on the force of the wind rose still higher, and numbers of vessels either sank or were wrecked and seriously injured. To commence with the former, the *Minerva*, Spanish barque, sank in midchannel. Her crew were with [one exception (the steward), saved. The *Eagle*, American schooner, also sank, the crew being saved. Two water boats belonging to Messrs. Bowra and Co. also sank, and several of their crews were drowned. The chop of Mr. Michell, carpenter, also sank. The vessels driven on shore at Kowloon are, the Danish schooner *Alexandra* and the Siamese three masted schooner *Maria*, the two vessels having their rigging locked together and both utter wrecks. The British barques *Omar Pasha*, *Canton* and *Fortitude*, and the ship *Aden* are also ashore, and the unfortunate Government junk *Preposterous* has run on shore, and is little more than a wreck at Kowloon.

The British ship *Regina*, the *Wartburg*, *Young Greek*, *Senator Webb*, *Bengal* and *Heather Bell*, were all jammed together ahead of the *Fort William*, and most of them are seriously damaged. The steamer *Lintin* and the police junk at Sowkewan have both been clean swept, while an immense number of junks have been wrecked or have foundered. Off the village of Yoma-ti an immense number of sampans were lost and 7 or 8 junks are on shore at Sowkewan. The yacht *Re-echo* has been knocked to pieces, and several other yachts have sunk. On shore, on both sides of the harbour much damage has occurred.

The small houses known as "Wohang's houses," at the end of Kowloon peninsula, are blown into fragments, and look as if they had been destroyed by fire. Three men were wounded and two killed by the falling debris, and an inspector of police slightly injured. The Mint wall has "started," and the Bathing-house is simply a complete wreck. The scaffolding of the City Hall and Hong Kong and Shanghai Banking Corporation's new buildings have fallen across the Praya, quite obstructing the way. A culvert has burst in Shelley-street, and the roads in the upper part of the town are cut up with gullies made by the torrents of rain water, and leaves and branches of trees are scattered in every direction. A large loss of life has occurred amongst the native boating population, but there are no means of arriving at absolute statistics."

Within the limits of the harbour-master's jurisdiction the wrecks and damages amounted to the following totals:—Sank: (exclusive of yachts) one barque, one schooner, two water-boats, and one chop. Wrecked: One ship, three barques, two schooners, and the Government junk. Of other damages eight vessels are seriously injured, while an immense number have, more or less, "come to grief." There are no means of estimating the loss of native junks and native life, but however great it may have been in the harbour and neighbourhood of Hong Kong, there is reason to believe that the number of lives sacrificed at sea is, in proportion, far greater.

At Whampoa and Canton much damage was done among the native craft, and many lives were lost on the river; the Chinese say over one hundred. Between Whampoa and Canton many junks are on shore, and of sampans and other small craft undoubtedly a great number came to grief. The *Southern Bell*, British ship, lying in one of the Union Docks, was nearly laid on her beams and her hold filled with water by reason of the floods breaking over and overflowing the dock she was in. The *Solent*, in Gow and Co.'s Dock, met with a similar accident, except that she got no water in her hold. Ferguson's Dock was also overflowed, but no damage was done to the American ship *Magnet* lying there. Very little damage, and that only of a trifling description, has been done to any of the houses on the Shamien site, and even the mat bungalows have weathered the storm. Many wrecks, however, have taken place among the junks, cargo-boats, &c. The sea-wall of the Shamien site is uninjured. None of the steamers lying in the river have suffered injury. At Macao the typhoon did not commence with any great violence until midnight, and it lasted only an hour. But little damage was done.

The following narrative of the proceedings of H.M.S. *Pearl* during the typhoon and for the twelve hours following it throws much light upon the fearful havoc caused by one of these terrific hurricanes amongst the seafaring population of the China seaboard:—

The *Pearl* left Hong Kong harbour at 7.30 A.M. on the morning of the 8th Sept. The weather-wise predicted a typhoon, but the wind being in her favour and simply a fresh breeze, little uneasiness was felt by those on board. The barometer at the time of her weighing anchor stood at 29 deg. 80 min. At 2 P.M. it had fallen to 29 deg. 60 min., and they wore ship and stood in for Mir's Bey. The wind, however, suddenly increased, and the weather became so thick that it would have been the height of imprudence to attempt to make the land. She therefore lay to under a main trysail on the starboard tack with her head to the S.W. At four P.M. the barometer showed 29 deg. 46 min., and at five P.M., 28 deg. 96 min., and now the fearful force of the typhoon began to show itself. The Captain's

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galley was blown (not washed) away, and matters began to look serious. All was made as snug as possible; hawsers were passed along the breeches of the guns, secured by tackles, life-lines, rove, &c. Heavy squalls, accompanied by much rain, kept sweeping over the ship. At 6.14 P.M. the barometer fell to its lowest point, 28 deg. 60 min., and the typhoon raged with its utmost fury. The second cutter and third gig were washed away, and the dingy was blown from the davits inboard, and, falling across the spanker-boom, was nearly cut in two. At 7.45 P.M. the life-boat was washed away, and at 8 P.M. the mizen top-sail and spanker, and soon afterwards the foresail, main topsail, fore and main trysails, and jib (although all furled or stowed except the main trysail) were blown from their gaskets, the ship at that time lying to under the clue of the storm main trysail. At 8 P.M. the barometer showed 29 deg. 20 min., rising to 29 deg. 68 min. at midnight, with the wind at south. From 8 to 9 heavy squalls passed frequently, but it was evident that the typhoon was breaking. During the whole time steam was kept up in her boilers, and it was occasionally necessary to move the engines in order to clear the ship of the masses of water which deluged her decks and found their way into the bilges.

As daylight broke a scene was gradually presented which astonished even old sailors on board. Here and there were to be seen numbers of junks floating bottom upwards, and the sea was literally strewn with wreck. Most of the junks and many of the floating spars supported half-drowned Chinese, and the *Pearl* immediately set to work to save as many lives as possible. This was the more difficult from the fact that the boats were gone, and it could only be accomplished by steaming up alongside each piece o wreck and throwing ropes to the occupants. This, thanks to very skilful handling, was most successfully done. The first descried was one man on a piece of sail with two bamboo sticks adhering to it; next they came across the half of a junk, bottom up, with five men on it, who were also rescued; the third lot consisted of four men and one woman upon the bottom of a capsized junk. When the craft upset the men were thrown into the water and contrived to get upon the inverted hull, but the woman who was in the cabin at the time remained inside. With a nail torn from the outside the men contrived to scratch a hole in the bottom, and then to tear up the planking and get the woman out! Next came a set of four men, followed by another of two men both on the bottoms of capsized junks. The latter asserted that some more men remained inside, and this was suddenly verified in a way that produced an almost comic impression. Suddenly, and without apparent cause, a bamboo shot up through the rotten planking, its upper end waggling about in the air in the most eccentric manner, while an unmistakable noise proclaimed interior humanity. There was some difficulty in getting sufficiently close to the junk again, so volunteers were called for to swim to, and cut a hole in, the floating coffin, and four gallant fellows did so. Unfortunately, one of the three men found inside was dead when his rescuers arrived, but the others survived. The help of the warm tea and rice, liberally dispensed to the unfortunates by the captain and officers, restored them to their usual state of impassive equanimity.

The next case was of a very similar nature; one man was taken off from the bottom of a junk, and another was cut out by the swimming volunteers. Two men were next rescued, each on a separate half of their junk some half mile apart. Again, scattered fragments of rotten junk with humanity still clinging to them claimed attention, and by the time the *Pearl* had arrived off the entrance of this harbour she had succeeded in rescuing twenty-nine men and one woman.

The United States steamer *Monocacy* was also caught in the typhoon when about 100 miles from Hong Kong, and the *China Mail* publishes the following account of her experience:—

At 8 o'clock it showed signs of coming on, by not allowing us to eat our breakfast unless in a standing posture. From morning to about three P.M. the barometer kept steadily going down, and in the interval we were being plunged about, straining the vessel considerably—having 14 inches of water in the hold at this early stage. The water came over the top-gallant forecastle in tons, and over our quarters in such immense quantities as made the berth deck a pond, and the captain's cabin, ward-room and steerage ankle deep. So much water, and in such weight, coming down over the sides jarred and strained the ship frightfully. The timbers over our heads sprung to such an extent that it allowed water enough in to float our bedding. The wind increased until between 7 and 9 P.M., when the barometer was at its lowest, 27.85. It then commenced rising. After much labour and exertion the main staysail was bent, which steadied our vessel considerably, but it finally gave way, leaving us to broach to, and shipping seas upon all parts of the vessel. The tiller was here broken, but was fortunately replaced, and lasted well. The seas coming over the forward part of the hurricane deck started it an inch and made it "sag" fearfully. Then the first cutter was washed away, and another sea striking the davits wrenched the five-inch iron off, and the boat went astern and was soon lost sight of. The 1st and 2nd cutter and gig were stove in, but not parted from the davits.

Another sea unfortunately succeeded in tearing away our launch. We had now but two light and imperfect boats in case we had been compelled to leave the ship. At 9 p.m. another furious wind came, making us lay hold of solid and substantial things, whilst every movable article went floating in the seething element around us. It required but another jerk like this to lose our smoke-pipe, and too soon we received it. The smoke-pipe having been loosened by the detachment of about 15 or 20 one-inch iron gauges, was lifted by the force of the wind from the fire-room to the spar-deck, and from the spar to the hurricane-deck, throwing it over the railings of the latter as if it were a pipe-stem, while in reality its weight was three tons and upwards. We certainly thought our chances of life were but little at this critical juncture. The officer of the deck immediately had a fire-hose in readiness to stand by, in case the cinders from the fire-room should communicate to the wood-work, and burn the vessel. This danger was escaped.

Fragments of wood and iron were to be seen all around as the daylight dawned upon us. At 8½ A.M. we commenced chopping away the wood around the four sheet-iron ventilators on the hurricane deck, in order to raise a *pro tem* smoke pipe to give draft to the grate surface. At 11 A.M. sufficient steam had been raised to get under weigh, endeavouring to coax the vessel into Hong Kong. All the afternoon, passing drift wood of sunken junks. At 4 the quarter-master conned a person floating about on a piece of timber, and shortly afterwards saw two more drifting about. Stopped engines, sent the best boat we could and succeeded (though the sea was rather high) in bringing aboard two women and a man. We could not understand them, and satisfied ourselves by giving them dry clothes and something to eat. They are all more or less bruised about the head. At 4½, passed several dead bodies floating by. At 8, came to anchor.

The Legislative Council met on the 10th August, all the members present. His Excellency explained that he had been compelled reluctantly to postpone the former meeting, owing to the fact that he had been flooded on the peak by the typhoon. The Piracy Suppression and the Marine Store Ordinances were passed. On the Governor moving that the Appropriation Bill be passed, Mr. Whittall took the opportunity of expressing his approval of the estimates in the bulk, and particularly the Gambling-licence revenue, while at the same time he protested against the Stamp Tax and the Military Contribution. Mr. Parry took exception to the Civil Hospital and the Kowloon Sanitarium items, and entered his protest against the Gambling-licence, and the derivation of any revenue from such a source. He advocated suppression, and suggested imprisonment in place of fines for convicted gamblers. As no amendment was proposed, however, the estimates were then passed. His Excellency remarked that there would not likely be any further legislation this year, unless orders came from home; and the Council was therefore adjourned *sine die*. The following is a tabular statement of the estimated expenditure for the year 1868:—

Civil Establishments:—	
The Governor	$240.00
Colonial Secretary	13,212.00
Colonial Treasurer	6,852.00
Auditor General...	9,527.00
Clerk of Councils	100.00
Surveyor General	18,849.60
Master of the Mint	63,288.00
Postmaster General	139,388.00
Registrar General	7,980.00
Harbour Master and Emigration Officer ...	26,944.60
Collector of Stamp Revenue	5,000.00
Judicial Establishment	6,570.00
Register of Companies	288.00
Ecclesiastical Establishment	942.00
Educational Establishment	10,608.00
Medical Establishment	19,910.00
Police Magistrates	5,964.00
Police	163,468.40
Gaols	33,821.00
Charitable Allowances	640.00
Transport	3,500.00
Works and Buildings	161,400 00
Roads, Streets, and Bridges	44,500.00
Miscellaneous Services	24,500.00
Land and Houses Purchased...	32,500.00
Special Services	—
Military Contribution	94,200.00
Total	$894,192.60

The complimentary banquet alluded to in our last issue in recognition of the social and professional attainments of Dr. Kane took place at the Hong Kong Club on the 5th Aug. A large company assembled, and due honour was done to the worthy guest, who was about to depart from the colony to Europe.

Mr. C. Langdon Davies, who holds an appointment in the Mint, has been appointed by the Governor to act as Coroner for the colony.

We believe that the statement in our correspondent's letter—published in our issue of the 14th inst.—in reference to the death of M. Kleczkowski at Amoy, has been questioned in regard to his being one of the unfortunate depositors in Messrs. Dent and Co.'s. We shall be glad to find that such is the case, for the ruin and misery actually caused is quite sufficient without any exaggeration, which we should regret to circulate.

It has been a frequent subject of remark amongst those interested in the coasting trade of China that the 32nd article of the existing treaty, which provides that the "Consuls and Superintendent of Customs shall consult together regarding the erection of beacons or lighthouses and the distribution of buoys and lightships, as occasion may demand," has hardly resulted in as much benefit to navigation as was expected by it framers, and the British residents then in China. A grant was, some months since, made by the Chinese Government out of the Customs revenue sufficient to erect and maintain properly some fifteen lighthouses, and, if we are rightly informed, the Inspector General, Mr. Hart, has been entrusted with its suitable application. Aided by the harbour masters of

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the more important ports, and the tide surveyors of others, the opinions of qualified captains who are navigating these seas, and the mass of information continually being accumulated in the logs and note-books of coasting vessels, he will find little difficulty in arriving at safe conclusions. It is, we believe, intended to commence with the Pratas Shoal which, lying as it does right in the highway of vessels making direct for the Formosa Channel, is one of the most formidable dangers on the coast of China. It is expected that a light will be burning there in January, 1869, at the latest, and the benefit its establishment will confer upon commerce and navigation will be immense. The other points are not yet, it is said, fully decided upon, but the following are named as likely localities for lighthouses:—(we give their position for home readers)—Breaker point, lat. 22.5 N. long. 116.31 E.; the Lamocks, lat. 23.17 N. long. 117.21 E.; Chapel Island, off the entrance to Amoy Harbour; the Pescadores (possibly on Fischer Island or one of the small islets in its vicinity); Turnabout Island, off the island of Haitan; the White Dogs, off the entrance of the Min; Ockseu Island, one of the Lam-yet group in lat. 24.59½ N. long. 119.34½ E.; Tung-ying Island, in (about) lat. 26.23 N. long. 120.32 E.; Video Island, at the eastern end of the Chusan Archipelago; the Barren Islands, off the Saddle group; Sha-Wei-Shan, the northern-most of the Chusan Archipelago, and lying off the entrance of the Woosung river; the Shantung Promontory; the Miao-tow Islands, at the entrance of the Gulf of Pechili; and Sha Lui Tien, off the mouth of the Peiho. These, in addition to the lights now being got for Gutzlaff, and the North Saddle, and the one already in operation at Chefoo, ought to make the navigation of the coast comparatively easy. It is believed that all these can be in working order in five years' time, though of course it is possible that some change may be made in the points selected. We do not hear that anything is in contemplation for Formosa. A lighthouse at its southern end would be a great boon to navigators, but very possibly it will be an impossibility to establish one for some years. Its ports again are hardly of sufficient importance to justify the erection of a lighthouse at either of them so long as more frequented and dangerous portions of the China coast are without one. A light is, however, to be erected on the Gap rock to the south-west of Hong Kong. This completed, a great facility will be afforded to vessels approaching this port from that direction. It is not, we understand, the intention of the Chinese Government to consider the work completed by the erection of the outer line of lights. The approaches to the ports will next receive attention, and in some ten years time the coast of China will, for safety of navigation, so far as proper lights can ensure it, compare favourably with that of most other countries.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 20th of September. The outward mail of August 10 was delivered on the 11th of September. London telegrams had been received *via* Calcutta to the 3rd of September.

The budget estimates for the concluding nine months of the present year have continued to form the subject of discussion both in and out of the Legislative Council. The revenue side of the account shows a total of $1,050,227, the disbursements $1,000,987, leaving a nominal credit balance of about $50,000.

There is a report that it is the intention of Government to abolish the Municipal Councils at the various Straits Settlements. These Councils have in charge, as their name implies, the general maintenance and improvement of the towns, and they collect rates and taxes for that purpose, which are kept a distinct fund from the general revenue. As they are not more likely to clash with the Government now than before, it is difficult to see any reason for their abolishment, and it is to be hoped the report is incorrect. Moreover, whatever may be said of Penang and Malacca, Singapore is quite as large as most towns that possess their town councils and civic authorities.

The serious disease in cattle which broke out here a short time since spread to nearly all the working bullocks in the place, causing great interruption to business; the cool weather, however, has had a favourable influence, and the disease is now disappearing.

H.M.S. frigate *Rodney*, Captain Heneage, sailed on the 14th Sept. for Hong Kong and Japan. Shortly before her departure a seaman fell overboard and was drowned.

The British steamer *John Bull* was put up for sale by public auction, and realised $12,860.

The seventh general meeting of shareholders in the Tanjong Pagar Dock Company took place on the 30th August, the Hon. Thomas Scott in the chair, at which the directors' report and balance-sheet to 30th June, 1867, were adopted. The report states that of the $200,000 debenture bonds authorised to be issued, only $35,500 remained to be taken up. Satisfactory progress had been made with the works; tramways had been laid down, and other improvements were in progress; 52 steamers and 16 sailing vessels had made use of the wharf during the half-year, and the dock is expected to be ready for use early in 1868. The accrued profits for the half-year are reckoned at $6,615.92. The directors have waived all claim for their fees for the past year.

THE UNITED STATES MINISTER IN JAPAN.

The *New York Times* publishes a despatch received by the State Department at Washington from Mr. Van Valkenburgh, the United States Minister in Japan, from which we extract the following:—

The United States Minister, Mr. Van Valkenburgh, recently applied to the Japanese Government for ground and privileges for a wharf to be built at Nagasaki by the United States Mail Steamship Company. The application is understood to be regarded with favour.

The Japanese Government is expecting to make a new coinage of native gold and silver, on the bases of the assays which were made for that Government at the United States' Mint. The machinery for the purpose has been ordered, but not yet received from Europe.

New Ministers have arrived from Yedo, from Italy, Belgium, and Prussia. Perfect cordiality and unanimity exists between the foreign legations. They have selected a site for the foreign settlement in Yedo at the mouth of Sumedagsa River, which enters the bay of Yedo near the centre of the city. The site of the settlement is directly upon the water's edge. Within this foreigners are to be allowed to rent houses and land under the treaties. The Japanese Government proposes to build a large two-story hotel to be conducted on the Western plan, to contain sixty rooms, for the especial use of foreigners. An American architect has been employed to make a plan of the building, and they have already sent to San Francisco for furniture. It is expected that all will be ready by the 1st of January.

According to the terms of the treaty, it is to be understood that no one is to be admitted to Yedo except for purposes of trade, which means exports and imports only, and which does not mean the erection of grog shops or the promiscuous intermingling of visitors. Such intercourse would be full of danger in the present unsettled condition of public sentiment in regard to foreigners in Japan. A very curious and interesting map of Yedo, showing the location of the foreign quarter and of the proposed hotel, has been received.

Mr. Van Valkenburgh gives a full account of the persecutions of the Christians, of which the telegraph has heretofore given us imperfect notices. There are in Japan 20,000 natives, Roman Catholics, descended from the Christian converts left there two hundred years ago, when Japan was closed to foreign intercourse. They are scattered throughout the Empire, and there are no new converts. A large portion of these Christians reside in the Island Kin Sin, and Nagasaki is their central point, where there are a Roman Catholic bishop and several priests. So far as possible they have hitherto held their worship in secret and in the night. The Government must have had notice of these meetings for a long time, but it took no measures regarding them until the Buddhists and Lentoo priests complained bitterly that their revenue from burials and other religious ceremonies was rapidly falling off. These complaints became so numerous that the local Government of Nagasaki caused the arrest of sixty-three men, women, and children, in a valley a little outside of Nagasaki. They were confined in small prisons erected for the purpose. It was not known that any torture had been inflicted, or what was their intended punishment. The Minister had appealed to the Governors of Nagasaki to relieve the prisoners. They declared themselves unable to do so, as the prisoners were arrested as criminals under the Imperial laws of Japan. They, however, gave assurances that none of the prisoners had been tortured, and that the wants of those arrested and their families would be provided for. In the future no arrests would be made without the direction of the Supreme Government. Afterwards two more were arrested. The governors in this case denied that they were arrested for being Christians, and renewed all the previous assurances. Mr. Van Valkenburgh then addressed an earnest remonstrance to the Tycoon's Government. No answer had been received when the steamer left, but it was understood that orders had been forwarded by the Gorogio to Nagasaki for the release of the prisoners. The Secretary of State now urges upon the Japanese Government the abrogation of the law which proscribes Christianity.

ORIENTAL BANK CORPORATION.

The half-yearly meeting of shareholders of the above-named bank was held at the offices of the corporation in Threadneedle-street, on the 24th inst., for the purpose of declaring an *interim* dividend. H. G. Gordon, Esq., in the chair.

For the information of the shareholders, the following statement of the finances of the bank was submitted.—

General statement and balance-sheet of the Oriental Bank Corporation, for the year ending June 29, 1867.

LIABILITIES.

To promissory notes in circulation not bearing interest	£421,616	5	0
To bills of exchange in circulation not bearing interest	5,850,359	7	1

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To balance due to other banks		15,512 5 4	
To cash deposited not bearing interest		3,753,950 4 8	
To cash deposited bearing interest		5,835,502 16 1	
Total due to the public...		£15,876,970 18 2	
To capital paid up	£1,500,000 0 0		
To reserve surplus fund ...	444,000 0 0		
To insurance fund	50,000 0 0		
To dividends remaining unpaid...	6,881 5 0		
To balance of profit and loss after defraying all current charges	111,698 3 5		
Due to shareholders		2,112,579 8 5	
		£17,989,550 6 7	

ASSETS.

By coin and bullion	£3,388,060 18 9	
By balances due from other banks	1,047,121 2 0	
By promissory notes or bills of other banks ...	11,927 10 0	
By Government securities	1,337,324 16 9	
By landed or other property of the corporation ...	242,050 4 0	
By debts secured by landed or other property ...	162,097 11 10	
By notes and bills discounted or other debts due to to the corporation, not included under the foregoing heads, and exclusive of all debts abandoned as bad	11,800,968 8 3	
	£17,989,550 6 7	

PROFIT AND LOSS ACCOUNT.

To amount required to pay an interim dividend for the half-year to this date, at the rate of £1. 10s. per share...	£90,000 0 0
Balance	21,698 3 5
	£111,698 3 5
By balance undivided at 30th December, 1868 ...	£13,687 8 4
By amount of net profit for the year ending 31st December, 1866, after defraying current charges, and providing for all bad and doubtful debts ...	98,010 15 1
	£111,698 3 5

The CHAIRMAN said it would be necessary for him to say very few words with respect to the general position of the affairs of the bank. From the figures just presented it would be seen that they were in an excellent position, and he had good hopes for the future, for already he thought he saw approaching an improvement in trade and in banking. The losses announced the last time they met had all been written off, and had turned out less than had been expected, while the losses since had been most insignificant in amount. In the late failure in Liverpool they were very little concerned, and he did not anticipate that there would be any loss. They were going on in every way prosperously and satisfactorily. Their friends abroad complained of there being little business, but he hoped there would soon be an improvement. About twelve or eighteen months ago an arrangement was made with the chief Indian banks with reference to shortening the date of bills from six to four months. Their conviction was that it was a good measure, but three banks had withdrawn from the arrangement, and this bank could not maintain its business against them, and in substance the six months' usance would be again resorted to. He had only further to declare a dividend of 30s. per share, being at the rate of 12 per cent., free of income-tax.

The proceedings concluded with a vote of thanks to the chairman.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

KUSTERMANN—On the 20th Sept., at Singapore, Mrs. F. Kustermann, of a son.

LANE—On the 17th Oct., at Grove End House, St. John's-wood, Mrs. T. A. Lane, of a daughter.

MORRISS—On the 23rd August, at Shanghai, the wife of Edward Morriss, Esq., of a son.

ROBERTSON—On the 16th Sept., at Singapore, Mrs. J. H. Robertson, of a daughter.

SHEPPARD—On the 17th Oct., at South Bank-road, Grassendale, Liverpool, the wife of John Edward Sheppard, of a daughter.

TIDMAN—On the 21st Oct., at Ardmore, Blackheath-park, the wife of Paul Frederick Tidman, Esq., of a daughter.

MARRIAGES.

FINCH—TOWSE.—On the 17th Oct., at St. James's Church, Dover, by the Right Rev. the Lord Bishop of Honolulu, assisted by the Rev. W. E. Light, M.A., the rector, Frederick George Finch, B.A., eldest son of F. Cotton Finch, Esq., of Tudor House, Blackheath-park, to Alice Mary, second daughter of William Beckwith Towse, Esq., of Fishmongers' Hall, London. No cards.

FULLERTON—CARR—On the 22th Sept., at Trinity Church, Shanghai, by the Rev. C. H. Butcher, M.A., George Fullerton, of Dundee, Master Mariner, to Elizabeth, youngest daughter of Thos. Forster Carr, Esq., of South Shields.

MAINGAY—BAUMGARTEN.—On the 14th Sept., at St. Andrew's Church, Singapore, by the Rev. Charles Waterhouse, Colonial Chaplain, Alex. C. Maingay, Acting Assistant Colonial Surgeon, Malacca, to Ada, eldest daughter of Christian Baumgartten, Esq., Registrar of the Supreme Court. No cards.

DEATHS.

AINSLIE—On the 21st August, at Tientsin, Thomas Alexander Ainslie, Esq., M.D. aged 32 years.

DUNCAN—On the 7th Sept., at Hong Kong, Catherine, the wife of Mr. R. Duncan.

FRY—On the 9th Oct., at 291, Great College-street, Camden Town, Miss Ann Charlotte Fry, in her 86th year.

KNOX—On the 26th August, at Shanghai, of cholera, Mr. James Knox, aged 32 years.

OLIVER—On the 28th July, drowned at Shanghai, Capt. Oliver, late of Messrs. Dent and Co.

RAMSEY—On the 7th Sept., on board the brig Adeline, while on her passage from Shanghai to Keelung, Henry, son of Henry and Mary Ann Ramsey, of South Salcombe, aged 12 years.

SMYTH—On the 31st August, at Shanghai, Mr. Edwin Smyth, Surgeon.

WHERRY—On the 22nd August, at Chefoo, of remittent fever, Mary Lyon, beloved daughter of the Rev. John and Sarah E. Wherry, of Shanghai, aged 1 year and 21 days.

YOUNG—On the 21st Oct., at Kensington, W. O. Young, Esq., ship broker, of Newman's-court, Cornhill, aged 60.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to Aug. 31, 1867		31425888	27001299		7174064	65601251	17583
Corresponding period last season.....	92130	27567631	27118078		6536530	61314369	12235

SHIPMENTS SINCE.

	Ship.	From		
Aug. 23 ...	Pakwan	... Foochow	...	903,000*
— 23 ...	Sooloo	... Shanghai	...	649,606*
— 26 ...	Jubilee	.. do.	...	1,017,001*
— 27 ...	Seawfell	... Foochow	...	1,034,901*
— 29 ...	Maggie Leslie	... do.	...	630,500*
— 30 ..	Cymbaline	... do.	...	483,400*
— 31 ...	Titania	... Shanghai	...	1,209,590*
Sept. 2 ..	Grasmere	... Foochow	...	622,600
— 3 ...	Medina	... do.	...	452,200
— 4 ...	Junapore	... Shanghai	...	557,501
— 11 ...	Emeu (ml. str.)	... do., &c.	...	— 2,592

* Included in above totai.

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1867	...	...	...	...	...	733490	30
Corresponding period last season.....	...	...	...	...	...	1114610	123

SHIPMENTS SINCE.—None.

TO THE CONTINENT

							Bales
From June 1 to Aug. 31, 1867	...	...	...	...	...	13,771	—
Corresponding period last season.....	...	...	...	...	...	957500	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to Aug. 31, 1867 ... ... 6,328,000 lbs.
Corresponding period last year 5,798,105

SHIPMENTS SINCE.

	Ship.	From.		
Aug. 21 ...	Vision	... Foochow	...	2'3,400*
— 22 ...	Tientsin	... do.	...	292,500*
— 31 ...	Woodbine	... do.	...	270,500*
Sept. 2 ...	Henrietta	... do.	...	226,000

* Included in above total.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 5d.	—	4s 5¾d to 4s 6d	4s 6¾d
Shanghai	6s. 1d.	6s. 1¼d.	6s 1¼d to 6s 2¼d	6s 2¼d to 6s 3d
Canton ..... Hong Kong ... Macao	4s. 4¼d.	4s. 4⅜d.	4s 4⅜d to 4s 5¼d	4s 5¼d to 4s 6d
Singapore	4s. 3⅞d.	—	—	4s 4¼d to 4s 4⅜d
Manila	—	4s. 2d.	—	4s 3d

At Shanghai, bills on India, Rs. 303 to 304 per 100 taels. At Hong Kong, Rs. 218 to 219 per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 7.3.2 per 100; and exchange on Hong Kong, 28⅛ discount. Hong Kong and Shanghai Bank shares, new, 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 8 to 15 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, $200 per share premium.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We are glad to have to chronicle a slight but steady improvement in the market. Business has been checked to some extent by the occurrence of another native holiday, but holders remain firm, and their prospects good. Deliveries have been very satisfactory, and the only increase stocks have received has been per Anazi, from London, with a general cargo, including Yarn and Shirtings. She has made a very long passage, and her goods are partly damaged. The business has been principally in Grey Shirtings, Yarn, and Black Velvets. The former staples have been placed at previously quoted rates, but for the Velvets an advance of $0.30 has been secured. Sellers of S.S. Camlets have also got an advantage of $0.50. Considerable sales of Dyed Brocades are reported, and we have also to note a demand for Blankets. In metals little has been done, with the exception of a considerable sale of Pig Iron at $1.70. Rice, in consequence of the continued drought, has advanced again and a fresh demand appears to be springing up for this indispensable article of food. Sugar as yet is unchanged, with a small business.

SHANGHAI.—The market for Cotton fabrics has been in a most dull and depressed state, and values of most descriptions show a marked decline upon those ruling a fortnight ago; this state of affairs is to be traced to the complete collapse of the Tientsin market, which in ordinary seasons draws such large supplies from this. Grey Shirtings 8¼ lb. have further declined in price, and in sympathy with them, White Shirtings, T-Cloths, and other staple goods. Fancy Cottons have been very dull of sale, and quotations for such must be regarded to a certain extent as nominal. Woollens have shared in the general depression, and Spanish Stripes, Medium Cloth, and Camlets have been almost unsaleable. Long Ells, for which an active demand was noticed in last report, have gone out of favour, and the quotations for these goods have had to be lowered. Of Orleans, both Figured and Plain, the stocks are excessive, and a further decline in value has been established. Metals: Of Iron Nailrod has been in good demand, but other descriptions have not been wanted. Lead has

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not been inquired for. Tin Plates have continued in demand at considerably advanced quotations. Steel and Quicksilver have been difficult of sale. Coals: There is no change to report in the market. Cardiff coals without arrivals. English coals in some supply, but buyers refrain from operating at present extreme rates. Anthracite Coals have been sold from ship and from store at taels 14 to 15 per ton, and "to arrive" at taels 12.7.5. Australian Coals without arrivals, and no stock on the market.

HANKOW.—The demand for imports has been on a moderate scale. Grey Shirtings, under advices of a stagnant market in Shanghai, have steadily declined. Woollen and Worsted fabrics, with the exception of Long Ells, which still command attention, have been almost entirely neglected. Fancy Cottons have been taken freely, but at lower values.

CANTON.—Transactions in cotton and manufactures have been very limited. Lead again shows an upward tendency, and Quicksilver has advanced about $1 per picul.

HONG KONG.—Yarn has been in request and the market is firm at the close. Cotton Goods: Contrary to the general expectation, there has been little inquiry for Piece Goods generally, and almost all descriptions are lower. T-Cloths are still wanted, but do not command quite former values. Grey Shirtings of all weights have declined. The 5,000 pieces of 8¼ lb. reported sold were "small eagle" chop, and were taken by a number of dealers who agreed amongst themselves to purchase the parcel, but left the negotiations to one of their number, so that the seller might not suppose that there was more than the one buyer in the market. This is a plan now frequently resorted to, and has the effect of keeping prices down. Small sales of American and English Drills have been made at a decline of 10 cents per piece. Woollens: Camlets have been in moderate inquiry, and a few pieces of Spanish Stripes have found buyers, but other descriptions are quite neglected. Metals: Nail Rod and Bar Iron have been in more demand at former values. Lead is very dull. Tin, firmer. Quicksilver, a little higher. Coals: English and Welsh are firmly held. Australian has been sold at $11.50 per ton, at which price there are still buyers, but holders are now asking $12. A parcel of 600 tons Anthracite has been sold ex ship Benefactor to the U. S. squadron at $14 per ton. Large supplies continue to arrive, and a good deal is being stored because of the difficulty of selling "ex ship" at reasonable rates. Quotations remain about the same, but are almost nominal.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Prices have again slightly advanced, increased demand coinciding with some improvement in quality. Supplies come forward freely, except of fine or finest qualities. Settlements amount to 5,000 piculs, and the remaining stock is about as much. The only departure has been the Colorado, which took 74,000 lbs. to San Francisco.

SHANGHAI.—Black: For some days after the departure of the last mail the market remained sluggish, and prices dropped. Later, however, rather more life was shown, and the settlements have been on a liberal scale, although at no higher rates. The decline on all descriptions of Tea during the fortnight is about one tael per picul. The stock on offer, although of fair magnitude, embraces few parcels of desirable quality. Green: The transactions have been inconsiderable. They comprise 14 chops of Fychow and Teenkai, at Tls. 31 to 42; one of Pinsuey, at Tls. 36¾, and three of Shanghai-packed, at Tls. 30½ to 37½. Five chops of the new Teenkai Teas have been bought at very high rates, viz. Tls. 40 to 42, a price, taking quality into consideration, quite on a par with that of last year. The Pingsuey Teas show a small decline.

HANKOW.—Only a moderate amount of business has been transacted, consequent on the unsatisfactory home intelligence, and the accumulating stock at Shanghai. For medium Teas, prices have in some instances ruled lower, whilst other kinds maintain their former values.

KIUKIANG.—Black Teas: The arrivals of these had been more moderate, amounting to 7,400 packages; but these were again all destined for Shanghai, the only settlement being a small parcel of 200 chests second crop Ningchow at Tls. 17.5.0. The supply, which had hitherto been excessive, was now likely to fall off, most of the teamen having closed their hongs, country operations now only showing a loss in Shanghai. Green Teas: Six chops of new leaf had arrived, and musters of two chops been shown, but, as usual, teamen's first requirements were much above buyers' ideas, and no business had been done. Four chops had been forwarded to Shanghai. No judgment could yet be formed of the quality of the crop.

FOOCHOW.—Congou: The teamen continue firm holders, and although the large export and depression in the home markets have considerably reduced the demand, prices have but slightly receded. Many of the orders sent into the interior for the purchase of teas on native account are said to have been cancelled, and it may be hoped that the producers, unable to obtain remunerative prices for the fourth crop, will not pick the leaf, but leave it on the trees, in order to obtain greater vigour, and produce a crop next season superior in quality and quantity, thus also reducing the export for the current season. Souchong: Has been taken for England and the Continent at about previous rates. Oolongs: About 600 packages have been purchased for shipment to Europe, but there has been no demand for America. Flowery Pekoe: Settlements of the fortnight include some of the finest chops of the season for shipment to Russia. Scented Teas: There has been a considerable demand for these descriptions, as they appear relatively cheaper than other kinds.

CANTON.—Two chops of Country Congou have arrived, one of which is packed in half-chests. There is at present no demand whatever. Country Greens also continue quite neglected. Some settlements of district Congou have been made at about Tls. 23 to 25. In Scented Teas attention has been chiefly directed to the fine and finest kinds of Scented Orange Pekoes, which have therefore recovered the decline noticed in last report, rates closing decidedly firmer. Capers have not been much enquired for.

SILK.

YOKOHAMA.—We had last mail to report an eager competition amongst buyers, which kept up prices in spite of the continued unfavourable advices from your side. This has continued for a fortnight, and it is only in inferior kinds that we can report any change for the better. The news just to hand of a really serious fall may have its effect, but it has not yet been manifested. The market will hardly gain a healthy tone so long as we receive "unlimited" orders; the purchase of even one comparatively insignificant parcel is quite sufficient to confirm the obstinacy of native holders. The quality of finer sorts is certainly above the average—the greatest caution being observed in selection, and many houses having adopted the practice of offering fullest market rates for the privilege of picking over bales. More than a half of the nominal settlements have thus been sent back after inspection, and we do not estimate actual purchases at over 320 piculs. These consist chiefly of best and good hank sorts. Oshus are coming forward freely, and these have also been bought to the extent of about two-thirds of the Mybash—Koshus and some trifling lots of inferior kinds making up the rest. We put the unsold stock at from 700 to 720 piculs.

SHANGHAI.—Notwithstanding the receipt of continued unfavourable telegraphic advices of the home market, considerable settlements in Silk have again taken place, estimated at fully 2,000 bales, and consist chiefly of common and medium grades. The decline in prices anticipated by many intending buyers, consequent upon the unfavourable news from home, has not been realised, and cannot be expected while transactions are entered into immediately after the departure of each mail. It is moreover unreasonable to suppose that the Chinamen will place any faith in the telegrams, when these transactions are made in the face of such adverse advices. The arrivals from the interior for the past fortnight do not exceed 1,500 bales, and from Ningpo no Silk has been received; owing to these moderate receipts and our large settlements the stock unsold is now reduced to 3,000 bales, amongst which there are but few bales of true Chop Silks, the bulk consisting of medium and common grades. The latest advices from the producing districts report a restricted business having been transacted. Prices were lower than last mail, but still showed a loss as compared with quotations. The estimates given of the total crop were about 40,000 bales, though of course export to a great extent will be governed by the prices ruling in this market, for should prices decline considerably, the demand for native consumption will probably increase.

TEA AND SILK SHIPMENTS.

(*North China Herald.*)

SILK.—FROM 1ST TO 22ND AUGUST, 1867.

	Southampton. Bales.	Marseilles. Bales.
Adamson, W. R., and Co.	333	—
Barnet, George, and Co.	853	—
Birley, Worthington, and Co.	290	—
Blain, Tate, and Co.		
Borneo Company (Limited)		
Bourjau, Hubener, and Co.	262	46
Bovet, Brothers, and Co.	—	214
Bower, Hanbury, and Co.	660	368
Bradwell, Bloor, and Co.		
Brand, Monro, and Co.	1,528	—
Carter and Co.	852	—
Chapman, King, and Co.	56	—
Coutts and Co.		
Cumine and Co.	65	—
Dent and Co.		
Dow and Co.	56	263
Gamwell, F. R.	319	—
Gibb, Livingston, and Co.	587	—
Gilman and Co.	467	211
Glover and Co.		
Gutschow and Co.	15	94
Heard, Augustine, and Co.	95	90
Hogg, Brothers	120	—
Holdsworth, T. K.		
Holliday, Wise, and Co.	—	90
Jardine, Matheson, and Co.	155	54
Jarvie, John, and Co.	50	—
Johnson and Co.		
Milsom and Tod	—	58
Olyphant and Co.		
Overbeck and Co.		
Overweg and Co.	40	14
Petrocochino and Co.	71	89
Pustau, Wm., and Co.	21	—
Reid and Co.		
Reiss and Co.	50	—
Rothwell, Love, and Co.	10	—
Russell and Co.	45	481
Sassoon, David, Sons and Co.	32	—
Shaw, Brothers, and Co.	317	—
Siemssen and Co.	35	145
Skeggs and Co.	502	—
Smith, H.	12	—
Textor and Co.	602	—
Theric and Co.	—	134
Thorne, Brothers, and Co.		
Trautmann and Co.	160	—
Turner and Co.		
Wilkinson, Alfred, and Co.		
Meynard and Co.	—	112
Premrose and Co.	20	462
Reme and Co.	59	—
Scheibler Matthai and Co.	691	72
Wright, J. H.	47	217
White, F. G.	70	—
Total	Bales 9,611	3,742

TEA.

Approximate List of the Principal Shippers of Tea from Hankow,

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Shanghai, and Foochow, estimated in lbs., Season 1867-1868. Shanghai dates to 31st July, and Foochow dates to 22nd July.

	lbs.
Adamson and Co.	3,813,462
Birley and Co.	3,332,971
Birley, Worthington and Co.	1,352,020
Barnet, G. and Co.	340,068
Blain, Tait and Co.	866,788
Brand, Monro and Co.	506,520
Bourjau, Hubener and Co.	300,696
Foster, J. and Co.	2,502,810
Fussell and Co.	1,153,710
Gibb, Livingston and Co.	2,242,158
Gilman and Co.	2,635,100
Heard and Co.	2,019,850
Holliday, Wise and Co.	944,826
How, E. H. and Co.	1,015,200
Jardine, Matheson and Co.	4,635,704
Margesson and Co.	2,402,100
Overweg and Co.	3,319,000
Olyphant and Co.	1,672,720
Rusden, Phipps and Co.	622,980
Russell and Co.	2,162,740
Russian Hongs	556,370
Reiss and Co....	380,970
Sassoon, Sons and Co.	905,682
Silverlock, J. and Co.	1,464,300
Turner and Co.	1,943,304
Thorne, Brothers and Co.	239,470
	lbs. 43,331,518
Sundry other shippers, say	5,668,482
	lbs. 49,000,000

August 3rd, ships sailed from Hankow and Shanghai to London	20,714,883	
July 22nd, ships sailed from Foochow to London	19,881,050	
July 22nd, ships sailed from Foochow to Colonies	2,973,613	
	43,569,546	
Cargoes of vessels in port at Shanghai and Foochow, say	5,430,454	
		49,000,000

SHIPPING INTELLIGENCE.

ARRIVALS.

At Yokohama.—From Newport, Aug. 29, Clio.

At Shanghai.—From London, Aug. 21, Weymouth; 28, Douglas Castle; from Cardiff, 23, Sea Flower; from London (reported by telegram), John Lidgett.

At Hong Kong.—From London, Sept. 1, Banian; 4, Ramsey; from Cardiff, 4, Corypheus; from Sunderland, 4, Clete; 6, Belle of the South, The Cedars; from Hamburg, 4, Fetish; from New York, 4, Colorado; from London, previous to Sept. 29, Osprey and Chetah. (Reported by telegram.)

At Manila.—None.

At Singapore.—From Liverpool, Sept. 10, Eastern Chief; from Cardiff, 7, Bestevaer; 10, Ymuiden; 15, Bourse d'Anvers, Grondwet; 16, Jedo; 17, General de Steurs; from Hamburg, 10, Freya; from Cardiff, previous to Oct. 30, Grafstroom. (Reported by telegram.)

At Penang.—None.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—For London, Aug. 23, Sooloo; 27, Jubilee; Sept. 2, Titania; 4, Juanpore.

From Foochow.—For London, Aug. 22, Pakwan; 27, Scawfell; 29, Maggie Leslie; 30, Cymbeline; Sept. 2, Grasmere; 3, Medina.

From Hong Kong and Canton.—For Falmouth, Sept. 3, Peiho.

From Manila.—For London, Aug. 22, Neptune; for Cork, 26, Gladiateur; Sept. 3, Adan y Eva.

From Singapore.—For London, A. H. Wille; 13, Simoon; 19, Matilda Atheling; for Liverpool, 10, Bella; for Boston, Alexander.

From Penang.—For London, Sept. 14, Coleroon.

VESSELS LOADING.

At Yokohama.—For London, Conrad; for New York, Pauline, Caractacus, Yokohama, Fair Leader.

At Shanghai.—For London, Sir William Wallace, Polmaise, Evelyn Wood (all full), Allendale, Weymouth, Douglas Castle, Albuera, Georges; for New York, none.

At Foochow.—For London, Amazone, Prudhoe, Caller Ou; for New York, none.

At Hong Kong and Canton.—For London, Hyacinth (full), Kelso; for Liverpool, Veronica; for New York, Magnet, Princess of Wales, Marie Haydorn.

At Manila.—For London, Stuart Wortley; for Cork, Fort Regent; for Havre, Ille et Vilaine; for Cadiz, Conception; for Hamburg, Voladora; for New York, Stuart Wortley, Norval.

At Singapore.—For London, Sebastian Cabot; for Liverpool, Eastern Chief, Janet Fergusson; for Channel, St. Paul; for France, Java; for New York, Benvoirlich, Kalahome.

At Penang.—To London, La Plata, Minalto.

FREIGHTS AND CHARTERS.

At Yokohama.—To London: cotton and tea, £3 to £3 10s. per ton; silk, £4 to £4 10s. To New York £2 10s. to £3, per steamer, via San Francisco, $45.]

At Shanghai.—To London: the rate remains at £3. In coasting charters scarcely anything is doing.

At Foochow.—To London £3.

At Hong Kong and Canton.—To London: £2 15s. per ton; to Saigon and back 47½ cents. The circular of George Holmes gives the number of disengaged vessels in harbour at 28 (exclusive of Siamese), representing 12,409 tons.

At Manila.—There is still no unemployed shipping in port, and produce has begun to accumulate. The last settlement was the Fort Regent, 655 tons, at £3 5s. for a full cargo of dry Sugar to the Channel for orders, to be discharged in a safe port in the United Kingdom, with 10s. per ton extra if sent to the Continent.

At Singapore.—Freights during the past fortnight have remained steady. The rate to London and Liverpool has been maintained at £3 per ton all round, owing mainly to a more plentiful supply of produce being ready for shipment.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
Aug. 24	Sultana	Cardiff	Hong Kong
— 26	Ercille	London	Manila
— —	St. Courier	Glasgow	Japan
— —	John Lidgett	London	Shanghai
— —	John C. Munro	Cardiff	Do.
— 27	Tyburnia	London	Do.
— —	Hollands Trouw	Rotterdam	Batavia
— —	Susannah Elizabeth	Liverpool	Do.
— —	Volunteer	Whampoa	Buenos Ayres
— —	John Milton	Saigon	Pernambuco
— —	Sir Harry Parker	Manila	Do.
— —	Corea	London	Hong Kong
— —	Gelderland	Batavia	Amsterdam
— 28	Java Packet	Amsterdam	Batavia
— 29	Glen Roy	Shields	Hong Kong
— —	Van Der Palm	Ramsgate	Do.
— —	Wemyss Castle	Canton	London
— —	Strathmore	Freemantle	Shanghai
— 30	Jan van Galen	Holland	Batavia
— —	Cora Linn	London	Shanghai
— —	Lennox Castle	Shanghai	London
— 31	Bengale	Saigon	Bourbon
— —	Madura	Rotterdam	Batavia
— —	Ospray	London	Hong Kong
— —	Evangeline	Manila	Cadiz
Sept. 1	Yeavering Bell	Shields	Shanghai
— —	Elizabeth	Batavia	Amsterdam
— —	Jacoba Cornelia	Do.	Do.
— —	Zeemanshoop	Rotterdam	Batavia
— 2	Ensign	Cardiff	Shanghai
— 4	Northumbria	Saigon	London
— —	Chetah	London	Hong Kong
— 5	Mathilde	Marseilles	Japan
— —	Our Queen	Liverpool	Shanghai
— 10	Sea Nymph	Batavia	Freemantle

COMMERCIAL POSTSCRIPT.

The steamer *Ajax*, which cleared from Liverpool on the 16th inst. for Singapore, Hong Kong, and Shanghai, took out the following quantities of cotton goods:—Plain Cottons: Shanghai, 2,698,250 yards; Hong Kong, 925,405 yards; Singapore and Penang, 1,383,286 yards. Printed and Dyed Cottons: Shanghai, 451,360 yards; Hong Kong, 36,100 yards; Singapore and Penang, 131,800 yarns. Cotton Yarn: Shanghai, none; Hong Kong, 159,410 lbs.; Singapore and Penang, 76,870 lbs.

Arrivals not in the Tables.—Oct. 22, off Portland, from Singapore, Antelope.

Departures.—Oct. 23, from Sunderland, for Penang, Auguste Lancker.

Laid on.—At London, for Colombo, Susan Pardew.

Spoken.—Shakespeare, London to Shanghai, Sept. 21, 5 N., 23 W.; Dryden, Swansea to Hong Kong, Aug. 3, 36 S., 19 W.; Ellen (barque), Shields to Shanghai, June 23, 34 N., 19 W.; Nazarene, Shields to Shanghai, Aug. 9, 30 S., 25 E.; Vrede, Amsterdam to Batavia, Sept. 8, 10 N., 25 W. Maria Sarah, Rotterdam to Padang, Sept. 20, 4 N., 23 W.

Mr. W. O. Young.—This gentleman, well known in the China trade as a shipowner and broker of many years' standing, died suddenly at the residence of his sister-in-law. Our readers will learn with regret that the proceedings in his recent bankruptcy (some details of which appeared in our last issue) so affected his mind as to bring on an attack of paralysis, from which he never rallied. Mr. Young was sixty years of age.

The Brindisi Railway and Docks.—The Italian Minister of Public Works has been making an examination of the works of the railway from Naples to Foggia and the port of Brindisi. These and other similar works are those which will constitute the grandeur and prosperity of the country. A considerable portion of the Foggia line, it is said, might be opened in December, but obstacles are feared. At Brindisi it has at length been determined to form a dry dock, of the length of 120 metres. The estimated expense is 2,500,000 lire; the works are to be thrown open to competition, and offers are to be made under the obligation of constructing the basin sufficiently large to receive vessels of 2,000 tons.

Consular Appointments.—The Queen has been pleased to approve of Baron Carlo de Cretty de St. Paires as Consul at Aden for his Majesty the King of Italy; of Mr. Francis MacNab as Consul at Sydney, in New South Wales, for his Majesty the King of the Netherlands; and of Mr. William Minto as Consul for the Presidency of Bengal, to reside at Calcutta, for his Majesty the King of Sweden and Norway.

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An Unfaithful Steward.—Daniel da Silva, a man of colour, the steward of the ship *Eliza Shaw*, lying in the West India Dock, was brought before Mr. Benson, charged with stealing two bottles of champagne, a bottle of brandy, a bottle of gin, a bottle of sherry, two tins of sardines, a bottle of mustard, a bottle of pepper, a knife, a pistol, six pounds of candles, a table-cloth, fifteen desert-spoons, three tea-spoons, and four table forks. On the 12th inst. the prisoner made his appearance at the import entrance of the West India Dock, with his chest, bed, and bedding. He said he was from the *Eliza Shaw*, a China ship, lying in the West India Dock, and produced a pass from his captain. Joseph Cleaver, a constable in the service of the East and West India Dock Company, overhauled the chest, in which he found the above-mentioned property, and also found 4½ lb. of contraband tobacco on the prisoner's person. The prisoner said he came from the *Eliza Shaw*, and that all the property belonged to him. Cleaver detained him, and made inquiries. The result proved the falsity of the prisoner's statement. Captain John Steel, the master of the ship *Eliza Shaw*, stated that the whole of the property belonged to him. He had eighteen pistols with knives attached, like the one produced, when he sailed from England for China. He missed five of them when the voyage terminated. Mr. Benson: Are the rest of the things your property or the property of the ship? Captain Steel: The property of the ship. The steward had the use of all the things, and great confidence was placed in him. There was brandy on board similar to this. The Prisoner: I own I am guilty. I am sorry for what I have done. Captain Steel very humanely recommended the prisoner to mercy. The prisoner could not be more sorry than he was. He had been a good and faithful steward on the voyage, and had proved unfaithful at last. He did not expect this of the prisoner. Mr. Benson: He has stolen a large quantity of property, and he ought to be committed for trial for this robbery. Captain Steel earnestly appealed to the magistrate not to commit the prisoner for trial. The prisoner: I will pay for the goods. Mr. Benson: No, that cannot be allowed. You have committed a very serious robbery, and if you had not been strongly recommended to mercy you would have been committed for trial, and then you would have been sentenced to a long term of imprisonment. I convict you of the unlawful possession of the goods, and sentence you to two months' imprisonment and hard labour.

The Mont Cenis Railway.—A correspondent states that during the six months of official trials above Lanslebourg no accident of any kind took place in consequence of horses or mules being frightened by the engines, to which those sensible animals soon became reconciled—as they do in England where railways approach the public roads and streets of towns. Until the horses become accustomed to the engines over the whole length of the mountain, however, some care will be required. The goods trains, which are to precede passenger traffic, will run at a speed of only eight or ten miles an hour, and will be seen long before they approach the diligences, which may be stopped while the train passes, or the train may be stopped to allow the diligences to pass, as was done in the trial trip of the 26th of August last, on which Captain Tyler reported. Another important safeguard is that the railway has taken the outside of the road and left the inside to the horse traffic. The railway, in fact, forms an embankment nearly the whole way, and its post and rail fence effectually protects the road conveyances from the dangers of the precipice. From this point of view the railway must be considered rather to increase than diminish the security of travellers on the ordinary road. The Government inspection of the line was fixed for the 20th inst. The date of opening for traffic is not yet fixed, nor is it decided whether there will be any ceremony of public inauguration.

Wreck of the Ship "Elizabeth."—The following report has been received by the Board of Trade:—"British Consulate, Swatow, August 6. Sir,—The British barque *Elizabeth*, of Dundee, bound from Neuchwang for Swatow, with beancake, was totally lost in Owick-bay, to the north of this some forty miles, on the 15th ult., during a severe typhoon. Seven lives were lost, besides those of the master's wife and child. Those of the crew who succeeded in reaching the shore were stripped by the natives and robbed of their effects; but afterwards met with kindness from the inhabitants of one of the villages. A junk was hired, and the survivors were all brought hither. At the request of Mr. Darke, the master of Her Majesty's gunboat *Drake* proceeded to the remains of the wreck. The people appeared so poor and wretched, and so many villages were concerned in the plundering, that the commander of the gunboat judged it inadvisable to resort to force, and without doing so no attempt or threat would have availed to obtain the restoration of any of the property. From what was left of the ship he brought away a piece of one of the masts and a portion of cable, as there was in this case no suspicion of any fault or misconduct on the part of the master or those under him. No papers of any description have been saved.—I have, &c., W. M. Cooper, Her Majesty's Acting Consul."

The Suez Canal.—It is perhaps not generally known that the Suez Canal Company charges itself now with the conveyance of goods from the Mediterranean to the Red Sea, and *vice versa*. This provisional working is carried on partly by the maritime canal and partly by the sweet-water canal; and the English Government is availing itself of the facilities offered by forwarding by the new route horses, forage, and other stores required in connection with the Abyssinian expedition. The French Minister of Marine has also on several occasions availed himself of the new route in the despatch of stores for Cochin China. Everything forwarded has, however, to be transhipped *en route* from the sweet-water canal to the maritime canal.

The New Atlantic Telegraph.—It seems we are likely soon to have cheaper telegraphic despatches to and from America than the rate charged by the Atlantic Telegraph Company. It is stated that the cable between France and the United States—Brest and New York—will offer superior advantages to that of England, as the prices will be much reduced, from 50f. to 60f. To expedite the delivery of despatches and prevent probable confusion, it is proposed to establish two classes of telegraphy—the express and the ordinary. The express, which will cost more, will arrive as promptly as possible, and be delivered at the place of destination by messengers on horseback; the ordinary will be arranged as at present.

A Warning to Consuls.—A correspondent mentions that one of our Consuls abroad has just been the victim of an ingenious and novel swindle, by which he has been eased of a sum of money considerable in comparison with a small salary. A young man of gentlemanly manners and address presented himself at the Consulate with a request that the Consul would legalise his signature to a declaration for half-pay due to him as lieutenant in the navy. This person produced at the same time a Foreign-office passport to prove identity, and exhibited a letter, which he stated he had just received from the Admiralty, wherein he was authorised to draw on the Paymaster, Naval Department, for a sum which would be duly paid on the declaration being attached to the bill. He further said that he found himself in a disagreeable position, since he had come under the full conviction that a remittance from his agents would be waiting for him, and had left a young lad who was his servant by way of pledge at an hotel until his return with funds for the discharge of his hotel expenses. He was "awfully disgusted" at receiving a letter from his agents, Messrs. Hoare, informing him that they held a balance to his favour of nearly £300, but they had omitted to endorse a list of their correspondents on the Continent. The Consul, after examining the papers, gave credit to the story, and advanced the gentleman £40, receiving in exchange a bill payable at sight on the London firm, which was soon after returned with the endorsement "not known."

The American Colony in Syria.—Two years ago an enthusiast named Adams persuaded a number of the citizens of the State of Maine to establish an agricultural and religious colony at Jaffa, in Syria, which he represented to them as a land flowing with milk and honey. The enterprise proved a complete failure financially and sentimentally. A few of Mr. Adams's victims have contrived to struggle back, having some slight resources of their own still left to them; while a subscription is now being raised in New York to rescue the others, many of whom are women and children, from a state of actual starvation.

Accounts from Jerusalem give a very unfavourable account of the state of the road between that city and Jaffa, and the increasing misery of the population, and the continued neglect of the representations forwarded to the Porte as to remedial measures causes much discontent.

The new Federal flag of Germany has been recognised by France, England, Sweden and Norway, Italy, Austria, and Spain. From the other seafaring Powers the like is shortly expected.

STOPPAGE OF THE ROYAL BANK OF LIVERPOOL.

During the morning of the 22nd instant rumours were current in Liverpool regarding the difficulties of the Royal Bank; and at three o'clock on the same afternoon the bank closed, the following notice being posted on its doors:—"The bank has been compelled to suspend payment. A meeting of the shareholders will be held to-morrow to determine the course to be adopted.—H. A. Withers, Manager, Oct. 22, 1867." As is usual in such cases hundreds crowded round the bank for several hours to read this notification and comment on it. During the day a protracted meeting of the directors was held, and the "talk on 'Change" was that, owing to the fact that the proprietary is small but wealthy, the bank an unlimited one, and the accounts more large than numerous, the individual suffering would be smaller, the results of the suspension being far less disastrous and discreditable than the Barned failure. As might be expected, there was a run early in the morning upon the other local banks, but all of them met the demands so promptly that confidence was soon restored—if such a feeling as confidence can be said to exist at all.

On the following day a private meeting of the directors was held at the offices of the bank, to adopt such measures as might be deemed necessary. It was, we believe, suggested that the several shipping firms to whom the bank has made advances to the extent of between £400,000 and £500,000 should be placed in liquidation, and that the advances should be deducted from the assets as a bad debt. It was also decided that a meeting of shareholders should be called as soon as possible, and this accordingly took place on the 24th.

At this meeting an immediate call was resolved upon of £5 per share. It was at the same time agreed that a speedy resumption of the business is desirable, and that steps should be taken to register the bank under the Joint-Stock Companies Act of 1862. The present liabilities to be provided for are £1,650,000, of which £1,200,000 are on deposit and guaranteed accounts, and £450,000 on bills that will come back owing to default by the parties primarily responsible. The losses sustained are estimated at £770,000, to meet which there are the capital, reserve fund, and undivided profits, amounting altogether to £820,000. Another meeting is to be held on the 7th of November, with the view to winding up the company under its existing form of unlimited liability.

The announcement of the stoppage excited a great deal of attention in London, but no great surprise. Bills bearing the endorsement of that bank have been regarded with suspicion here for some time past, in consequence of the speculative nature of its transactions. Departing from banking operations of a legitimate character, the management has always shown too great a willingness to embark in financial business of a wider scope, and involving, of course, proportionate risk. Thus, it is stated that some £300,000 has been locked up in ships, representing about 40,000 tons, and which are now trading to various parts of the world. A large sum is also understood to have been advanced on paper represented by cotton. The total liabilities are estimated at £3,000,000 to £4,000,000, but it is fully anticipated that the creditors will be paid in full, this being an unlimited bank, and many of the shareholders being very wealthy. The reserve fund was recently stated at £106,933. Mr. Francis Shand is the chairman, and Messrs. Holme, John Bibby, and Robert Hutchinson are directors. The proprietary is a very small one, as we have before stated, but the parties interested are involved to very heavy amounts. One lady is said to be interested to the extent of £100,000, a merchant to nearly a quarter of a million sterling, another merchant to the amount of £274,000, and a broker to £84,000.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

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THE SUEZ CANAL.

Whether the Suez Canal be destined to become a great fact in the world's history, or whether it prove a gigantic and costly failure, Egypt is, and must always continue to be, a country of the greatest interest and importance to all engaged in or connected with our trade with India and China. In August last we had occasion to comment on the unmistakable symptoms of increased prosperity that have lately become manifest, not only as regards the traffic through the country, but the development of foreign enterprise and native industry within it, and the undeniable progress of M. Lessep's colossal scheme is now attracting so much attention that we need hardly apologise for once more recurring to the subject. Of the financial position of the undertaking we will say nothing here, except that it is quite incomprehensible, and therefore most unsatisfactory; the public have been completely mystified by a series of contradictory statements that have been commented on at considerable length by *The Times* in a leader which we reprint elsewhere. Neither will we speculate on its future utility and remunerativeness, regarding which M. Lesseps is so sanguine, and the British capitalist so persistently sceptical. But in the works actually accomplished, and those now in active progress, there is much that is both interesting and instructive. Our former article (above alluded to) had reference only to such works connected with the southern end of the Canal as might be noticed by any overland traveller passing through Suez; those at the northern end, however, are quite out of the transit route, and must be the object of a special expedition.

Port Said, the spot selected as the entrance to the Canal from the Mediterranean, is about 140 miles to the east of Alexandria, and stands on a narrow strip of land separating Lake Mengaleh from the sea. A recent visitor describes the town as somewhat resembling San Francisco in its early days. "Its streets are "traced at accurate right angles to each other; the houses re- "semble those of a gold diggers' city, a few being built of "stone, but the great majority of wood, either plastered over or "left bare, while there are not a few canvas tents. The streets "are nothing but sand, in which one sinks nearly ankle deep, "and walking would be no pleasure to the most determined "pedestrian. The principal streets were really crowded with "people, and the stores, in which everything could be purchased, "seemed to be doing a brisk business." The works going on in this little-known place are described as a triumph of engineering skill and boldness, to say nothing of the wonders that had to be accomplished before the actual construction of the Canal could be begun. Where six years since was but a desert strip of sand, there now stands a busy town, a port with its large basin full of shipping; docks, quays, and factories. The first necessity was a channel deep enough to allow ships to enter. This being accomplished, a mole or pier fully two miles long, extending into six fathoms of water, was required to protect the channel. No stone suitable for building this could be obtained except from quarries so distant that the cost of obtaining it was no less than 85f. per cubic metre! Not daunted by this difficulty, the engineers set to work to make their own stone from the sand itself; and by combining it with lime and sea water an excellent artificial stone is obtained, with which the pier is being rapidly completed. A second pier is in course of construction in such a position that the two together will form an immense "outer port," which will defend the mouth of the canal from any wind whatever. The "inner port," where most vessels are moored at present, is 866 yards long and 400 to 600 wide, and is being dredged to a depth of 26 feet. In the port and different parts of the Canal there are forty-six steam dredging machines at work, of 60 to 75 horse-power, each lifting about 1,500 cubic yards of sand per day. And there are 28 steam-barges engaged in carrying the sand raised out to sea. These barges are constructed with an air-tight casing, so that they cannot sink. The bottoms are mere folding doors, which are kept in their places by chains. When the barge is far enough out at sea the engine slackens these chains, the bottom opens, and the cargo is discharged. The weekly consumption of coal, by dredging-machines, barges and tugs, is no less than 10,000 tons per week! These few facts will suffice to show the nature of the preliminary work already accomplished; and we cannot withhold our tribute of admiration to the wondrous energy and skill therein displayed, although our feelings as regards the shareholders whose millions are thus magnificently expended may be more nearly akin to pity than anything else.

STUDENT INTERPRETERS FOR CHINA.

We hear that six more appointments have been made to the class of student interpreters in China. Candidates are nominated by the Secretary of State for Foreign Affairs as vacancies require to be filled up. They undergo a strict competitive examination in *Precis*, Latin and French construing, the simple rules of arithmetic, and four books of Euclid; they are expected to be well acquainted with modern geography, and to write and spell the English language properly. To this admirable test of capacity we should like to see that some proficiency in the rudiments of Chinese were required as well. That language confessedly requires a lifetime for its proper acquisition. It is said to be a case of mere plodding and hard work, but not every one has an aptitude nor the devotion required for such labour, and we think that it is only fair that those who are ready to undergo this test should, *cæteris paribus*, receive the preference. There is a professor of the language at King's College of many years' experience, who could, without doubt, enable gentlemen going to China in the capacity of student interpreters to grapple with the first difficulties of so arduous a study advantageously. At present however this office—established with so much energy by the late Sir George T. Staunton, himself an eminent Chinese scholar—exists almost as a sinecure, and, being in no way encouraged by Government, is of much less utility than it might be. We understand however that a representation to this effect has already been made to Lord Stanley, and we trust it may lead to the desired result. Mr. W. C. Hillier, son of the late Charles Butler Hillier, chief magistrate at Hong Kong, and nephew of Walter Medhurst, H.M.'s Consul at Hankow, has passed a very satisfactory examination before the Civil Service Commissioners for a student interpretership in China. Out of sixteen candidates he stood second.

The assertions of the *Japan Times* relative to the alleged abdication of the Shiogoon having been freely quoted in the leading European journals, Prince Mimbou tayou, the Shiogoon's brother, as well as the Japanese Envoy now in Paris, have authorised a distinct denial that there is any truth in the rumour. It is unfortunate that the *Japan Times* should have so confidently put forth a statement of such importance without being able to give undeniable authority, or some tangible proof of its accuracy. The persistent manner in which the only two Japan papers contradict one another on every point is most confusing. Coming events sometimes cast their shadows before, and the assertions of the *Times* may in the end be justified; in the meanwhile this official denial must be allowed to have some weight.

The ironclad ram *Stonewall*, which was transferred by the United States Government to that of Japan, as compensation for the frauds practised on the latter by certain American citizens, has left Fortress Monroe for her destination, and reached Barbadoes after a passage of nine days. Her commander reports that she behaved very well at sea, although some very rough weather was encountered.

The *Gazette* of the 18th instant contains a notification that the Queen has been pleased to appoint Lieutenant-Colonel Roland Macpherson, R.A., to be Colonial Secretary for the

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Straits Settlements. Her Majesty has also appointed the Hon. James Terrence Fitzmaurice to be Inspector of Prisons in the Island of Ceylon.

The *London Gazette* contains the official notification of Mr. Pope Hennessy's appointment as Her Majesty's Consul-General in Borneo. A recent telegram from Egypt mentions the presence of Mr. Pope Hennessy at a review, by the Viceroy, of the Egyptian troops that recently returned from Candia.

Mr. Seward, the Consul-General for the United States at Shanghai, has arrived in London from New York, and will we understand proceed to his post *via* Suez early in December.

A STORM IN A TEA-CUP.

(PALL MALL GAZETTE.)

A rather melancholy view of British dominion in Asia is presented in an ill-printed little pamphlet of twenty-two pages which lies before us. This unwelcome production bears no publisher's imprint. It is entitled "Papers Relative to the Proposed Establishment of Licensed Public Gambling Houses. Printed by De Souza and Co." Elsewhere we gather that it was published in Hong Kong, and was printed for the information of the people of that British colony and of England. Premising that a reckless and incorrigible love of gambling has possession of the Chinese population of Hong Kong, and that the Europeans are factiously divided between those who would and those who would not license gambling, the story it has to tell is as follows:—

On the 10th of March, 1866, Sir Richard Graves MacDonnell, Knight, C.B., arrived at Hong Kong to assume the Governorship of the colony. On the 25th of July following, at a meeting of the Legislative Council, amongst other new ordinances read for the first time was one entitled "The Order and Cleanliness Ordinance," the last clause of which ran as follows:

"And whereas the evils of gambling in the colony are found to be on the increase, notwithstanding the application of the penal laws in force for their prevention, and it is expedient to devise and adopt further measures for the gradual control and ultimate suppression thereof; be it therefore enacted that it shall be lawful for the Governor in Council from time to time to frame and pass such rules, regulations, and conditions as may be deemed expedient for the total suppression, or in the meanwhile for the better limitation and control, of gambling in this colony, with power from time to time to alter and amend such rules and regulations, or repeal the same or any part thereof."

This was understood to mean that the Governor was decidedly against the licensing of gambling houses. Great, therefore, was the astonishment of the non-licencers when the *Daily Press* of July 10, 1867, published a long article declaring that the Governor's policy after all was for licensing. This article is reprinted at length in the pamphlet before us, with all the more powerful bits of denunciation printed in italic. Without detailing the matter of this article, which in its literary aspect is very like colonial journalism generally when it is wrathful, we may briefly note its more remarkable features. It argues strongly in favour of the licensing of public gambling houses in Hong Kong and the making of "the darling sin" legal, under certain penalties to the floating Chinese population of 140,000, since they will gamble whether or no.

"The humblest class of itinerant hawkers," says the writer, "are frequently in the habit of gambling with their customers for the change out of a purchase amounting to a few cash," which certainly seems to be a strong example of the length to which the passion may be carried, only we should remember that in our own land there used to exist, not long ago, a hawker of pastry who always left it to his customer to "toss or buy." However, that is by no means the worst phase of the present state of things in Hong Kong. The great temptations held out by proprietors of illegal "hells" in Hong Kong to corrupt officials engaged in discovering and suppressing them have resulted in the utter demoralisation of the force so employed.

"The purity and honour of the police have been sacrificed, and the lower class of the Chinese population in the colony has been kept in a perpetual state of warfare with the authorities by the raids the police have made on the illicit gambling houses, their respect for the law being in this way undermined. In such ways, harassed by its gambling subjects, and deserted by its servants in the pay of the gamblers, the Government have resolved to legalise what it finds it cannot suppress by lawful means. Licensed gambling houses will, we believe, be shortly—say within the next six weeks—introduced in Hong Kong."

The appearance of this article in the *Daily Press* roused the non-licensing party to a clearer sense of the state of affairs. A deputation consisting of three missionaries immediately sought and obtained an interview with the backsliding Governor. What took place at this interview—what special arguments were employed by Sir Richard MacDonnell and the missionaries for and against the licensing system—do not appear in the pamphlet. That the pleadings of the deputation, however, were not very successful is tolerably certain from a letter which was despatched to his Excellency soon after. This letter is published in the pamphlet, and both its matter and tone go some way, perhaps, in explaining *why* the missionaries failed in converting Sir Richard to their opinions. Beginning with thanking his Excellency for listening to their arguments a day or two previously, they set forth their "reasons" for protesting against the licensing scheme in the following manner:—

1. Because it has been introduced in an underhand and un-English way. It looks as if every care had been taken to blindfold the public on this subject. There has been no opportunity of eliciting the public opinion here; no opportunity of memorialising the Home Government in opposition to it.

2. Because licensing gambling houses will certainly lead to a large increase of gambling.

3. Because licensing gambling houses will never lead to the "ultimate suppression" of the vice. To pretend the contrary would be the most barefaced hypocrisy.

4. We believe that a large proportion of the Chinese population of this place are opposed to this measure. Its introduction will have a seriously demoralising effect on the Chinese resident in the colony.

5. Gambling is at present equally illegal by British and by Chinese law, in every part of the two empires. Only last year the Governor of Canton took stringent measures for the suppression of gambling in that city. The proposed measure will degrade both our civilisation and our Christianity in the eyes of the Chinese people.

6. We believe that the Government has no right to countenance and sanction vice.

The memorialists conclude by assuring his excellency that their party will take every possible measure, both in Hong Kong and in England, to upset his plans.

Sir Richard replies at considerable length. He has not, he says, come to the conclusion that the licensing of gambling houses in the colony is the only way of checking the present frightful state of things without giving the whole subject the best consideration and advising with some of the best authorities in the matter. The memorialists had assailed his conclusions, but left his arguments unanswered, and had no scheme to propose in lieu of the policy the Government proposed to try. He denied most emphatically the accusations contained in "reason" 1. He says:—

"The ordinance of last year, like that of the present, contemplated, if possible, the suppression, and, failing that, the limitation and control of gambling. The Governor had then hopes that by increased exertions gambling could be put down, hopes which, after the greatest personal efforts, aided by equal exertions on the part of several officers of the police, he has been obliged to abandon, as he found the attempt only led to the continued corruption of the police, on whose efficiency the security of the lives and property of the community mainly depends. Those efforts, moreover, drove the incorrigible and numerous Chinese gamblers of the colony to resort to secret lairs, to live in a perpetual defiance of the law, and thus established numerous rendezvous of the worst classes, where nine-tenths of the burglaries and daring crimes perpetrated were planned. The Governor believes that under the new policy there will be more gaming, but by removal of its illegality, the consequences will be far less pernicious to individuals or the public than its present more limited practice. One system has been tried and failed. Therefore, another is now about to be tried. Should it also fail, the Governor has reserved complete powers to terminate the experiment at a moment's notice.

In some "Comments upon his Excellency's Reply" the memorialists (who are the publishers of the "Papers") complain that Sir Richard does not attempt to reply to objections 3, 4, and 5, and that objection 2 he in effect admits. And as to a remark of his Excellency's that even the regulation of houses of sin of a deeper dye has been found most beneficial, the memorialists observe, "His Excellency is unable to see the distinction between licensing brothels and licensing gambling houses. We do not see the need of imitating Sir Richard in avoiding ugly words by elegant circumlocution. The licensing of brothels we do not care to defend, nor will we hastily condemn it, not understanding the disgusting subject." For the rest, they stick resolutely to their own view of the matter, and quote Sir Richard himself in proof of its superior wisdom and morality. They say, "Sir Richard admitted to the three missionaries who waited on him that if he could only get a sufficient number of London policemen he would be able to suppress illegal gambling without resorting to the licensing system."

The pamphlet concludes by remarking that "the matter is in a very curious predicament." Very curious, and very edifying, no doubt. Further comment is at present, perhaps, uncalled for.

OVER SPECULATION.

The following is from a leading article in the *Liverpool Albion*, on the reckless career of speculation which has led to the present unsound state of trade in that town, and especially with reference to the recent failure of Messrs. Colin Campbell and Co., and the legal proceedings now pending against the head of that firm:—

"No local event of the past twenty years has caused more talk in Liverpool than the proceedings before Mr. Raffles and Mr. Brancker, in the Police-court, last week. That a member of one of the most eminent firms in energetic and wealthy Liverpool—the member of a family holding a high social position in the town—should be charged with acts which, if proved, would give him a sad notoriety, is sufficient cause for the interest excited by the hearing of the cases under the five summonses, charging him with having obtained about £30,000 from the National Bank of Liverpool by fraudulent pretences. Until the whole of the facts have been laid before a jury and a verdict has been pronounced, or until there has been a conclusive ruling by one of Her Majesty's judges on the points of law bearing upon the arrangement between the defendant and the bank, upon which the prosecutions are founded, we shall refrain from committing ourselves to any expression of opinion in prejudgment of the case. It is surrounded by fine questions depending upon commercial usage and the interpretation of what may be challenged as an obscurely drawn agreement; but sufficient evidence has been adduced to relieve the bench from any other course than that which they adoptod—a *prima facie* case being abundantly established—and to justify them in sending the defendant for trial at the approaching winter assizes. The evidence has exhibited something more. It has lifted the veil which had but partially hidden that mad system of cotton speculation, that feverish pursuit of fabulous fortune, too often ending in stupendous ruin, which was inaugurated by the scarcity of cotton during the American war. It is this dream of sudden wealth which has been as an *ignis fatuus* after which men rush with a speed which wrests the reins from the grasp of judgment, and impels to a headlong rush to commercial disaster. It has brought into the Liverpool cotton trade a number of needy adventurers, many of whom have been able to plunder the banks, and to manipulate large advances from their brokers, whom they have finally left to make the best of depreciated securities. The extent of the immense speculative transactions that have taken place in cotton in Liverpool since the American war, and the large sums of money which have been lost by an over-san-

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guine belief that cotton would still be the grand alchymist, and create the golden change expected by its devotees, will never be known. To give even a reasonable estimate of the money sunk by banks and brokers in this huge pit of ruin would surpass belief. We shall not essay the task; but we seize this moment, when the attention of men on 'Change is arrested by the misfortunes of an old-standing firm, and by charges of so serious a nature arising out of one mode of conducting financial operations, to warn the whole trading community of this great town against a system lax in its principles, fraught with danger to those who allow themselves to be drawn within its treacherous toils, and altogether subversive of that healthy tone of morality which is the surest and most reliable guide to commercial men. Great and undue speculations founded on an infatuation which appears to possess most of those who deal in cotton—transactions which, by their nature and magnitude, are far removed from the sphere of legitimate and sound business—may turn out all right, but when once entered upon they carry their victims into a maelstrom, out of which it is impossible to extricate themselves when beset by long-continued depressions of the market. Then with losses comes failure of principle—the beginning of a demoralisation which makes questionable means justify the all-hoped-for end of security from disaster. It is no new thing to preach that there is something nobler than wealth, that it is worse to lose honour than fortune; but this bright axiom is so often disregarded that its enforcement becomes a frequent duty. Without reflecting upon the case that has suggested these remarks, it is a matter for regret that in Liverpool there should be danger of a time arriving when great commercial men's words will cease to be as good as their bond. That there is sufficient ground for this homily of censure is beyond doubt; but there is a fine leaven of honour still on the Liverpool flags. Many failures have occurred to firms who have been simply unfortunate; and it is to the credit of Liverpool that the large firms have borne their losses without indulging in the expression of hard feeling against those by whom they have suffered heavily; for though the cases of failure have been numerous, very few have come before the public. It is the infatuated speculator who is the cause of the mischief, and him we caution against pursuing a Procrustean policy which, while ultimately ruining himself, involves better men than he in his misfortunes. This has been so time and again, and so will continue, until the lesson which Liverpool is being taught shall have brought about its own severe cure, when, the period of ruin having ceased, trade shall resume its empire upon a sounder, and that must be upon a less speculative basis. Not only will the lesson be taught to Liverpool, but to every other large commercial community in England, from each of which many examples may be drawn showing that none are entirely innocent of practices which, just now, they are denouncing as peculiar to Liverpool. There is an Augæan stable in every city.

THE BRINDISI ROUTE.*

(THE TIMES.)

There is a hitch somewhere about the projected transmission of the Overland Mail through Italy, and it is highly desirable that the world should know who it is that stops the way. Our readers are fully aware of the importance of this question. The Overland Mail from England to India travels now across France from Calais to Marseilles, where it is embarked for Alexandria. It is proposed to convey it from Calais to Brindisi, across the Alps, and throughout the Italian Peninsula. The distance from London to Alexandria *via* Marseilles is 2,532 English miles; *via* Brindisi it is only 2,455 miles—*i.e.*, shorter by 77 miles. But it has this additional advantage, that it reduces the sea voyage nearly by half, substituting in its stead a railway journey, by which it is practicable to proceed at more than twice the speed. From London to Calais, Paris, and Mâcon, over a distance of 590 miles, the two routes are one and the same. At Mâcon they branch off. The French route, after a 263 miles' land journey from Mâcon to Marseilles, leads by a long navigation of 1,683 English miles through the Gulf of Lyons and round the Italian islands to the eastern shores of the Mediterranean; the Italian route from Mâcon strikes across the Savoy Alps at Mont Cenis, and reaches the same goal in the Levant by a land journey of 914 miles over Turin, Bologna, Ancona, and Brindisi, and a sea voyage of 955 miles from the last-named port, at the mouth of the Adriatic, in a direct line to the city of the Delta. Independently of the great superiority of railway travelling over steam navigation in everything that concerns safety, punctuality, and comfort, the Italian line offers the inestimable advantage of saving rather more than 35 hours in the total distance between London and Alexandria—a gain which will be raised to 39 hours on the Summit Railway over Mont Cenis, now completed, coming into full operation, and which will further extend to 43 hours by the time the Great Tunnel across the same mountain pass is finished, for which achievement the year 1871 has been assigned as the probable date.

In an age which shows so praiseworthy an impatience of obstructions of every kind it is natural that questions should arise as to where lies the obstacle in the way of so desirable a consummation. Who is it that has anything to gain by thwarting the conveyance of the Overland Mail by what is so evidently the preferrable route? It is certainly not England, whose postal service and whose passengers would be sure of a saving both in time and money. It ought not to be Italy, who always looked to the chance of becoming the great highway between the East and West as one of the main material advantages likely to result from her political unification. Yet, strange to say, the blame has lately been laid on the Italian Government with an assurance and persistency which seems scarcely rational, and which, we believe, may be proved to be utterly unfounded.

The task of the Italian Government in the furtherance of this enterprise begins at the foot of the Alps, at Susa, and ends at Brindisi; for, as to the maritime service between that extreme point of the Peninsula and Egypt, England could, and most certainly would, for her own sake, make up for any shortcoming on the part of Italy. For what concerns the transit of the Peninsula from end to end all that was required was that a serviceable line of railway communication should be established and kept up in the best order. With respect to Brindisi it was necessary that its harbour should be made practicable for steamers suitable to the Levant trade. With an earnestness and activity above all praise, and by dint of enormous sacrifices, the Italian Government has been for the last six years attending to both duties. The report published in July, 1866, by Captain Tyler—the distinguished officer deputed by the authorities at our General Post-office, ane at the express request of the Italian Government, to inspect those works—seems altogether decisive as to the satisfactory condition both of the railway line and of the harbour at the time of his visit; and there has been no remissness in the exertions of the Italian Government since that time. Express trains have been running all along the line, merely in anticipation of the Overland Mail Service, and in excess of any requirement of the usual traffic of the country. The Government, however, professes itself ready to establish a special train at still greater speed, and even to construct a second line of rails all along the line, the moment the choice of the Brindisi route for the conveyance of the Mail is positively resolved upon. Even with one line of rails, however, the special train would meet with no obstruction whatever, as the unfrequency of the ordinary trains, and the excellent service of the telegraph all along the line, would enable the administration to keep the way thoroughly clear for the safe and speedy accommodation of the Mail.

The only serious difficulty in the way of the establishment of this important line of communication arises from the conflicting interests of the French Railway and Steam Navigation Companies. The Overland Mail must needs travel over two-thirds of the length of the French territory, and it is natural that both those companies and the Government, intent upon the promotion of their prosperity, should wish the mail to follow its course through the whole of their country. Not only is it an advantage to the French railways that the mail should be kept to its old route as far as Marseilles, but it is still more important that it should there be shipped, and made to pursue its journey by means of the steamers of the Imperial Messageries. To secure this object as long as possible, the French postal service has been so contrived that the English mails leaving for Italy in the evening are detained in Paris for above thirteen hours. They leave here at 8.30 P.M., and arrive in Paris at 7.20 A.M., and there are made to wait till the evening at 8.40. Besides this first hindrance, several precious hours are lost in the journey between Macon and Culoz, and still more from this latter place to St. Michel de Maurienne, at the foot of Mont Cenis. This Savoy line, which bears the name Victor Emmanuel, and was originally a Sardinian or Italian enterprise, has lately been purchased by the French "Paris, Lyons, and Mediterranean Company;" it has thus been altogether withdrawn from Italian control, and made subservient to French general interests, and to those of the railway company above-named in particular. This company has thus the means of thwarting the progress of the overland mail on its way to Italy almost at every step from Paris to the Alps, and it is impossible to deny that it has used its advantage so as to secure the monopoly of our Eastern traffic to this day. If this is, as we truly believe, a correct statement of the case, we shall not be much moved by the hints which have lately been thrown out, especially in France, as to the delays occasioned in the furtherance of this enterprise by the sluggishness of the Italian Government. Whatever negligence they might be supposed to have shown in this matter hitherto, owing to the political and financial difficulties by which they have been and are beset, we must take it for granted that they are sufficiently alive to the interests of their country to be willing to go hand in hand with us in a matter which concerns them far more than ourselves. The evidence of Captain Tyler, besides, goes far to prove that south of the Alps everything was sufficiently advanced for the opening of the line more than eighteen months ago. It is time, at all events, that full light should be thrown on the subject, and to no authority could we look with more confidence for information than to our General Post-office, where the scheme of the contemplated change in the conveyance of the Mail received its first impulse. The utmost hindrance that the present arrangements of the French trains may raise against the progress of the Mail cannot be computed at more than 18 hours, still allowing from 17 to 21 hours in favour of the Italian route, even with the means which the diligence or the Summit Railway already places at our disposal, and previous to the termination of the Mont Cenis Tunnel. The gain which it is already in our power to secure ought to determine us at once to the change, even were we to suppose that the French companies and Government could never be made aware of the futility, to say nothing of the illiberality, of further obstruction. It will, however, be impossible for them to hold out against that law of progress which, for all practical purposes, makes the highways of one country the common property of all other countries. No mere local interest, no national jealousy, no social or political contrivance can long make head against the force of a geographical necessity.

* To obtain a correct impression regarding the advantages and difficulties of the Brindisi route the reader should compare this with an article that appeared in our issue of the 12th September.

THE SUEZ CANAL.

(THE TIMES.)

We do not know what to make of M. de Lesseps and the Suez Canal. On the Continent the loan of £4,000,000 necessary to the completion of the work is said to be filled up. In this country his agents apply for subscriptions. By this time we thought that the great enterprise was to be achieved without us; but an opening is still made for us to come in for the crowning work. The shares of the Suez Canal are offered to us with the persistence with which the Sibylline books were laid before the old Roman king. The number of the sacred volumes has dwindled from nine to six, from six to three, still the weird old woman gives no sign of abating her demand, and still she reckons upon a purchaser.

We do not know how many of our people may be willing to avail themselves of the opportunity. There are three different points of view from which a public undertaking may be considered—the mercantile, the philanthropic, and the poetical. We may be called upon to join in the pursuit of a remunerative object, or of a useful, or simply of a great and beautiful one. Love of gain or impulse of charity may fail to move us; still we may be induced to open our purses, as certain nations are said to be willing to go to war, "for an idea." The opening of a ship Canal across the Isthmus of Suez was a sublime conception; so was that of a railway tunnel through the Alps; so would be that of a

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tubular bridge from Dover to Calais; so a company of steam balloons to the moon. Now, there were persons in this country to whom M. de Lesseps' transcendent scheme appeared as chimerical as that of aerial navigation. There were others to whom, however materially feasible, the enterprise seemed, like the great tube across the Channel, to require means inadequate to the end; others, finally, thought that, however desirable and eventually profitable, the achievement, like that of the Mont Cenis Tunnel, would be conducive to other than English interests. There was a fixed idea in England, partly arising from vague instinct, but partly also grounded on the authority of competent judges, that the projected Canal either could not be done at all, or only at such enormous cost as to preclude all possibilty of its returns in any manner compensating the outlay for years, if not for centuries. Taking even the expense on M. de Lesseps' own estimate, and making the amplest allowance for the average number and tonnage of the vessels that could avail themselves of the Canal, it seemed demonstrated that the capital invested would never yield anything like a fair interest, except by the imposition of such heavy tolls as would drive most vessels to their old route round the Cape, and thus defeat the purpose of the enterprise. And it seems so evident that M. de Lesseps himself had no great reliance on arguments drawn from mere maritime statistics that he strove to recommend the scheme as a vast landed speculation. Now, there is no doubt that whenever a line of communication is constructed the adjoining land may become valuable for a variety of purposes; but the essential condition is that the road or railroad should be finished as well as commenced; that it should be open and safe from all chances of ever closing again; for it is the thoroughfare that must keep the inn, not the inn that can to any extent contribute to the support of the thoroughfare.

In the same breath as the project of the Suez Canal was proposed as a profitable investment to English captitalists it was also described on the Continent as an achievement fraught with signal advantages to the countries bordering on the Mediterranean, and consequently with detriment to the nations inhabiting the north-eastern coasts of the Atlantic, and especially to England. England was thus invited to supply the means of cutting her own throat—to bear a hand in a work which was to end in her own ruin. Such considerations, however, had no great weight either way. Had the Canal been looked upon as a paying concern, the Money Market would not have been greatly swayed by patriotic feelings. Speculation, like *la politique*, "*n'a point d'entrailles*," and there never was an instance in which England's enemies could not command the purses of some of England's children. And, on the other hand, it was difficult for the English to conceive that any new road could be opened in which English enterprise should not be as foremost in the race as it ever was in the old ones. Whatever nation took upon itself the cutting of the Suez Canal, England would be sure to derive as great a benefit from its accomplishment as any of her neighbours, or "she would know the reason why." But precisely because the Mediterranean nations so fondly looked upon the Suez Canal as their own monopoly, and because, mere advantages of geographical position being considered, so it might undeniably have been, England thought that the work, if it was to be done at all, should fall to the lot of those who fancied themselves, and might be in reality, most immediately concerned in its success; just as in her turn she wasted not only large treasures, but also infinitely more precious lives, in the search of the North-West Passage, the discovery of which, had it ever been made, and had it turned out of any practical use, would have been a triumph not only for the trade of England, but for that of the whole world. It is impossible for us to look upon the Suez Canal otherwise than as we do on the boring of the Mont Cenis Tunnel. When direct railway communication between Calais and Ancona or Brindisi shall be established, we shall probably be as great gainers by it as either the French or the Italians, but it is not the less just and reasonable that every nation should bear the burden of what, in the equitable distribution of man's labour upon earth, naturally falls to its respective share, and that one should lend the other only such co-operation as it may deem it worth its while to contribute. It was owing to this positive and, as M. de Lesseps may perhaps feel inclined to call it, "grovelling" bias of the English trading mind that the Suez Canal shares never evinced any peculiar buoyancy on the Stock Exchange. We were always loth to dig in or build on the sand. We fancied we descried wildness in the scheme, vagueness in the estimate, looseness in the accounts. The enterprise seemed to begin and end with one man; it offered less of substance and responsibility than suited our ordinary business habits. We did not forget that the date originally appointed for the opening of the Canal was the year 1861, and we saw it put off by two, by four, by six, and even by eight years, till "hope deferred made the heart sick," and we thought we might have to resign ourselves to indefinite postponement. It might have been expected that M. de Lesseps, disgusted with our stubborn scepticism, so strikingly contrasting with the full faith which he inspires everywhere on the Continent, would turn from us in disgust, and seek anywhere rather than in England the soil best adapted to the growth of his ideas. He was well aware that anywhere out of England, wherever private enterprise and spirit of association fall short of their aims, the Government is ready to come to the rescue. So long as not only the people, but also the rulers of France and Italy, Greece and Spain, were with M. de Lesseps, we should have thought that it could matter but little whether England was for or against him. It was not without surprise, therefore, that we heard of the application of M. de Lesseps, or of his London agents in his name, for subscriptions in England to the amount of £4,000,000 effective, or £6,500,000 nominal. Such a move on the part of the projectors of the Canal might have encouraged a suspicion that either the confidence or the means of the Continent were exhausted, and that, to use a common expression, the enterprise was "on its last legs."

We are convinced that English capitalists are well able to take care of their own interests, and we shall not, therefore, waste words either in warning them against or in recommending to them the undertaking. The Suez Canal is a magnificent scheme, well worth the favour and encouragement of all those who think that "virtue should be its own reward." Were it to turn out a geographical success, its failure as a stockjobbing operation might be lightly thought of. Great unforeseen future results might make up for present sacrifices, and the loss of individuals might turn out the world's gain. To men for whom no speculation has any interest unless it partakes of the nature of gambling, the Suez Canal must possess irresistible attraction. After so many years of inquiry, after such long, learned and more or less impartial dissertations *pro* and *contra*, the subject is still involved in all that beautiful obscurity which gave it its main interest at the outset. That the Suez Canal may be finished is what we all wish; but it is what few, if any of us, can even now confidently assert. But whether or not it will pay is a question which this fresh application for English funds ought to solve to every man's satisfaction.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Oct. 15.

The Second Chamber of the States-General will not meet again before November 15 for the despatch of business. The reports of the sections were not very favourable to the Ministry, especially that upon the Marine Department. The Minister proclaimed last year the urgent necessity of building monitors and ironclads, whilst he now declares that he has no intention to execute the plans.

Among the Bills that have been laid before the Chamber appears that upon the reorganisation of the Dutch army. From this Bill it appears that the Minister proposes to fix the maximum of the army at 70,000 men, and to obtain this number by means of an annual contingent of 14,000, so that a reinforcement of 15,000 men will be obtained in five years. Above this number 3,000 militia are to be recruited for the marine. This measure will cost for the first year 270,000f. Important alterations are proposed also with regard to the exoneration. Till now all young men being only sons in any family were free, but in future this measure will be restricted to those who have no sisters and whose parents are still alive. The minor number of the brothers are thus free by the new Act, instead of the major number, as prescribed by the law of 1861. Those who have drawn a bad number can only be replaced by healthy young men fit for the service, and not younger than 21 nor older than 25 years. But this substitution has no effect with regard to the liberation of the minor number. The young men, however, who are paid for substituting, are placed, with regard to their family, in the same condition as if they had been incorporated in consequence of having drawn a bad number. In order to render the military service more attractive, young men henceforth may choose the corps in which they wish to be enlisted, whilst they will be free to live outside the caternes. This last proposal has created a good deal of indignation, and it is fervently wished by the public that this Bill may be rejected by the Second Chamber. And indeed the law of 1861 is already severe enough for a country that dislikes nothing more than the idea of becoming a military State.

On the morning of the 8th inst. the brother of the Shiogoon of Japan visited the town of Maestricht, to inspect the hardware works of Mr. P. Regout. On the evening of the same day he started for Aix-la-Chapelle.

Rumours are circulated to the effect that steps will be taken by our Government to obtain the recognition of the neutrality of the Netherlands by the European Powers, and to form a league between Belgium, Luxembourg, and Holland. These rumours, however, are thought to be without foundation. It is at the same time very strange that they are set in circulation, just as the Budgets are laid before the members of Parliament. You will remember that last year the Luxembourg question came also on the *tapis* when the Budgets were brought forward, and that Mr. van Zuylen used this question as a means of intimidation.

According to the Belgian papers Belgium insists upon France, Prussia, and England entering again into the Scheldt question by issuing an international commission of engineers. It is certain, however, that these steps will have no success, even if they are taken. In the meantime the works are progressing, and in a short time will be finished. Mr. Dujardin, the Ambassador of Belgium, but who is now appointed to represent that State at the Court of St. James, will not start for London until the end of October; in the meantime he will place his successor, Mr. de Beaulieu *au fait* with this Scheldt question.

It is said that on the 1st of January next the price of telegrams between places in Holland will be lowered from 50 to 30 cents.

His Majesty the King will be present at the inauguration of the memorial of Mr. Gysbert Karel earl van Hogendorp, which festival will take place here on the 26th inst.

A general promotion in the army took place some days ago.

The Dutch Missionary Society has received since the 1st of January an amount of f.36.206.05½ in donations and gratuities.

SHIPPING.

ARRIVALS.—Oct. 9, at Texel, from Batavia: Caroline; from Samarang: Wyk aan Zee; 12, at Texel, from Batavia: Yokohama, Sophia Koningin der Nederlanden; 13, at Texel, from Batavia: Helena and Henriette; at Brouwershaven, from Batavia: Aegidia and Pauline; at Texel, from Batavia: Bilderdyk, Helena and Henriette, Galilei.

DEPARTURES.—Oct. 10, from Brouwershaven for Batavia: Nieuwe Waterweg II., Triton, Cornelis Wernard Eduard, Batavia; from Texel for Batavia: Kanagawa; 11, from Texel for Singapore: Jacob; for Batavia, H.M. steamer of war, Borneo, Zaanstroom; 12, for Batavia: Petronella; for Macassar: Hollandia, Macassar.

PASSENGERS INWARD.—From Java, per Wyk aan Zee: Messrs. J. Mager and family, A. de la Rambelle and family, C. Mathiew and family, Arendsen, Raat; per Sophia Koningin der Nederlanden: Mr. J. Koorman.

PASSENGERS OUTWARD.—For Java, per Cornelis Wernard Eduard, Mrs. Ross and family, Mrs Mulock Houwer, Misses Heekmeyer and Staatman, two ladies Wynstroom, Messrs. G. A. Stam and family, W. J. G. Stumpf and family, J. Louwerier, C. Loos, A. J. Wolvekamp, Mulock Houwer, W. H. S. van Waning, F. D. Marion, J. Spanjaard, H. J. Hooghwinkel, A. Egli. Per Petronella: Mr. J. Steen. Per Zaanstroom: Messrs. de Does and family, Nagelvoort, A. Holdert and family, Teme-

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chelen, Cornets de Groot and family; Machielsen and Franken, Mrs. van der Kemp and child, and de Haan.

The Dutch Trading Company chartered the following ships to convey produce from Java to the following harbours:—

To Rotterdam: Johanna Antonia, Captain G. C. H. Withoff.

To Amsterdam: Maassluis, Captain J. G. Kuchler; Elizabeth and Jacoba, A. H. Zwaneveld.

To Middelburg: Julia, Captain J. J. van Loon.

COMMERCIAL.

Coffee.—The Dutch Trading Company will offer on the 23rd inst. 130,361 b. Java, Menado, and Padang. The market was quiet, but firm. There is some demand for Menado, Demerara, and Cuba sorts, which are very scarce. For Malang there is no demand. The quotation is for good ordinary Java, private import, 36½c. to 37c.

Sugar (Raw).—The market is very firm, and there is but little offered, 1,500 b. Java were sold at Amsterdam at ½f. below the September sale. 805 b. Sourabaya, No. 12¾, damp, ex Maria Catharina, at 30½f.; 489 b. No. 11½, ex Electra, at 28½f.

Rice very firm; the quotation is for Java table rice, 16f. to 17f.; Java 2nd, 12f.; good white, 10f. to 11f.; Sourabaya, 8¼f.; Rangoon, floating, 8½f. offered, but these offers are not accepted.

Spices.—The market remains quiet; nutmegs, No. 1, 95c.; mace D. 115c.; cloves, No. 2, 29c.; pepper firmer at 17c.

Tea.—The result of the sale held by the Dutch Trading Company of 4,108/4 and 107/12 ch. Java was as follows:—

	Chests.		Valuation.	Prices paid.
Boey... ...	... 25/4	—/12 ...	c. 65 to 70 ...	c. 76 to —
Congo Boey ...	... 685/4	—/12 ...	56 to 85 ...	61 to 77
Congo ...	... 817/4	—/12 ...	50 to 82 ...	56 to 85
Pecco Congo	... 382/4	—/12 ...	90 to 115 ...	78 to 91
Kempoey ...	... 14/4	—/12 ...	65 to — ...	66 to —
Pecco Kempoey	... 48/4	—/12 ...	115 to — ...	104 to 107
Souchon ...	...1197/4	—/12 ...	65 to 115 ...	62 to 110
Pecco Souchon	... 231/4	35/12 ...	110 to 135 ...	88 to 139
Pecco ...	... 128/4	—/12 ...	150 to 175 ...	190 to 256
Oranje Pecco	... 45/4	72/12 ...	120 to 130 ...	94 to 119
Tonkay ...	... 24/4	—/12 ...	75 to — ...	76 to —
Schin ...	... 59/4	—/12 ...	50 to — ...	65 to 66
Hysant ...	... 131/4	—/12 ...	105 to — ...	83 to 90

The 772/8 ch. green China, per Sea Witch, were sold for private account in public auction as follows:—

	Valuation.	Prices paid.
42/8 ch. Thunkay	c. 60 to 85 ...	c. 53 to 89
167/8 „ Hysant	100 to 160 ...	107 to 210
443/8 „ Uxim	80 to 175 ...	81 to 203
51/8 „ Imperial	120 to 170 ...	111 to 225
79/8 „ Gunpowder	150 to 180 ...	169 to 241

At Amsterdam were offered at auction for private account 2173/4, 8/8, and 174/12 chests Java.

	Chests.			Valuation.	Prices paid.
Boei... ...	... 130/4	—/8	—/12 ...	c. 50 to 60 ...	c. 54 to 65
Congo Boey...	... 113/4	—/8	—/12 ...	65 to 75 ...	66 to 77
Congo ...	... 838/4	—/8	—/12 ...	50 to 90 ...	53 to 88
Kempoey ...	... 40/4	—/8	—/12 ...	60 to 95 ...	61 to 105
Souchong ...	... 472/4	—/8	—/12 ...	75 to 95 ...	65 to 111
Pecco Congo	... 20/4	—/8	—/12 ...	100 to — ...	88 to 89
Pecco Souchong	... 129/4	—/8	35/12 ...	95 to 135 ...	86 to 150
Pecco ...	... 118/4	—/8	—/12 ...	130 to 180 ...	180 to 254
Oranje Pecco	... —/4	—/8	12/12 ...	105 to — ...	90 to —
Tonkay ...	... 160/4	—/8	—/12 ...	60 to 95 ...	71 to 105
Schin ...	... 73/4	—/8	—/12 ...	60 to — ...	81 to 86
Hysant ...	... 79/4	—/8	—/12 ...	105 to 140 ...	91 to 154
Uxim ...	... 1/4	—/8	24/12 ...	80 to 150 ...	87 to 133
Joosjes (G.B.)	... —/4	8/8	22/12 ...	105 to 120 ...	100 to 117

On the 30th inst. another public sale is to be held here, when 4255/4 and 194/12 chests Congo, 79/4 chests Souchong, and 166/4 chests Pecco, ex Yeavering Bell, which were bought in on the 10th July, will be offered.

Tobacco.—The sale of the 8,541 b. Java has given the following results:—

			Average.
1868 Bales... ...	Blitar	from 25½ to 181c. ...	c75½
906 „	Kotta	18¼ to 102½ ...	50⅛
94 „	FJ	18 to 19 ...	18⅓
403 „	H & A /Blitar ...	50 to 160½ ...	97⅛
7 „	SS	— to 20 ...	—
406 „	JC & HVR ...	28½ to 112½ ...	62½
659 „	KK	22½ to 110½ ...	54¾
519 „	Merayoon	27⅛ to 142½ ...	86⅝
54 „	PA...	29½ to 36 ...	82⅘
300 Baskets ...	Java	10½ to 15 ...	—
1217 Bales... ...	LC...	25 to 105 ...	70½
111 „	X	20 to 52½ ...	40
1360 „	Soekowono ...	10 to 80 ...	29
937 „	F vd P	12 to 107 ...	35⅜

The prices paid for the fine and middling qualities were very high, specially for Blitar; for this mark there was very much demand at 5c. to 100c. above the valuation. The Bezoekie was not of good quality, and therefore the prices were low.

Segars.—The 500 mille Manila of 1866 were but partially sold, and the rest bought in; 2a Cortados were paid with 29¾f. to 31½f.; and 2a Habanos with 30f. to 32f. On the 17th inst. 330 mille 2a Cortados will be offered here.

Miscellaneous.—Japan camphor offered at 80c. without buyers; Cubebs at 30c. Of Cassia Lignea 250 chests were partly sold at 67½c., the rest bought in at 68c.; 250 chests preserved ginger from 60c. to 99c., according to quality. Of Cassia Vera 3,000 b. per Gerredina Wilhelmina and per Bremen were sold at firm prices. The quotation is 42c. to 45c.; Aleum Cassia, 4½f.; Anise oil, 7¾f.; Japan wax, with much demand, firm at 48c. to 60c., according to quality; Vanille low in price; Indiarubber, 125f.; of gum d'amar 274 chests were sold at high prices.

For Rattans the market is dull; 120 piculs were sold per Twee Cornelissen and 193 piculs, ex Hertha.

Indigo.—90 chests were sold at firm prices. Fine quality of Java is very scarce.

Cotton.—With some demand at unaltered prices, and for manufactures the market unchanged.

For Tin the market is dull; 1,500 slabs Banca were sold at 53¾f., and 1,800 slabs do. at 53¼; 200 slabs Billiton at 52¾f.

Money.—The Bank rate of discount is still unaltered, and there is but little demand. General stagnation of business is the prevailing feature in the Stock Exchange. The bad state of the weather, together with the unsettled feeling of affairs in Italy, further tends to weaken prices in tone.

Exchange.—London, 3 mo., f.11.85; 2 mo., f.11.87; short, f.11.90½: Paris, 3 mo., f.47.05; 2 mo., f.47.12½; short, f.47.30; Hamburgh, 3 mo., f.35; 2 mo. f.35.05; short, f.35.20.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, October 14.

The Hydrographical Department at St. Petersburg gives notice that in the course of this last summer two new reefs of rocks have been discovered in the Bay of Amoor by Lieutenant Klykow, of the Imperial Navy, employed on special surveying service. The first has only 11 feet of water, and is 2½ cable lengths, N. 49 deg. E., by compass of the little Islet of Ogbi, and N. 32 deg. W. of the northern end of the Lazarew Peninsula, from which it is 4¾ cable lengths distant. The other is 11 feet under water, and a cable's length to the W. N. W. of the first, whilst between both there is only 4 to 4½ feet water at low tide. They are both buoyed off, and vessels coming in should therefore steer south of them.

The *Irkutzk Government Gazette* states that a fire broke out in the forests of Vershe-Udinsk in March last, when the ground was covered with snow, and the conflagration still continues. The air is so saturated with smoke as to make it difficult to breathe, and the country is as free from all vegetation as the Desert of Gobi. The most melancholy part of the story is that nothing has been done to extinguish the fire, human exertions being unavailing, and it must continue either till put out by a heavy fall of snow, or till it dies out for want of nourishment on reaching some river or rocky mountains.

The final account of the Nijni-Nowgorod fair is of a very gloomy and unfavourable character. At the settling day it was found that there were a great many people in difficulties and unable to meet their engagements. Compromises for debts and protested bills were very numerous. In addition to the failure of Messrs. W——, brothers, for two millions and a-half of roubles (mentioned in a former letter), two others of some magnitude are announced; one a dealer in cloth and cotton goods with liabilities to the amount of a million roubles, the other a fur merchant, for half a million. These losses make a total of 6,400,000 roubles, being half a million more than in the memorable crisis there in 1859, when the great house of P. Alexejews and Sons failed for nearly six millions, dragging after them many others to ruin. None of the present failures are ascribed to fraudulent transactions, but to the force of circumstances and the general depression of trade. The want of a central board is much felt, and it is proposed to petition the Government to create a special separate ministry for trade and industry.

Russia appears to be in earnest with regard to the reform of the tariff. The committee of the St. Petersburg Exchange has officially convened a meeting of the merchants to take into consideration the subject and draw up a statement of their wishes and proposals for the information of the Government. Similar steps have been taken at Moscow and Riga.

The Russian *St. Petersburg Gazette* contains the translation of a decree of the Emperor of China in answer to a humble petition from some high dignitaries of the State who state their belief that the newly-established schools at Peking, in which instruction is given in the European languages, are the real cause of the dreadful drought with which the vengeance of Heaven has visited the vicinity of the metropolis. To this the Emperor replies that the petition of the Mandarins is only empty nonsense, and proves nothing but the unmitigated ignorance of those who signed it.

The brother of the Shiogoon of Japan is travelling through the manufacturing districts of the Rhine Provinces, visiting and inspecting the different industrial establishments, which interest him much. He is expected next week at Berlin, where he will be received and entertained by the Crown Prince, should the king by that time not have returned from Baden-Baden, where he is now sojourning.

The *Trieste Zeitung* announces that M. de Lesseps has telegraphed to the Prefect of Venice to say that the new loan for a hundred millions of francs for the completion of the Suez Canal has been taken, and it is now positive that the new road to the Far East will certainly be opened for general traffic in October, 1870.

On the other hand the French and German financial organs agree in describing the loan as a decided failure, and that out of the 333,000 bonds to be issued, only 60,000 have been taken by enthusiastic shareholders.

Oct. 23.

At Vienna the question of the commercial and diplomatic expedition to the Far East has been again revived, and with renewed energy. Baron von Beust, the Chancellor of the Empire, is stated to be warmly in favour of its execution, and has pledged himself to support it with all his influence, not only in the Ministerial Cabinet, but with the Emperor. The Vienna Chamber of Commerce has placed itself in communication with that at Trieste, and both have drawn up a joint and pressing address to the Government, animadverting at great length on the advantages to be derived from the expedition, and praying that steps may be taken without loss of time to enable the vessels to leave Europe early in the spring. The question has formed the subject of several long Ministerial councils and is still under consideration, but there is good reason to hope that it will receive a favourable and speedy solution. It is added that the Finance Minister has promised to place in the Estimates for next year a sum of money sufficient to defray the expenses of the expedition, the absence of which in this

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year's Budget was the formal obstacle to its execution and the alleged reason for postponing it.

Last week the third meeting of the directors of the Germanic Lloyd's was held, and for the first time in this city. One of its members, Herr Fr. Harkort, was absent, as his Parliamentary duties required his presence at Berlin. Mr. A. Behn, the president, who was in the chair, regretted that the political questions now agitating Europe had tended considerably to withdraw the public attention from the institution; but he was glad to state that they had received gratifying support from the declaration of adherence and acknowledgment on the part of several foreign insurance companies amongst which were the "Noguntia," at Mayence, the Dusseldorf, the Basel, and the Wurtemberg. District establishments had been opened at Rostock and Liverpool. At Emden, Flensburg, Stettin, Kiel, and Danzig, the publication of the rules and regulations was looked for with great impatience. Many offers for agencies and inspectorships had been received from foreign ports, some of which had been accepted and added to the lists already published. The appearance of the first register of ships was then fixed for the 1st of January next, and was still open for new contributions. A proof copy was submitted to the meeting and unanimously approved. The financial statement was then read and considered highly encouraging. The meeting then terminated with a vote of thanks to the president, for the energy he had displayed, to which might be ascribed the success of the institution.

Great excitement has been caused in Finland by the publication of an Imperial decree ordaining the introduction of the Gregorian calendar to its full extent. The meaning of this step could not at first be understood, as it is well known that Finland, when it was a Swedish province, changed the calendar, and has reckoned by the new style for more than a century. It is now explained that the new decree has simply reference to the festival of Easter, which has hitherto been kept according to the Julian calendar. In the other parts of Russia this is considered as an indication of the intention of the Government to alter the calendar in the rest of the empire, and conform to the new style of dates as used in all other countries of Christendom. It is therefore expected that some fine morning very shortly Russia will be agreeably surprised by the intelligence that the system of old style is to be abandoned and replaced by the new.

COMMERCIAL.

The political complications on the subject of the occupation of Rome have had more influence on the Stock Exchange than in the produce market in this city, which latter continues to exhibit a firm attitude. Cleaned rice has been in considerable request, and full prices are freely paid, the cleaning mills having work enough on their hands to fulfil their engagements for delivery, the period for which expires the end of November. Cassia Lignea in constant demand at former rates. Ginger more demanded and higher prices paid. Pepper is in great favour, and amongst the sales for the week were 5,000 bags of Singapore, partly in loco and partly for arrival, at 3¼ Sch. Bco. per lb. The inactivity of the spelter market remains unchanged, and there are no transactions to report. Prices nominally the same. No alteration in the rate of discount.

SHIPPING.

ARRIVED.—Notos, from Singapore.

Legal.

BANKRUPTCY COURT.—IN RE W. O. YOUNG.—The bankrupt, William Ogston Young, was a shipbroker in Newman's-court, Cornhill, residing at Palace-gardens-terrace, Notting-hill. He came to the court on his own petition on the 25th ult., ascribing his failure to badness of trade. He returns his debts at £24,242. The principal creditors are—Messrs. Gibb and Co., Old Broad-street, £9,260; Messrs. Hall and Co., Aberdeen; £6,270; and Messrs. Matheson, of Lombard-street, £2,240. This was the first sitting under the bankruptcy. Several proofs were admitted, and Mr. Slater, butcher, of High-street, Kensington, was chosen trade assignee. The next sitting will take place on the 5th of December. The death of Mr. Young has since been announced.

BANKRUPTCY COURT.—IN RE KAPARIA.—This was a sitting for examination and discharge. The bankrupt, Jamshedjee Pallonjee Kaparia, commonly called Jamshedjee Pallonjee, was a member of the firm of Dadabhai Naoroji and Co., of 32, Great St. Helen's, and Bombay, and since April, 1856, he had traded in partnership with one Rustonjee Pallonjee Kaparia, as merchants, at 31, Great St. Helen's. His accounts, prepared by Mr. Charles Brown, return the following figues:—Creditors unsecured, £29,513; ditto on separate account, £5,792; claims, £1,975; and liabilities, £8,200; against property surrendered to assignees, £3,000, and balance claimed to be due from the firm of Dadabhai Naoroji and Co., £9.000. Mr. Aldridge appeared for the official assignee and Mr. G. E. Philbrick for the bankrupt. It was stated to the Court that the assets were dependent upon the result of the liquidation of the affairs of a firm at Bombay in which the bankrupt was a partner. The bankrupt had invested £12,000 in the firm of Dadabhai Naoroji and Co., the whole of which he had lost, and he had been compelled to petition the Court in consequence of pressure in regard to a partnership debt. His honour having satisfied himself that notices had been sent to all the creditors at Bombay, and that ample time had elapsed for them to come in and oppose if so advised, granted the order of discharge.

BANKRUPTCY COURT.—IN RE PETERS AND WARBURTON.—The bankrupts were ribbon manufacturers and dealers in trimmings, carrying on business at Coventry and in Cheapside. The adjudication was made on the petition of Mr. Henry Evans, silk broker, Manchester, and the first meeting under the failure was now held. A preliminary statement of affairs, prepared by Mr. H. W. Pettis, shows the following results: Creditors unsecured, £48,975 3s. 4d.,; creditors holding security, £10,000; and liabilities on bills receivable, £56,378 1s. 2d.—making a total liability of no less than £115,353 4s. 6d. Against assets: Book debts about £5,000; stock in trade, £8,000; and surplus expected to become available from property mortgaged, £5,000. Lloyd's Banking Company (Limited) are stated to be creditors for £25,000; and Messrs. Carr and Co., of Coventry, for £20,000. The failure is said to be attributable to losses by bad debts and depression of trade, partly occasioned by the French treaty. Numerous proofs of debts were admitted, and Mr. Henry Evans, silk broker, Manchester, the petitioning creditor, and Mr. Kottgen (of the firm of John Batt and Co., silk merchants, Old Broad-street) were appointed trade assignees. Messrs. Dubois and Maynard, as agents for Mr. Leech, of Derby, are the solicitors under the proceedings. The meeting was also attended by Mr. Lawrance, on behalf of creditors, and by Mr. Davis, of Coventry. It was announced that in addition to the ordinary statement the assignees would require the bankrupts to file a cash account, a profit and loss account, a trading account, an accommodation account, and a special account as from the 1st of January, 1867, of their transactions with Messrs. Chappell and Co., of Coventry. The 19th of December, at twelve, was fixed for the sitting for examination and discharge.

Naval and Military.

The Tamar, iron troop ship, Captain Sullivan, sailed on the 17th from Portsmouth with 22 officers, 644 men, 6 officers' wives, 7 children, 3 female servants, 24 soldiers' wives, 44 children, the troops being under the command of Brevet Major Ord, 2nd Battalion 20th Regiment. The officers are—for St. Helena, Capt. Carey, R.E. For the Cape of Good Hope, Captain Maunsell, 2nd Battalion 11th Regiment; Ensign Kelso, and Staff Assistant Surgeons Knife and Irving. For the Mauritius, Lieutenant Scott, R.E., Captain Pike, and Lieutenant Spence, 86th Regiment. For Penang, Lieutenants Robson and Carre, R.A. The other officers are for Gibraltar, where she will embark a regiment and proceed to the Cape of Good Hope, where another regiment will embark. She will then sail for the Mauritius, returning with a regiment to the Cape. From thence she will go to Japan with the troops ordered there to relieve troops whose period of service has expired.

The Leopard, paddle wheel steam frigate, lately on the China station, having been sold out of the service, was towed to the yard of Messrs. Marshall and Co., in Catwater, Plymouth, to be broken up last week. On her return she was paid off at Devonport, in September, 1866. She was also previously the flag ship of Admiral Sir Stephen Lushington, G.C.B., when commander-in-chief on the south-east coast of America.

Her Majesty's screw troopship Serapis, Captain Soady, has sailed from Portsmouth for Alexandria, on her first turn of duty in the relief of Her Majesty's troops in India. The following officers and troops have embarked:—Colonel G. B. Shakespear, in command of troops on board; Surgeon-Major T. H. Fasson, in medical charge; Captain C. G. W. Lascelles, Captain and Adjutant J. H. P. Anderson, Captain Hon. R. Hare, Lieutenant P. J. Barclay, Lieutenant T. Roberts, Lieutenant H. R. J. Morgan, Lieutenant J. R. S. O. Hersell, Lieutenant G. R. Ellis, Lieutenant W. Arthur, Lieutenant M. A. Macintosh, Quartermaster J. Gibson, 244 non-commissioned officers and men of the 5th brigade Royal Artillery, Mrs. Shakespear, five children, and two servants, Mrs. Anderson and child, Mrs. Roberts and child, Mrs. Gibbs and five children, 24 soldiers' wives and fifty children. Lieutenant-Colonel J. Swinburne, Major A. G. Moore, Major Hon. G. F. Ellis, Surgeon G. D. Smith, Captain W. Chaine, Veterinary-Surgeon F. Sewell, Captain A. T. Jones, Paymaster J. O. Macartney, Captains J. T. Bennyon, F. Hodgkinson, T. Gist; Lieutenant R. Swaine, Lieutenant and Adjutant T. P. Saif, Lieutenants T. L. Beady and T. Martin, Ridingmaster F. Moore, Assistant-Surgeon A. Lewis, Lieutenant H. Gifford, Quartermaster M. Carey, Lieutenants J. L. Swale and A. B. Griffiths; Cornets F. H. Parker, F. Gooch, A. Bibby, G. Williams, N. B. Edmonstone, and J. D. Bland, 19 staff sergeants, one schoolmaster, 39 sergeants, one farrier, 23 corporals, 23 trumpeters, 345 troopers of the 4th (Queen's Own) Hussars; Mrs. Moore, Mrs. Saif, Mrs. Jones and child, Mrs. Marson, Mrs. Gifford and child, Mrs. Carey, 37 soldiers' wives, and 42 soldiers' children. The following officers and detachments also embarked:—Captain Massingberg and 12 men, 5th Hussars; 10 men, 11th Hussars; 11 men, 19th Hussars; Lieutenant M'Arthur, Lieutenant Murphy, 11 men, Royal Engineers; Lieutenants Nolan and Chapman, Mounted Battery R.A.; Lieutenants Sheel, Blake, Crawford, Skinner, Lloyd, Ditmas, and Knox, R.A. Cornet M'Farlane, 2nd Dragoon Guards, Lieutenant Douthwaite and Ensign Gilchrist, 26th Regiment; Ensign Brooke and 126 men, 37th Regiment; Ensign Eytoun and 22 men, 55th Regiment; Lieutenant Samuda and 34 men, 58th Regiment; Lieutenant Gillespie and Ensign Hamilton, 96th Regiment; Ensigns Turner and Tovey, 1st battalion 6th Regiment; 2 men of Indian army, 27 soldiers' wives, and 20 soldiers' children. The ship will sail with a total number of 1,554 people on board, all told.

The United States' squadron, under the command of Admiral D. G. Farragut, comprising the screw frigate Franklin, the screw sloop Ticonderoga, and the paddle yacht tender Frolic, has left Spithead for Plymouth Sound and will proceed to Lisbon in a few days. During the stay of the squadron at Spithead Sir Thomas S. Pasley, Port Admiral at Portsmouth, has placed his steam paddle yacht Fire Queen, Capt. F. Paul, at the exclusive disposal of Admiral Farragut. During the stay of the American squadron at Spithead the Commander-in-Chief of the American navy and his officers have paid visits to every point of interest in the dockyard, to the Excellent gunnery ship, the Waterwitch, hydrulic propelled gun-vessel, and other ships afloat, as well as the more ceremonious visits to the flagship of the Port-Admiral and others of a like character. There has been no ironclad of importance to submit to Admiral Farragut's inspection; but in the Waterwitch the gallant Admiral found a "novelty," and one that yet, by a simple re-arrangment and adjustment of the water-wheel propelling principle, may effect some astonishing results. Admiral Farragut spent upwards of an hour on board the Waterwitch, examining her machinery and the method of her propulsion, the vessel being placed under steam, and at Admiral Farragut's command in steaming between Spithead and the harbour, expressly to afford the gallant Admiral an opportunity for thoroughly inspecting the vessel and her machinery. On board the Excellent, Admiral Farragut had an opportunity of inspecting our adopted system of mounting 12½-ton rifled 9-inch guns on iron carriages and slides for broadside armament. There were numbers of other guns mounted, including the 6½-ton 7-inch rifled, with its iron carriage and slide, 8-inch rifles, 10-inch smooth-bores, 64-pounder rifled Pallisers, and others; but the *prima donna* of the Excellent's "singing birds," as a broadside gun, in the eyes of Admiral Farragut and his officers was evidently the 12½-ton 9-inch rifle. Some very excellent practice was made with shot and shell, and some minor kind of torpedo

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experiments were exhibited, and concerning which matter Admiral Farragut must be very much more at home than we are ourselves. Before leaving, Admiral Farragut and his chief officers were entertained at dinner on board Her Majesty's ship Victory by Flag-Captain F. B. Seymour, C.B., A.D.C. to the Queen.

Messrs. Maudslay and Sons, of East Greenwich, are engaged in making a number of pontoon rafts, after the system introduced by Capt. Mends, C.B., Director of Transports, and naval aide-de-camp to the Queen, to be attached to the new screw steamships Serapis, Crocodile, Euphrates, Jumna, and Malabar, built for the Indian relief service. One of the rafts marked "Serapis," is now lying at Woolwich for experiments. It consists of four pontoons, and forms a raft 36ft. in length and 26ft. broad, with a movable deck capable of transporting a sub-divisional battery of Royal Artillery across the rivers and lakes to be met with in India. The upper plates are of wrought iron, and those immersed are of steel, strongly united with hammered rivets. To guard against the effect of the spray washing over the raft it is provided with side rails and sail cloth, and is supplied with four oars.

The Nelson, screw line of battle ship, Acting Commander Payne, left Spithead on the 20th, under steam, for Victoria, Australia.

The death of Admiral Lord Fitzhardinge will promote Vice-Admiral Sir H. J. Codrington to be an admiral, Rear-Admiral Charles Frederick to be vice-admiral, and Captain George Sumner Hand, C.B., to be rear-admiral.

The Plover, double-screw gun vessel, 3 guns, 663 tons, 160-horse power of engines, Commander James A. Poland, the first of her class in Her Majesty's Navy placed in commission, has received orders to complete her stores and outfit for a term of service on the West Coast of Africa.

His Prussian Majesty's new armour-plated screw steam-frigate Frederick Carl, Capt. Koller, which was built at Toulon, put into Plymouth Sound on the 22nd. She left Gibraltar on the 17th inst., and on the 20th, when crossing the Bay of Biscay, carried away her fore and main masts. This accident is said to have arisen through various causes. The masts, which were of steel, are said to have been very long, and the wire rigging not sufficiently stout.

Monetary and Commercial.

A meeting of the managers of the East India and China Banks was held at the office of the Oriental Bank Corporation, on the 15th instant, to reconsider the question of the six months' *versus* four months' usance for bills on England. Although no formal resolution to that effect was passed, the unanimous impression was that the position lately adopted by the banks is no longer tenable. The National Bank of India, which joined the compact entered into in July, 1866, then had its head office in India, but has since been reconstructed with head-quarters in London, and since the change has not held itself bound by the agreement. This secession of course exonerates all the other parties, and henceforth the managers will have discretionary power to take six months' paper when they may deem it advisable. Apart from motives arising from the withdrawal of the National Bank, we believe that some of the directors of other banks feel that the attempted restriction is a failure; and, although with much regret, they are compelled to abandon it. As we have before stated, the step was dictated by sound motives for the protection of the India and China trade, and there is no question but that it has already been productive of much good in checking speculations. We consider its withdrawal a mistake, the evil effects of which will be felt by the banks as well as the trade generally.

Telegrams have been received from Calcutta stating that two of the banks there had commenced drawing and buying bills at six months' sight.

At the meeting of the Chartered Bank of India, Australia and China, held on the 16th inst., the chairman, T. A. Mitchell, Esq., stated that in the half-year ended 30th June last no new bad debts had been incurred, that the capital of the bank remained perfectly unimpaired, and that the directors retained entire confidence in the branch managers. He regretted to say that several banks—among others the Chartered Mercantile of India—had decided upon returning to the six months' rate of usance for bills, and this bank would have no alternative but to follow the example. A resolution declaring an interim dividend at the rate of 5 per cent. per annum free of income-tax, and payable on the 23rd inst., was then carried. A suggestion was made by a shareholder that in future the dividend should be announced as soon as decided on by the directors, which was agreed to.

At the meeting of the Oriental Bank, on the 24th, the chairman, Mr. Gordon, announced that, in common with other banks, the directors had decided to revert to the six months' usance for bills. An interim dividend of £1 10s. per share (equivalent to six per cent. for the half-year) was declared. A report of the meeting will be found in another column.

The Hong Kong and Shanghai Banking Corporation have published, in the form of an advertisement, an interesting *resume* of the history of the bank, showing the conditions under which it was originally constituted and the circumstances connected with its subsequent incorporation by special Act of Parliament, as well as a statement of the present position and resources of the undertaking. This step on the part of the directors is a very timely one, the bank having of late attracted much attention owing to the undeniably good management which has carried it not only intact, but prosperous, through a most disastrous era in the China trade. The directors also notify that the Ordinance of Incorporation having received the Royal assent, a London Register of Shares has been established, and shareholders desirous of having their shares transferred from the Hong Kong Register can now do so. Certificates for shares so transferred will be granted, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar, and forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at the office. Full particulars will be found in our advertising columns.

The report of the Singapore Gas Company, to be presented to the meeting of shareholders on the 29th inst., announces that satisfactory progress continues to be made in extending the company's works. Out of the available balance of £898 3s. 7d. a dividend of 7½ per cent. on the preference, and 3 per on the original capital, is recommended.

The bar silver brought by the West India steamer has been disposed of at 60½d., and a limited amount of Mexican dollars by this and by one or two other vessels has been sold at 59½d., in both instances showing an advance of ¼d.

The biddings for £100,000 in bills on India were held on the 16th at the Bank of England, and the whole was allotted on Calcutta. The *minimum* price was fixed, as before, at 1s. 11¼d. on Calcutta and Madras, and tenders at 1s. 11⅜d. on Calcutta will receive about 80 per cent., while those above that price will be allotted in full. No tenders for bills on Bombay were invited. The terms thus obtained show a further slight decline in the demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 20th inst., was—In gold, to Aden, £50,000; to Madras, £164; to Calcutta, £20,000; in silver, to Hong Kong, £27,078: total in gold, £70,164; in silver, £27,078.

Manchester advices mention that Mr. James Atherton has retired from the post of chairman of the Union Bank of Manchester, which he has efficiently filled for many years, and that Mr. William Gibb has been appointed his successor.

From Manchester another stoppage is announced, that of Messrs. Braybrooke and Slater, manufacturers, of Blackburn, for about £26,000.

An extraordinary general meeting has been held of the shareholders of the English and American Bank, and a resolution was passed to wind up the estate. This course has been adopted in consequence of the insufficient capital of the association, the shareholders being disinclined to pay any further amount on their shares. The directors, with Mr. Samuel Gray, the manager, were appointed liquidators.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Oct. 24.
£10	Agra Bank, A shares	6	¼ to 1 pm.
10	Do. B do.	—	7 to 9
25	Bank of Egypt	All	32 to 34
20	Chartered Bank Ind., Aust., & China	All	18½ to 19½
25	Chartered Merc. of India and China	All	26 to 28
20	City Bank	10	12½ to 13½
50	London and County	20	54 to 56
50	London Joint Stock	15	38 to 39
100	London and Westminster	20	70 to 72
25	Oriental Bank Corporation	All	44 to 46
50	Union of London	15	37 to 39
	MISCELLANEOUS.		
5	Bombay Gas	All	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	103 to 105
—	Do. Do. 1878	100	111 to 112
—	Do. Do. 1873	100	105 to 107
20	Ceylon Company	10	1 to ½ dis.
20	Do. A shares	5	1½ to ¾ dis.
20	China Steamship & Labuan Coal Co.	15	15 to 14 dis.
10	Credit Foncier & Mobilier of England	9	6⅝ to 6¾ dis.
20	Egyptian Com. & Trading Company	6	4¼ to ¼ dis.
10	General Credit & Discount Company	7½	2¾ to 3¼ dis.
10	Hong Kong and China Gas	All	8 to 10
50	International Finance Society	5	2½ to 2¾ dis.
5	Oriental Gas	All	5¼ to 5⅜
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	52 to 54
50	Do. New 1855	All	52 to 54
50	Do. Do. 1867	5	¼ dis. to ¼ pm.
20	Société Financiére d'Egypte	10	7¼ to 6¾ dis.
10	Upper Assam Tea	All	3¼ to 4¼
100	West India Steam Company	60	78 to 82

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EXPORTS TO THE FAR EAST.

The following summary of the export of Cotton Goods from London, Liverpool, Southampton, and the Clyde, to the Far East during the month and ten months ended 16th October, compared with the two previous years, is from Mr. Sam Mendel's monthly tables :—

To Hong Kong and Whampoa.—For the month ended 16th Oct., 1867: Plain Cottons, 7,667,466; Coloured Cottons, 156,430; Printed Cottons, 187,914 yards; Cotton Yarn, 684,140 lbs.; total value of Cotton Goods, £202,018. For the ten months ended 16th Oct., 1867: Plain Cottons, 37,582,546; Coloured Cottons, 1,845,196; Printed Cottons, 655,561 yards; Cotton Yarn, 5,296,794 lbs.; total value of Cotton Goods, £1,285,600. Increase in value for 1867 against 1866, £53,513. For the ten months ended 16th Oct., 1866: Plain Cottons, 31,889,664; Coloured Cottons, 3,541,749; Printed Cottons, 779,840 yards; Cotton Yarn, 3,871,588 lbs.; total value of Cotton Goods, £1,232,087. For the ten months ended 16th Oct., 1865: Plain Cottons, 24,013,364; Coloured Cottons, 2,447,035; Printed Cottons, 352,836 yards; Cotton Yarn, 1,133,600 lbs.; total value of Cotton Goods, £693,917.

To Shanghai.—For the month ended 16th Oct., 1867: Plain Cottons, 22,276,081; Coloured Cottons, 401,336; Printed Cottons, 634,352 yards; Cotton Yarn, 60,000 lbs.; total value of Cotton Goods, £404,510. For the ten months ended 16th Oct., 1867: Plain Cottons, 96,476,604; Coloured Cottons, 8,100,728; Printed Cottons, 4,256,336 yards; Cotton Yarn, 429,232 lbs.; total value of Cotton Goods, £2,150,253. Decrease in value for 1867 against 1866, £369,507. For the ten months ended 16th Oct., 1866: Plain Cottons, 91,644,627; Coloured Cottons, 9,887,019; Printed Cottons, 5,238,178 yards; Cotton Yarn, 68,800 lbs.; total value of Cotton Goods, £2,519,760. For the ten months ended 16th Oct., 1865: Plain Cottons, 62,078,871; Coloured Cottons, 4,317,748; Printed Cottons, 1,725,151 yards; Cotton Yarn, 74,000 lbs.; total value of Cotton Goods, £1,488,833.

To Japan.—For the month ended 16th October, 1867: Plain Cottons, 3,568,970; Coloured Cottons, 384,710; Printed Cottons, 49,600 yards; Cotton Yarn, 425,550 lbs.; total value of Cotton Goods, £102,002. For the ten months ended 16th October, 1867*: Plain Cottons, 16,785,490; Coloured Cottons, 3,093,331; Printed Cottons, 685,902 yards; Cotton Yarn, 2,464,079 lbs.; total value of Cotton Goods, £614,880. Decrease in value for 1867 against 1866, £153,063. For the ten months ended 16th October, 1866: Plain Cottons, 21,049,103; Coloured Cottons, 2,419,874; Printed Cottons, 2,219,431 yards; Cotton Yarn, 1,332,910 lbs.; total value of Cotton Goods, £767,943. For the ten months ended 16th October, 1865: Plain Cottons, 11,684,516; Coloured Cottons, 982,241; Printed Cottons, 990,468 yards; Cotton Yarn, 251,100 lbs.; total value of Cotton Goods, £332,916.

To Singapore and Penang.—For the month ended 16th Oct., 1867: Plain Cottons, 6,475,331; Coloured Cottons, 566,895; Printed Cottons, 185,258 yards; Cotton Yarn, 413,440 lbs.; total value of Cotton Goods, £147,819. For the ten months ended 16th Oct., 1867: Plain Cottons, 51,731,357; Coloured Cottons, 7,638,526; Printed Cottons, 3,698,299 yards; Cotton Yarn, 2,272,293 lbs.; total value of Cotton Goods, £1,434,616. Increase in value for 1867 against 1866, £83,475. For the ten months ended 16th Oct., 1866: Plain Cottons, 41,495,703; Coloured Cottons, 6,413,360; Printed Cottons, 3,843,778 yards; Cotton Yarn, 1,443,477 lbs.; total value of Cotton Goods, £1,351,141. For the ten months ended 16th Oct., 1865; Plain Cottons, 28,409,664; Coloured Cottons, 4,590,467; Printed Cottons, 1,612,876 yards; Cotton Yarn, 1,055,885 lbs.; total value of Cotton Goods, £810,745.

To Batavia.—For the month ended 16th October, 1867: Plain Cottons, 859,960; Coloured Cottons, 264,780; Printed Cottons, 583,156 yards; Cotton Yarn, 29,200 lbs.; total value of Cotton Goods, £37,750. For the ten months ended 16th October, 1867: Plain Cottons, 15,067,679; Coloured Cottons, 11,316,284; Printed Cottons 11,971,160 yards; Cotton Yarn, 497,565 lbs.; total value of Cotton Goods, £916,071. Decrease in value for 1867 against 1866, £200,632. For the ten months ended 16th October, 1866: Plain Cottons, 27,072,804; Coloured Cottons, 9,406,797; Printed Cottons, 7,964,761 yards; Cotton Yarn, 539,986 lbs.; total value of Cotton Goods, £1,116,703. For the ten months ended 16th October, 1865: Plain Cottons, 12,470,958; Coloured Cottons, 4,219,200; Printed Cottons, 6,054,824 yards; Cotton Yarn, 446,600 lbs.: total value of Cotton Goods, £546,237.

To Manila.—For the month ended 16th October, 1867: Plain Cottons, 3,315,724; Coloured Cottons, 1,067,328; Printed Cottons, 22,230 yards; Cotton Yarn, 28,800 lbs.; total value of Cotton Goods, £88,676. For the ten months ended 16th October, 1867: Plain Cottons, 15,472,648; Coloured Cottons, 13,604,813; Printed Cottons, 768,424 yards; Cotton Yarn, 163,426 lbs.; total value of Cotton Goods £719,278. Increase in value for 1867 against 1866, £190,758. For the ten months ended 16th October, 1866: Plain Cottons, 8,096,930; Coloured Cottons, 11,202,146; Printed Cottons, 512,165 yards; Cotton Yarn, 48,548 lbs.; total value of Cotton Goods, £528,520. For the ten months ended 16th October, 1865: Plain Cottons, 10,759,287; Coloured Cottons, 11,077,730; Printed Cottons, 951,752 yards; Cotton Yarn, 91,852 lbs.; total value of Cotton Goods, £546,195.

To Ceylon.—For the month ended 16th October, 1867: Plain Cottons, 1,627,887; Coloured Cottons, 15,648; Printed Cottons, 29,332 yards; Cotton Yarn, 30,000 lbs.; total value of Cotton Goods, £31,266. For the ten months ended 16th October, 1867: Plain Cottons, 14,047,859; Coloured Cottons, 1,084,708; Printed Cottons, 1,988,122 yards; Cotton Yarn, 215,235 lbs.; total value of Cotton Goods, £393,572. Decrease in value for 1867 against 1866, £216,855. For the ten months ended 16th October, 1866: Plain Cottons, 15,182,591; Coloured Cottons, 1,406,001; Printed Cottons, 3,915,972 yards; Cotton Yarn, 762,022 lbs.; total value of Cotton Goods, £610,427. For the ten months ended 16th October, 1865: Plain Cottons, 8,138,450; Coloured Cottons, 1,073,710; Printed Cottons, 1,040,032 yards; Cotton Yarn, 218,690 lbs.; total value of Cotton Goods, £277,249.

* These totals do not include the Cotton Goods shipped by the steamer Hiogo, which are lost in the wreck of that vessel.

ARTICLES OF IMPORT.

Tea.—From the late arrivals considerable sales have been made, the exporters taking several of the finest chops of Moning and Wopak, ex Eliza Shaw, Gossamer, Challenger, and Ada, at 2s. 4d. to 2s. 8d., whilst the trade have continued to select the qualities most suitable for home use, both of the Kaisow and Moning kinds. In old season's teas business has been very limited. Congous: Siftings show no alteration either in the demand or price. Broken-leaf kinds continue in request up to 11d. per lb. Fair to good common have met with rather more inquiry at from 11½d. to 11⅝d. per lb. Fair to good flavory kinds, of old import, show no improvement prices ruling very low. In new season's common to fair Kaisows have sold at public auction, without reserve, at from 1s. 1d. to 1s. 5d., showing a decline of 1d. to 2d. per lb., good from 1s. 6d. to 1s. 8d. are also rather lower, but above this price there is a fair demand, and prices have been fully maintained, though the extra fine chops have not been quite so readily taken. There has been less demand for Pak Lins, and prices show some reaction. Common to fair black-leafs of old import show no material change; good qualities have been slightly firmer. Of new the arrivals have been considerable, and sales made to some extent at from 1s. 7d to 1s. 10d. per lb. for fair to good, 1s. 11d. to 2s. 4d. for fine, and 2s. 5d. to 2s. 8d. for finest chops, the latter being very full prices. In new-make Canton kinds business has been moderate, and prices are slightly easier. Oolongs latterly have become less saleable for all but the finest kinds, and prices for good to fine show a reduction of 1d. to 2d. per lb. Souchongs show no material alteration there have as yet been no arrivals of fine of this season. Scented Caper have been sold to a fair extent, but prices have given way fully 1d. per lb. In old season's Scented Orange Pekoes of Canton make there is no improvement. New have sold with some difficulty, the finest kinds excepted, for which there has been a demand. Foochow kinds have sold from 2s. to 2s. 9d. for good to finest quality, being full rates. Sales of Uncoloured Japan have been made at from 1s. 3d. to 1s. 7d. for common to good kinds. Green Teas have met with a steady demand, and the great bulk of the recent arrivals have found ready purchasers at full prices, especially for all the finer qualities, the commoner kinds not being so readily taken. This also applies to the Japan kinds.

Silk.—The market has been very quiet during the past week, and although there is no alteration in quotations, when sales are effected lower offers are accepted, as neither speculators nor manufacturers seem at all inclined to accumulate stocks at present prices. The new season's Japan will now begin to arrive, and will leave a heavy loss. The deliveries have been as follows from the 1st to 16th Oct.:—China, 1,523 bales; Japan, 310 bales.

Cotton.—A slight improvement has been manifested in this market, and prices are a trifle higher. There have been no sales of China or Japan.

Coffee.—The market for Plantation Ceylon has been very firm, and the public sales of this description have gone off with spirit at an occasional advance of 1s. per cwt. Native being in somewhat better request, also shows a slight improvement, and by private contract about 1,000 bags have been sold. The limited quantities of other East India brought forward have not found a ready sale. At the auctions, 1,050 casks, 320 barrels and bags Plantation realised, ordinary to fine fine ordinary 64s. 6d. to 72s. 6d., low middling to middling 73s. 6d. to 79s., good middling 80s. to 87s. 6d. 313 casks, 1,240 bags Native, low good ordinary to real good ordinary 53s. to 56s. 6d., good bold 60s. to 62s. 6d. The stock of Coffee in the United Kingdom on the 1st instant was 22,350 tons, against 17,000 tons last year, and 17,900 tons at the same period of 1865. The amount on hand in the five leading ports of the Continent was 57,600 tons, against 52,520 tons in 1866, and 54,540 tons in the preceding year.

Coir Goods.—Only small supplies have been placed on offer since our last report, but the parcels sold realised firm prices. At auction 9 tons Ceylon Yarn sold at £23 15s. to £25 10s. for very common to common, and £27 10s. to £28 10s. for good common; 15 cwt. Ceylon Fibre at £34 10s. and 79 coils Ceylon Rope were withdrawn.

Cutch.—There is a fair business doing privately, and at auction 1,398 boxes fine red Pegu were bought in.

Cocoa-nut Oil.—With a steady market the quotations for Ceylon are £52 to £52 10s.

Gambier.—At the public sales 551 bales common soft quality were bought in at 17s. 6d. to 17s. 9d.

Horns.—Of Ceylon deer 8,000 horns (4¼ tons) realised 80s. 6d. to 81s. per cwt.

India-rubber.—Four baskets Singapore of low quality sold at 1s. 3⅞d. per lb.

Pepper.—The market is extremely firm, and 2,600 bags Black Singapore in auction went freely at 3⅞d. to 3⅛d., being rather dearer. The private business amounts to 1,000 bags Penang at 3d. to 3⅛d. For arrival 1,000 bags Singapore have been sold at 3⅜d., and 2,000 bags Penang (Acheen) at 3⅛d. 1,192 bags Singapore White also found ready buyers at a slight advance—fair 5d. to 5⅛d., a few fine 6d. to 6⅛d., and 1,000 bags have been taken privately at 5d.

Rice.—A strong demand continues, and in the sales effected further improved rates have been established. The transactions comprise—3,000 bags Rangoon at 12s. 6d. to 13s., and 100 tons to arrive at the latter price; 20,000 bags Bassein at 12s. 4½d. to 12s. 6d., and 1,500 tons at 11s. 4½d. to 11s. 6d. ex ship; 1,800 tons Necransie at 11s. 4½d. to 11s. 9d. ex ship; 2,300 tons yellow Bengal at 11s. 3d. to 11s. 9d., 1,000 bags good (arrived) at 12s. 3d., 200 tons Dacca at 12s. 6d. to 12s. 9d., and 600 bags white at 15s. 6d. ex ship; 250 tons Madras at 13s., and 5,000 tons soft grain of next year's shipment on the basis of 11s. 6d. for Rangoon. At public sale 6,000 bags Madras were bought in above the value, as also 1,398 bags white Bengal, and 503 pockets Zanzibar.

Sugar.—The trade in this article has been more animated than for some time past, and an increasing demand has resulted in extensive sales at stiffening rates to an advance of 3d. to 6d. per cwt. At the auctions 8,000 bags Muscovado Manila have been offered, one-fourth of which sold at 27s.; and privately 25,000 bags clayed Manila realised, duty 8s., 29s.

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6d. to 30s., duty 9s. 7d., 30s. 9d.; also 22,000 bags Muscovado Manila good quality 26s. to 26s. 6d., superior 26s. 9d. to 27s. 3d. per cwt. The Imports of Raw Sugar into the four chief ports of the United Kingdom, to the 5th October were 431,020 tons, against 430,440 tons in 1866. The clearances for home consumption 406,400 tons, against 374,120 tons, and the stock at that date was 192,570 tons, against 233,120.

Sapanwood.—At the auctions, of 46 tons Siam offered, 30 tons sold at £12 for sound and £11 for damaged; 21 tons Ceylon realised £10 5s. to £11 5s., and 42 tons Manila were bought in at £10 per ton.

Tin.—The market since our last report has improved, and there is now a fair inquiry at firm prices, viz., for Straits, £89 10s. to £90 cash on the spot and £91 cash for arrival, while Banca is still quoted £94 per ton.

Tortoiseshell.—Of Manila 2 cases (274 lbs.) have realised 19s., and of 3 cases (734 lbs.) Singapore offered 2 cases sold at 8s. 6d.

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of the 22nd inst. says:—"For several days past values have inclined in an upward direction, and large contracts have been placed for forward delivery. The announcement of the failure of the Royal Bank of Liverpool has produced an uneasy feeling, which has somewhat unfavourably affected prices." Quotations are:—Grey Shirtings, 7lbs., 7s. 10½d. to 8s. 3d.; 8½ lbs., 10s. 3d.; Cotton Yarn, Nos. 16-24, 1s. 0d. to 1s. 1d.; Nos. 28-32, 1s. 1½d. to 1s. 2d.; Maddapollams, 3s. 6d.; Long Cloths, 9s.; T-Cloths, 6s. 0d.; White Spot Shirtings, 10s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 13	Kandanghauer	Zeelt	Batavia	Off Dungeness.
— 14	Duke of Wellington	Bolson	Rangoon	Queenstown.
— 13	Helena & Henriette	Deterding	Batavia	Texel.
— 13	Ægidia & Pauline	Hoogland	Do.	Brouwershaven.
— 4	Gentoo	Freeman	Manila	Boston
— 16	Hollinside	Bains	Colombo, &c.	Deal.
— 16	Contest	Mays	Do.	Do.
—	Wave Queen	—	Rangoon	Clyde.
— 13	Bilderdyk	Victor	Batavia	Texel.
— 14	Azia	Trappen	Do.	Do.
Sep. 25	Maria & Vicenta	Hormachea	Manila	Havana.
Oct. 17	Belzize	Rundle	Colombo	London.
— 17	Ceylon	Gallichain	Penang	Do.
— 9	Progresso	Fenellos	Manila	Valencia.
— 16	Princess of Wales	Dark	Maulmain	Falmouth
— 16	Countess of Minto	McGuffie	Bassein	Do.
— 17	Nagpore	—	Rangoon	Liverpool.
— 18	City of Aberdeen	Gernie	Shanghai	London.
— 18	Ada	Jones	Hankow	Deal.
— 15	Eensgezindheid	de Waal	Samarang	Texel.
— 16	Engel	Appel	Batavia	Do.
— 18	Challenger	Browne	Shanghai, &c.	Deal.
— 18	Aboyne	Grant	Colombo	Do.
— 18	Royal Albert	Henderson	Bassein	Falmouth.
— 18	Staffordshire	—	Rangoon	Liverpool.
— 15	Amelie	Ertaud	Singapore	Gironde.
— 16	Ingeburg	Peterson	Rangoon	Helvoet.
— 19	Coimbatore	Houston	Akyab	London.
— 19	Thusnelda	Huneken	Singapore	Do.
— 16	Cortgene	Wemmerus	Bali	Off Dungeness.
— 22	Gossamer	Thomson	Shanghai	London.
— 19	Southern Empire	Dunlop	Akyab	Falmouth.
— 18	Jupiter	—	Batavia	Off the Wight.
— 21	Antelope	Lund	Singapore	Falmouth.
— 22	Arracan	Jessen	Do.	London.
— 18	Maria Veronica	Schol	Batavia	Off Dungeness.
— 17	Gerardina Wilhelmina	v. d Zee	Padang	Texel.
— 18	Betty	Chevalier	Batavia	Do.
— 19	Marie	Sluik	Tjilatjap	Do.
— 19	Argo	Ankringa	Batavia	Brouwershaven
— 20	Auguste & Meline	von Harten	Rangoon	Bremen.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 16	Aurora Australis	Todd	Shanghai	London.
—	Zaanstroom		Batavia	Nieuwe Diep.
— 12	Avonvale	Ogilvie	Singapore	Grangemouth.
—	Mary and Hillegonda		Batavia	Rotterdam.
—	Frederick Hendrick		Singapore	Do.
—	Picciola	Kroll	Bankok	Hamburg.
— 15	Anthony v. Hoboken	Clevorugen	Sourabaya, &c.	Liverpool.
— 17	Ajax (ss.)	Kidd	Singapore, China, &c.	Do.
— 15	Annie Main	Main	Singapore	Glasgow.
— 16	Vanguard	Hunter	Shanghai	Shields.
— 16	Kingsdown		Do.	Do.
— 19	Ariel	Keay	Do.	London.
— 19	Fiery Cross	Kirkup	Hong Kong	Do.
— 16	Washington Irving	Johnson	Galle	Penarth Dock.
— 18	Maraquita	Reid	Singapore	Liverpool.
— 18	Mathilde	Fricker	Batavia	Sunderland.
— 19	Charlie Palmer	Smith	Singapore	Cardiff.
— 17	Emma	Knuth	Batavia	Liverpool.
— 22	Eleanor Wood	Graves	Cheefoo via Cardiff	London.
—	Carl and Auguste	Afterdinger	Singapore	Hamburg.
—	Eva Johanna	Hordyck	Batavia	Rotterdam.
—	Jacob	Drenth	Singapore	Amsterdam.
—	Macassar	Coulon	Macassar	Do.
— 20	Anne Marie		Colombo	Shields.
— 16	Hannah Maria	Hacklin	Galle	Do.
—	Petronella	Strootman	Batavia	Amsterdam.

(*See Commercial Postscript.*)

LOADING.

At London.—For Yokohama, Eliza Shaw. For Yokohama and Nagasaki: Evelyn. For Shanghai: Dilkhoosh, Maitland, White Adder, Taitsing, Min, City of Aberdeen, Gossamer. For Hong Kong: Black Prince, Chinaman, Golden Spur, Sir Lancelot, Serica, George Crowshaw. For Chefoo and Tientsin: Challenger. For Hong Kong and Canton: Belted Will. For Manila: Aureliana. For Batavia and Sourabaya: Erna. For Singapore and Penang: Alphington. For Penang: Ceylon. For Colombo: Granville, Boyne, Jeddo, Aboyne. For Trincomalee: Dorothy. For Mangalore, Calicut, Cochin, and Galle: Isabel

At Liverpool.—For Shanghai: Adriana Petronella. For Hong Kong: Maria Louisa Antoinette. For Singapore: Prince Arthur, Constance, Patriot Queen. For Manila: Abnegacion, Cinco Hermanos. For Batavia and Sourabaya: Baron van Heemstra. For Java: Princess Amalia. For Galle: Theresa Tietjens.

At Glasgow.—For Manila: Manuel. For Singapore: Kinfauns. Castle. For Batavia and Sourabaya: County of Lanark.

SPOKEN.

Veronica (Dutch barq.), Batavia to Amsterdam, July 2, 24 S., 62 E.
Doelwyk, Amsterdam to Samarang, Sept. 9, 15 N., 26 W.
Lord Raglan, Manila to Falmouth, 116 days out, Sept. 13, 3 S., 20 W.
Meggie, Newcastle to Canton, Sept. 20, 41 N., 15 W.
H. Vincentius v. Paulo, Cardiff to Singapore, Aug. 16, 8 N., 18 W.
Staatsraad v. Ewyck, Amsterdam to Batavia, Sept. 7, 6 N., 20 W.
Lammina Elizabeth, Rotterdam to Padang, Sept. 20, 4 N., 23 W.
Amazone (Swed. barq.), Batavia to Rotterdam, Sept. 21, 5 N., 23 W.
No. 0523, 1st pdt. Brit. barq., Cardiff to Shanghai, Sept. 22, 7 N., 23 W.
Jane Anne, Newport to Galle, Sept. 27, 12 N., 26 W.
Jacoba, Newcastle to Java, Sept. 19, 12 N., 25 W.
Alice, Shields to Penang, Sept. 11, 10 N., 27 W.
Bato, Amsterdam to Amoy, Sept. 30, 3 S., lon. 28.
Robert, Liverpool to Galle, Aug. 7, 10 N., 26 W.
Maria Gray, Amsterdam to Batavia, Oct. 17, 49 N., 6 W.
Helene (Dut. ship), for Batavia, Oct. 17, 49 N., 6 W.
Crested Wave, Guernsey to Singapore, 9 N., 24 W.
Harkaway, Dublin to Colombo, 13 N., 27 W.
Maud Helen, New York to Hong Kong, Aug. 19, 16 S., 37 W.
Clyde, Kingston to Colombo, Sept. 29, 12 N., 28 W.
A Prussian ship, Batavia to Amsterdam, Sept. 4, 23 N. (?), 22 W.
Star Queen, Liverpool to Hong Kong, Sept. 15, 14 S., 20 W.
Isabel (ship), Cardiff to Shanghai, Sept. 22, 6 N., 29 W.
Bengali, Marseilles to Saigon, Aug. 1, 18 N., 29 W., in comp. till Aug. 7.
Bremen, Padang to Rotterdam, Aug. 19, 32 S., 33 E.
Twilight, Singapore to Liverpool, Aug. 26, 36 S., 20 E.
Sarah March, Cardiff to Singapore, Aug. 30, 13 N., 27 W.
Aunt Lizzie, for Shanghai, Sept. 1, 3 N., 25 W.
Anne Laity Banfield, Newport to Hong Kong, Oct. 3, 6 N., 19 W.
Scheveningen, Newcastle to Batavia, Oct. 13, 49 N., 9 W.
Varuna (bq.), for Singapore, 42 days out, 6 S., 33 W.
Trieste, Batavia to Rotterdam, 35 S., long. 23.
Arab Steed, London to Singapore, Sept. 21, 5 N., 22 W.
Falcon (ship), Canton to London, Sept. 25.
Elieser (Dan. brig.), Singapore to Falmouth, Aug. 26, 35 S., 21 E.
Eastham (ship), Shanghai to London, Aug. 30, 35 S., 26 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain firm, and tonnage is rather scarce. Coal freights from the Northern outports are somewhat easier.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow-Foo: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £29. For Galle, £35. For Chefoo, £57 From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 3s. For Singapore: £1 9s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 8s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 13s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

The Admiralty have invited tenders for the conveyance of 1 ton meast. small arm ammunition, 7 tons naval masts, 15 tons weight and 5 tons meast. naval common stores, 5 tons medical stores, &c., 110 tons provisions, and 2 tons, meast., table top and machine, from the Thames to Hong Kong.

CASUALTIES.

The Majestic (barque), Robertson, of and from Glasgow, for Batavia, which put in at St. Helena August 4, very leaky, had been again surveyed; the surveyors had recommended the discharge of remainder of the cargo, and, having declared their opinion that the vessel was in such a state that the repairs required would far exceed her value, had recommended that she should be sold.

The Bolivar, Christian, from New York to Japan, which put in at Rio de Janeiro Sept. 6, leaky, was discharged there.

The Gossamer, Thomson, from Shangai, which arrived at London Oct. 22, had lost foretopmast, fore and main top gallant masts, and sprung maintop mast, July 25, in 6 S., 127 E.

Advices from Port Elizabeth, dated 23 Sept., state the "Krimpenerwaard," Kluit, from Batavia to Rotterdam, which vessel was towed in there July 22, leaky, and subsequently drifted ashore, had broken up, and her cargo, sugar, coffee, and tin, was strewed about; over 600 blocks of tin, out of 727, had been recovered.

MISCELLANEOUS.

At Ascension.—Sept. 23, Mirella, from Singapore, and sailed, 24, for London; 29, Advance, from Singapore, and sailed for Liverpool.

Off Ascension.—Sept. 16, Min, Thorbecke, from Batavia, for Middelburg; 21, Peru, from Macao, for Hamburg; President v. Ryckevorsel, from Batavia, for Rotterdam; 24, Zingra, from Penang; 26, Ocean Belle, from Ceylon; 30, Roseau, from Canton, for London.

At St. Helena.—Sept. 5, Chusan, Wagener, from Saigon, and sailed for Bordeaux; 12, Corsock, Warden, from Batavia, and sailed for Rotterdam; 14, Bremen, Bullerdick, from Padang, and sailed for Rotterdam; 15, Batavia, Dolden, from Batavia, for slight repairs, and sailed for Am-

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sterdam; Herald of the Morning, Henderson, from Batavia, and sailed 17 for Rotterdam; Raleigh, Dobson, from Ceylon, and sailed 17 for London; 17, Kosmopoliet, Routen, from Batavia, and sailed 18 for Amsterdam; 19, Haamstede, Termansen, from Batavia, and sailed 20 for Rotterdam; 23, Spirit of the Age, Aitchison, from Colombo, and sailed 24 for London; 25, Benefactress, Eldred, from Yokohama, and sailed for New York; 26, Everest, Clarke, from Foochow, and sailed for Liverpool; 28, Copernicus, Algra, from Batavia.

At Table Bay.—Sept. 3, Himalaya (s.), Atkinson, from Southampton, and left 7 for Galle; 7, Osaka (s.), Maddison, from London, and left 10 for Japan; Aug. 31, Neville, Jackson, sailed for Japan.

Off Payta.—Sept. 14, Esmeralda, Drewes, from Hong Kong, and sailed for Callao.

Launch for the China Trade.—The Forward Ho composite ship, of 1,050 tons, 17 A 1 at Lloyd's, was launched on Wednesday afternoon by Messrs. Alexander Stephen and Sons, from one of their shipbuilding sheds at Kelvinhaugh. The Forward Ho is the property of Messrs. Robert Catto and Son, Aberdeen, is to be commanded by Captain Hassock, and is to be employed in the China trade, for which she has been specially constructed with all the modern improvements, and on lines combining superior sailing and carrying qualities.

HONG KONG & SHANGHAI BANKING CORPORATION.

London Offices—32, NICHOLAS-LANE, LOMBARD-STREET.

Subscribed Capital, Five Millions of Dollars in 40,000 Shares of 125 Dollars each.

Paid-up Capital, Three Millions of Dollars. Reserve Fund, 250,000 Dollars.

This company was originally established and carried on business as "The Hong Kong and Shanghai Banking Company," with a subscribed capital of five millions of dollars, in 20,000 shares of 250 dols. each, upon which 125 dollars per share was paid up, making a paid-up capital of two millions and a half of dollars; and the company was, pending application to Her Majesty's Government for incorporation, registered for a short time under the "Limited Liability Ordinance" in Hong Kong. Upon the Legislature effecting an alteration in this ordinance, excluding banks from its privileges, the shares of the company were, in order to meet the requirements of Her Majesty's Government for the incorporation of the company, divided in 40,000 shares of 125 dollars each, the original shares, upon each of which the said sum of 125 dollars had been paid up, being numbered from 1 to 20,000 inclusive, and for convenience sake known or designated as "old" or paid-up shares. The remaining 20,000 shares were numbered from 20,001 to 40,000 inclusive, and are commonly designated "new" shares. A call of 25 dols. per share was made upon these latter 20,000 shares, and the paid-up capital was thus raised to three millions of dollars, leaving a sum of two millions of dollars, or 100 dollars per share, not yet called up on these 20,000 shares. The company was incorporated under and by virtue of "The Hong Kong and Shanghai Bank Ordinance" (No. 5, of 1866), which incorporation, after having been amended or altered to meet the requirements of the commissioners for executing the office of Lord High Treasurer in England, received the Royal Assent in the present year.

The remaining 100 dollars per share upon the 20,000 "new" shares will have, under the provisions of the Ordinance of Incorporation, to be paid up before the 15th day of December, A.D. 1869, and it is probable that this sum will be called up in three equal payments—the first of which will fall due in June, A.D. 1868. (Ample notice will be given of the calls.)

The first report of the Court of Directors to the Company was published in the month of February, 1866, when for the period of eight months from the commencement of business a dividend at the rate of 8 per centum per annum was declared, and £33,300 dollars carried to reserve fund.

The second report, covering the period of six months up to the 30th of June, 1866, declared a dividend at the rate of 8 per centum per annum, and the reserve fund was increased to 100,000 dollars.

The third report for the following six months declared a dividend at the rate of 12 per centum per annum, and increased the reserve fund to 175,000 dollars.

The last (fourth) report, covering the six months up to the 30th of June last, declared again a dividend of 6 per centum for the half-year (or 12 per centum per annum), and, by carrying 75,000 dollars to the reserve fund, this was increased to 250,000 dollars.

These reports can be inspected at the London offices.

The centre of the operations of the Corporation being in China, its business is conducted under the direction and constant supervision of the chairman, deputy-chairman, and the court of directors at Hong Kong, in addition to which there is a thorough and searching audit for each half-yearly meeting, conducted by two gentlemen selected by the shareholders themselves for their known efficiency, and entirely independent of all control by the Directors.

The equivalent in sterling of a "Paid-up" share of the company's capital at the fixed par of 4s. 6d. per dollar is £28 2s. 6d., and the equivalent of the paid up amount on the "new" shares is £5 12s. 6d.

Until further notice there will not be more than 5,000 "paid-up," and 5,000 "new" shares allowed to be placed on the London Register, and shares once placed on the London Register will not be transferable to the Hong Kong Register.

It being the repeatedly expressed wish of a very large and influential body of shareholders, resident not only in China and the East, but also in the United Kingdom and Europe generally, that a London Register of shares should be established, in order that sales and transfers of shares can be effected and perfected in London in as inviolable a manner in all respects as heretofore in Hong Kong, the Directors have complied with the wishes so expressed, and a London Register has now been opened, and shares transferred. The Directors, upon such an important step being taken, have deemed it expedient to lay before the public in Europe this short summary of the constitution and position of the Corporation, in order that matters hitherto known only to shareholders may be made generally public, and the manager at the London Offices will afford the fullest and most detailed information upon all matters connected with the Bank.

Under the provisions of the Deed of Settlement the Directors have about 2,000 "new" shares of 125 dollars each, on which 25 dollars have been paid up.

These shares will be offered at par, or £5 12s. 6d. per share, and the allottees of them will be entitled to participate in the dividend for the current half-year (July 1st to December 31st, 1867) at the next half-yearly meeting in February, 1868.

Applications for these shares will be received at the London Offices until the 2nd day of November next.

Forms of application can be obtained at the London Offices, where applicants must pay a deposit of £1 12s. 6d. per share to the Corporation upon application, and the balance of £4 per share upon allotment.

By order of the Court of Directors,

W. H. VACHER, Manager in London.

THE

SILICATED CARBON WATER FILTERS,

FOR

DOMESTIC, MANUFACTURING, AND GENERAL PURPOSES.

The most perfect Apparatus yet devised for Purifying Water for Drinking or Culinary Purposes, and the best possible safeguard against the diseases resulting from impure and unwholesome water.

*** These are the only Filters used in the General Post-office, and by the Metropolitan Free Drinking Fountains' Association, being adopted after the failure of all others tried. Also, by order, the Drinking Fountains of the International Exhibition of 1862 were fitted exclusively with the Company's Patent Filters.

Manufactured in great variety, and at prices varying from 2s. 6d. to £18. 18s.,

BY THE

SILICATED CARBON FILTER COMPANY,

BATTERSEA, LONDON.

Works—CHURCH ROAD, BATTERSEA, LONDON, S.W.

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PORT OF AMOY, CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London.

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

M. BALFOUR, Manager.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion).

LONDON BANKERS.—The Union Bank of London.

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SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

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George May, Esq.	D. T. Robertson, Esq., *Chief Manager (ex officio).*
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The London Joint Stock Bank.

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Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

5, Old Broad-street, London, E.C.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

MINUTES of an EXTRAORDINARY GENERAL MEETING of the Shareholders, held at the London Tavern, on Wednesday, the 16th day of October, 1867,

THOMAS A. MITCHELL, Esq., M.P., in the Chair.

The advertisement convening the meeting having been read, the following resolution, after some introductory observations, was moved by the Chairman, and being seconded by William Macnaughtan, Esq., was carried unanimously:—

"That an interim dividend at the rate of 5 per cent. per annum (free of income-tax) be now declared for the half-year ended 30th June last, payable on and after the 25rd inst."

With a vote of thanks to the Chairman and Directors, moved by Thomas Huggins, Esq., seconded by Richard Chace, Esq., and carried unanimously, the proceedings terminated.

T. A. MITCHELL, Chairman.

Warrants for the dividend above declared, payable at the City Bank, Threadneedle-street, London, on and after the 23rd instant, will be issued forthwith to all the Shareholders.

October 16, 1867.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq

James Blyth, Esq.	Alexander Mackenzie Esq.
Duncan James Kay, Esq.	Lestock Robert Reid, Esq.
John Binny Key, Esq.	James Walker, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1867.

HONG KONG AND SHANGHAI BANKING CORPORATION.

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BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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ESTABLISHED IN SHANGHAI, 1863.

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E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

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By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

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LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

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BUENOS AYRES GOVERNMENT CERTIFICATE.

TRANSLATION.

WE, the undersigned, at the request of Messrs. James C. Thompson and Co., certify that the IRON SAFES of Messrs. CHUBB and SON, London, of which these gentlemen are Agents, were exposed for several hours to the Fire that took place in the Offices of the National Government on the evening of the 26th inst.; that in our presence they were easily opened with their respective keys; that the moneys and important documents they contained were found in perfect order, and that these Safes are now in use in the National Treasury Office.

Buenos Ayres, 31st July, 1867.

(Signed) J. M. DRAGO,
Treasurer of the National Government.
JOSE TOMAS ROJO.
JUAN. M. ALVAREZ.

A true Copy.—A. M. BELL.

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CHLORODYNE.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the Inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE. Extract from *Medical Times*, Jan. 12, 1866.—"Is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not supply a want and fill a place."

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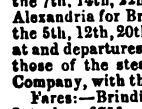

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And at Panama by the steamers of the

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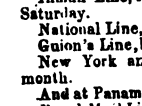
For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, 145 Cheapside, London.



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ON THE 5TH AND 20TH OF NOVEMBER NEXT

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Orders to collect goods to be in this office by noon of the 1st and 15th November.

Rates of Passage.

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Freight, free of primage.

London to Yokohama, Nagasaki, Shanghai, and Hong Kong, £19 per ton of 40 cubic feet, including collecting, forwarding, railway carriage, customs' entries, dues, shipping, and all agents' charges. Through bills of lading for all ports signed in this office, immediately on receipt of the goods.

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117 and 118, Leadenhall-street, London,
20th October, 1867.

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Do.	Leander, n. c.	A1 16 yr.	E.I.D.	To follow
Do.	Gossamer ...	A1 15 yr.	W.I.D.	To follow
Hong Kong ...	Geo. Crosbaw	A1 10 yr.	W.I.D.	Oct. 31
Do.	Chusan	A1 14 yr.	W.I.D.	To follow
Kanagawa and Nagasaki ...	Evelyn	A1 13 yr.	W.I.D.	Oct. 28.
Bombay	Her Majesty.	A1 12 yr.	E.I.D.	With des.
Sing. & Penang	Alphington...	A1 12 yr.	E.I.D.	Nov. 5.
Manila	Angela	A1 9 yr.	W.I.D.	With des.

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Ditto	Min.....	A1 13 yr.	Lm.D.	To fol.
Hong Kong ...	Chinaman ...	A1 14 yr.	S.K.D.	To fol.
Ditto	Wemyss Cas.	A1 14 yr.	E.I.D.	To fol.
Chefoo & Tientsin	Challenger...	A1 12 yr.	E.I.D.	Oct. 30.
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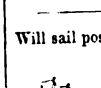

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THE LONDON AND CHINA TELEGRAPH

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 262.] LONDON, WEDNESDAY, NOV. 6, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	July 17	Sept.	Sept. 11
Nagasaki			Sept. 12
Hakodadi			
CHINA—Peking			
Tien-tsin			Sept. 11
Chefoo			Sept. 6
New-chwang			Sept. 10
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	July 26	Sept. 8	Sept. 19
Ningpo			Sept. 17
Yoo-Chow			
Formosa—Tamsuy			
Amoy			
Swatow			
Hong Kong	Aug. 10	Sept. 18	Sept. 24
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon			Sept. 29
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Sept. 27
MALACCA STRAITS—			
Singapore	Aug. 26	Oct. 1	Oct. 9
Penang			

The next inward mail, with Hong Kong dates to Sept. 27, is due here on the 13th inst. Telegrams from Shanghai, via Kiachta, to 5th Oct., received on 30th, quote exchange at 6s. 1¼d. for Bank paper, and private 6s. 2¼d. Grey Shirtings, 8¼lbs. Taels 2.55 to 60

List of Passengers.

PASSENGERS INWARD.

By last mail, to Southampton, per P. and O. steamer Nyanza, arrived Oct. 30.—From Hong Kong: Mr. J. Clifford and one second-class passenger. From Singapore: Mrs. Newlands and child, Mrs. Hodgkinson. From Shanghai: Three second-class passengers.

By last mail to Suez, per P. and O. steamer Candia, arrived Oct. 15.—From Shanghai: Mr. Bronsted. From Hong Kong: Two second-class passengers. From Singapore: Mr. A. Jacob, Mr. Wolkmest.

Per French mail steamer Moeris, arrived at Marseilles, Nov. 3.—From Yokohama: Messrs. Civetta, Lenerue, Loremti, and ten Japanese. From Saigon: Messrs. Moreur, Cabaille, Crecher, Geoffrey, Captain Varrances and servant. From Batavia: Messrs. Geerlings, Porst, van Noorden, Hogenen, Vrameurs, Heyligers, Booramo, Mr. van der Heil and family (four), M. and Madame van Warnekoo and child. From Hong Kong: Messrs. Mery, Montoro, and Coste. From Singapore: Messrs. Pellisier and Heliger.

PASSENGERS OUTWARD.

Per P. and O. steamer Ceylon, from Southampton, Nov. 4.—To Ceylon: Mr. and Mrs. J. M. Vanderspar and four children, Mr. Malcolm, Miss Malcolm, Surgeon-Major Baron. To Singapore: Mr. and Mrs. J. McLachlan, Mrs. Dunman and two daughters, Mr. and Mrs. J. G. Slade, Miss Laurie.

From Marseilles, Nov. 12.—To Ceylon: Mr. J. F. Dickson, Mr. and Mrs. Donnan, Mr. W. C. Miller, Mr. Alfred Willisford. To Singapore: Miss Powell. To Shanghai: Mr. F. C. Dean. To Yokohama: Mr. Yokoyand, Mr. Yebina.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrobus.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald and two children. To Hong Kong: Mr. W. H. Hooper. To Singapore: Mr. F. A. Sheppard. To Ceylon: Mr. Armitage.

From Gibraltar.—To Singapore: Mr. Wright.

From Marseilles, Nov. 28.—To Singapore: Mr. Jose, Mrs., and Miss d'Almeida, Mrs. Velge. To Hong Kong: Mr. Tait, Mr. Pedder, Miss Marsh. Mr. and Mrs. G. N. Minto. To Ceylon: Mr. and Mrs. Gunter. To Shanghai: Mr. Rodocanachi.

Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes. To Singapore: Miss Mary Thompson, Rev. W. and Mrs. Lisle, Mrs. Willans and two children, Miss Willans. To Hong Kong: Mr. N. J. Hannen.

From Marseilles, Dec. 12.—To Yokohoma: Mr. R. F. Price, Mr. King, Mr. Vernede. To Shanghai: Rev. F. King, Mr. F. King. To Hong Kong: Mr. H. Smith.

Per P. and O. steamer from Southampton, Dec. 20.—To Ceylon: Mr. R. E. Crickett. From Marseilles, Dec. 28.—To Ceylon: Mr. W. T. Sendall.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to the 11th September. The French mail of 17th July had arrived out. The only interesting topics in this quarter are the wreck of the steamer *Singapore*, and the return of Admiral Keppel from Osaka. On the latter subject the *Japan Times* says: We mentioned in our last that Admiral Keppel and Sir Harry Parkes had left Nagasaki for Osaka, to demand compensation for the murder of two seamen of H. M. S. *Icarus*, at the Southern port. The *Salamis* came in on Sept. 3rd with the Admiral. He had left Osaka on the 1st and the Minister had proceeded to the prince of Tosa's territory. It was believed that the murders had been committed by two men belonging to one of this Daimio's ships, and this impression seemed to be shared by Sir Harry Parkes. The Shiogoon expressed his grief at the unhappy occurrence, but pointed out that Tosa was the proper person to apply to for redress, and, some confidential retainers of his being daily expected at Osaka, advised Sir Harry to open negotiations with them.

Tosa's men, however, had got intelligence of Sir Harry's pressing wish to see them, and immediately on their arrival took ship and went home. Sir Harry then followed them in the *Basilisk*, and after five interviews, has returned, we believe with very little satisfaction. Tosa had heard nothing of the murder, and denies that his people committed it, but professes his readiness to do justice if sufficient proof can be adduced to prove to him that such is the fact, and if he can catch the men, professions which have about as much value as the phrases which terminate an official letter. Mr. Satow has gone down to Nagasaki in one of the Prince's steamers with some of his people to investigate the matter farther. It is difficult to see how any redress can be obtained. We dare not, in the face of the public opinion of the world, compel the Shiogoon either to pay a sum of money to the families of these two murdered men, or to hand over to us for execution a couple of felons from one of his own gaols as their murderers. We exacted a large sum of money, £100,000, from the late Shiogoon for the murder of Mr. Richardson by the retainers of Shimadz' Saburo. At that time our diplomatists, and all who had hitherto written on Japanese politics, really thought the Yedo chief was the Sovereign of the country, and no voice was raised against this exaction, no heed given to the unfortunate prince's protestations that he could not help it, that he could not punish Satsuma, that he could not have prevented the occurrence. We are now better informed. We know that the Shiogoon had just suffered the utmost humiliation at the hands of Shimadz' Saburo; that the latter was far more powerful in Japan than he; that for him to utter a threat against the successful chief was not only ridiculous, but eminently dangerous. Stotsbashi's position is much the same. Tosa is one of the four Daimios who brought about the favourable peace for Chosiu, is intimately connected with Shimadz' Saburo, and one of the most important princes of the empire. Stotsbashi can no more control him than he can control the ebb and flow of the Inland Sea; and to make him responsible, to make his treasury pay an indemnity for these crimes would be to disgrace our name, quite sufficiently stained already by similar injustice.

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The following items are also from the *Japan Times* :—

We have learnt with much pleasure that Stotsbashi has, for the present at all events, abandoned his intention of resigning the Shiogoonate. That such intention existed is evidenced by the fact of a communication having been made to the China papers from Nagasaki, under date of August 10th, to the same effect as that made to us from an entirely different source, but on which we could not place implicit credence. He had certainly expressed his wish to abdicate, but the Daimios prefer, apparently, even the danger from his ability than the probable anarchy certain to characterise another long minority. They are doubtless right.

The representative of Prussia, M. Von Brandt, having returned from Hakodadi, the subject of the late attack on the Messrs. Schnell is under strict investigation. The Japanese authorities promise to punish the Samourai who drew upon them, according to their own law; but as they very probably think he has been punished to some extent already by the wound he received from Mr. Schnell's shot, and as he does not happen to be a retainer of the Shiogoon, and his punishment by that prince might lead to difficulty with his own chief, it is doubtful that he will be punished at all if M. Von Brandt yields to the request of the Yedo authorities. One good has sprung from this unpleasant affair. A notification has been issued to the Samourai by the Shiogoon's Government, that should any one of them attack a foreigner and chance to get shot, as in this instance, the case will not be taken up on behalf of the killed man's friends, and no prosecution will be instituted against foreigners. We have not much hope that such an edict will have the effect of stopping attempts at assassination; and as for revenging the death of a two-sworded man who might fall in such an attack, his relatives or friends would take care of that without troubling any Government whatever. Still, as a proof of good faith on the part of our ally, the Shiogoon, the proclamation has its value.

The Dutch Minister has gone on a trip to Fusiyama. The representatives of other foreign powers are either here or in Yedo.

The new official residence for the Governor of Kanagawa has just been completed, and his Excellency took possession a few days ago, celebrating the occasion by entertainments to the Legation and Consular staffs. He has just issued a Notification which gives us some guarantee against the recurrence of such a calamity as that of last November. It intimates to all holders of property in the native town, calling on them to come forward with their seals and pens and sign a circular lately sent round to them warning them against fire. He states that the fire last year occurred entirely through carelessness, and that much property was lost; that the Government has had to go to great expense in building, and that in future the occurrence of a fire will result in severe punishment of the careless person causing it.

The present mail brings full particulars of the loss of the P. and O. steamer *Singapore*, which, although a heavy misfortune to the company, will cause the public to place more implicit faith than ever in the safety of their vessels, owing to the admirable management of their boats. It appears that the accident occurred some ten days before the rough weather that was at first supposed to have been the cause of it. The ship was progressing steadily, and as all thought safely, towards Hakodadi, when, a little after noon of the 20th August she ran fiercely on to a sunken rock not laid down in the charts, but about a day's boat travel from Hakodadi. It is a square pinnacle about eight feet broad each way, and the Japanese know it by the name of Ki-ko-ra Iwa (rotten shell rock). The *Singapore* ran upon this at full speed, taking it just on the starboard bilge. Mr. Warden, of the P. and O. Company, and another passenger were looking over the side at the moment, and the former was just saying, "That looks like shoal wa—" when the ship struck. No great shock was felt; indeed, the sensation was as if she had run on the edge of a sand bank. She heeled over to port of course, was instantly off the rock with her side torn open, heeled back to starboard, righted, and began to fill and settle down. The engines were instantly stopped, and the engineer on watch ran up on deck to report the water above the cylinders, the water following him as he ascended, and even wetting his boots. How the firemen, who happened to be at the time in the coal-bunkers, managed to escape is a mystery; perhaps they were floated up by the rising water. The fires were at once extinguished, and a dense column of steam and ashes thrown up from below. Seeing the water up to the platform in the engine-room, level in fact with the water-line outside, Captain Wilkinson ordered the boats to be lowered and the passengers placed in them, a service which, as we have said, was performed in less than six minutes. The gig was first in the water, and into her went Messrs. Keswick, Merry, Bovenschen, Grosser, Schmidt, De L'Arbre, Dr. Mourier, and Messrs. Warden and Davison (P. and O. Superintendents). With her crew, the boat carried seventeen persons. Captain Wilkinson, not observing that the ship was off the rock, ordered the gig to make for Low Island, land the passengers, and then return to assist in saving treasure and cargo. Meanwhile, the remaining passengers and most of the crew having been got into the boats, Captain Wilkinson and his officers, with some of the men, remained on board as long as possible collecting the passengers' baggage, provisions, his chronometers, and other requisite instruments. All this time the vessel was slowly settling down. At last, about an hour after she had struck, he ordered the few remaining with him into the jolly boat, and pushed off, the stern ports being then about ten inches from the water; himself the last to leave the wreck. The other boats he had previously sent off together to make the nearest land. When he had got clear about two or three hundred yards he saw the last of his ship. The after compartments being filled with water, they over balanced the fore part: she turned as if upon a pivot, the stern disappeared, her fore-foot rose thirty feet out of the water, and she sank at once. A few seconds after she had disappeared the pent-up air in the fore compartment burst it with a crash; a great heap of broken water was thrown up into the air, and for two hundred yards around planks and beams and other fragments of the wreck shot up from below—some close to the jolly boat.

Captain Wilkinson picked up some of the other boats, put into each of them one of the officers he had with him, and then the little fleet of six boats made for the shore. The passengers on board of this detachment were Messrs. Taylor and Le Mare, MM. Valmale and Del'Oro, Blanc and Parravicino, White, Captain C. A. Fletcher, Chisholm (P. and O. Service), Orlet, and Dr. Campbell, three male Chinese and one female. They could not fetch up to the place where the gig had arrived, and had to run into a large village called Shimofra. They were well received on landing, and the party passed the night less uncomfortably than might have been expected. Strange insects annoyed them however, one particularly venomous little black creature being remarked, from the effect of whose bite some have not even yet recovered. At daybreak Captain Wilkinson started to look after the gig and her crew, and after a fatiguing ride reached them on the 21st. He then sent back for the lifeboat, and with Mr. Davison, Captain Fletcher, and Mr. Atkinson (2nd officer), started in her for Hakodate. They crossed the strait, but could not get round Hakodate Head, so had to land on the beach about 5 miles from the town, which they finally reached after a fatiguing walk through heavy sand early on the morning of the 22nd. Mr. Eusden, H.B.M. Acting Consul, received them and went at once with them on board the Prussian corvette *Vineta*, the only man-of-war in harbour. Captain Kuhn listened to their story, and in an hour she was under way and proceeded, with Captain Wilkinson, to pick up the people on the coast. Nothing could exceed the kindness shown by the *Vineta's* people to the passengers of the *Singapore*. When they came on board they were received with a cordiality which could not have been exceeded; but of the unlimited and generous kindness of Captain Kuhn and his officers the best proof is a letter which was addressed to him by those they had saved. The conduct of the native Government next claims our admiration. In the harbour was a Japanese steamer—the *Taipan-gyo*, chartered by the native authorities to an association of merchants to proceed to Nee-e-gata, and to take a cargo of rice thence to Yedo. This vessel after considerable negotiation with the Toya, or head of the guild, the Governor placed at the disposal of the British Consul gratis, to convey the shipwrecked people to Yokohama, sending on board also as much as he could in the way of provisions. We shall probably never be able to ascertain what the Government of the Shiogoon had to pay in compensation to the merchants for breaking their agreement with them; but when the attempt was made by the English Consul to charter her from the guild itself, forty-eight thousand bous was the sum at first demanded. The ship being at last at the disposal of the unlucky visitors, they left Hakodate in her on the 30th August, and arrived safely at Yokohama on the 4th September. On the way down Europeans and Japanese had

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become well acquainted, and the treatment experienced by her passengers at the hands of the native crew is described as exceedingly good.

In the meanwhile, H.M.S. *Persens* had left Yokohama in search of the missing vessel, and by her no doubt the rock will be carefully surveyed. The ship carried a cargo of sugar and other various merchandise, with $47,000 in treasure, chiefly in Japanese coin. A considerable part of the insurance was, as usual, taken by the company under their Red Bills of Lading, and for the rest we believe the North China Insurance Company is chiefly responsible. The total loss is small. At a naval Court, ordered by the Admiral at Yokohama on the 9th, Capt. Wilkinson and his officers were declared clear of all blame, and complimented on their good conduct in trying circumstances.

CHINA.

SHANGHAI.

Dates from this port are down to 19th September. The outward mail of 26th July arrived on 8th September.

The following items are from the *North China Herald*:—

A meeting of land renters has been held for the purpose of receiving the new assessments on land and houses that had been drawn up by the respective committees appointed for that purpose. As will be seen from the report of proceedings, a rather animated discussion took place. The new house assessment was adopted, but the rates fixed by the land assessment committee were rejected as excessive, and a revision decided on—4,000 taels being laid down as the highest value per mow to be fixed for the best bund lot, and 30 taels as the lowest on the most out-of-the-way. Two committees were suggested to carry out this revision, one including the finance committee of the Municipal Council, one not doing so. But the finance committee declined to act as assessors, and the other gentlemen proposed declined to act without their assistance. The motion finally adopted therefore became inoperative, and the meeting was obliged to vote supplies on the basis of the old assessment until a compromise can be effected and the reassessment proceeded with.

A meeting of shareholders in the China Fire Insurance Company has also been held, to receive the report of the directors on the working for the past half-year. The results were satisfactory; but it was strongly urged that the insurance of buildings in Japan should be altogether abandoned, as too risky.

The harbour authorities have made arrangements to have the wreck of the barque *Tientsin* blown up. She is sunk, it will be remembered, near the entrance to Woosung, and the removal will be a great boon to vessels entering this port. We should be glad to hear that it was intended also to blow up the wrecks of the *Hellespont* and of the Chinese junk, which have so long obstructed the fairway a little lower down. The latter lost, during the late typhoon, the only mast which had hitherto served to mark her position.

The ship *Dartmouth* picked up the deserted barque *Siam*, laden with beancake, outside the lightship. There is, we believe, likely to be some enquiry into the circumstances of her abandonment.

The works at the Church have been suspended, but a subscription list is being circulated in the endeavour to raise funds to enable their resumption. If a sum sufficient to warrant the contractors in proceeding be subscribed, operations will be renewed; if not, they will remain in abeyance until definite arrangements be made.

At a meeting held at the Club Concordia, for the purpose of revising the rules for the newly formed Dramatic Association and Liedertafel in connection with the club, Mr. Noetzli, who has from the beginning been most indefatigable in arranging the matter, was elected director by unanimous vote of the members, and Mr. Hogqvist conductor of the Liedertafel.

At Ningpo a new police force has been formed, under the auspices of the Taotai, for the protection of the foreign settlement. The force is to be controlled by a Wei-yuen, who is to be appointed by that official, and his Excellency has selected Colonel Cooke, commandant of the local Anglo-Chinese contingent, for that post.

Chefoo advices state that, after allowing the Imperialists to complete their entrenchment, the rebels carefully neutralised its effects by getting into some junks on the north coast, and landing in its rear. All Li's work therefore is thrown away, and the entrenchment across the Shantung promontory converted into a ridiculous movement of failure. The Futai of Shantung was in command at the trenches. On him, therefore, will possibly be thrown the responsibility of their escape, to avoid the difficulty and possible danger of attempting to degrade Li. The rebels are not, however, yet quite clear, they have still to evade the main army under Li, which is encamped farther westward, before they can get into Honan. The task however is much easier than that which they have just accomplished, and no doubt they will succeed. After landing in the rear of the entrenchment, they divided into two bodies and marched southward. Since then, nothing further has been heard of them. It is reported that a large body of Imperialists have deserted to them. Tientsin advices speak of great disappointment in the North, in consequence of the escape of the Nieufei from the Shantung promontory.

The following items are from the *Friend of China*:—We hear from Hankow that there is every probability of Mr. Gordon, of the bankrupt firm of McKellar and Co., being sent to our consular gaol for the period of a year, which the law prescribes for people who play with other men's property in the way this gentleman has played. Indeed, had Mr. Myburgh elected to do so he could have prosecuted him on behalf of his Chinese clients as a criminal, and so, perhaps, have lodged him at the Hong Kong treadmill for a spell.

We have much pleasure in calling the attention of our readers, and more especially of those at the outports, to the establishment at Shanghai of a news agency for China and Japan. This enterprise, which we consider well worth patronising, has been started by Mr. G. W. Anthony, who has already in San Francisco had considerable experience in this line of business. His object is to enable all, both residents of Shanghai and the coast ports, to get home news immediately upon the arrival of every U. S. mail from New York and San Francisco. In addition to the news department he has now on the way here a large collection of standard English and American works, which he will keep replenished as occasion may demand; and if he would make a still further endeavour to favour Shanghai, we would recommend to him the establishment of a free circulating library.

The premises recently owned by Messrs. Johnson and Co., including the house formerly occupied by Messrs. Preston, Bruell and Co., have been purchased by the authorities as quarters for some of the Custom-house employés who now live in Yuen-ming-yuen-road.

We observe that the action arising out of the recent collision between the P. and O. steamer *Malacca* and the barque *Tientsin* has been set down for hearing in the Court of Vice-Admiralty for the 26th inst., the damages being laid at $17,500.

The Chinese Government has resolved on having constructed in Europe eight chain gunboats, armed with powerful artillery, to be employed in putting down piracy. The Japanese Government, on its part, has already ordered several gunboats in France for the same purpose.

Mr. Drummond, who lately absconded from Hong Kong, has turned up at Shanghai, and started the firm of Woodward and Co., with the view of doing the Chinese. The worthy who established this firm had dressed himself up in the outward semblance and garb of a house of business, and had succeeded in inducing some Chinamen to trust him with 180 bales of silk, which "purchase" had the immediate effect of raising the market as much as 20 taels. Suspicion, however, by degrees began to be excited. The "house" had contracted to pay for the goods on the 17th, and were going to sell bills—so they told the brokers—but had not settled upon whom they would draw. This and other little inconsistencies, roused the tardy fears of the natives, who took the precaution of watching the godown in which the silk was stored. This precaution it turned out was not unnecessary. Attempts were made in every direction to obtain an advance upon the goods, but these proved in vain; and the result was that the particular scheme laid out has fortunately been frustrated. A gentleman with whom the silkmen were acquainted in business was begged to offer his assistance, and he took occasion to call upon Messrs. E. and A. Woodward and Co. and demand a few explanations. He ultimately succeeded in regaining possession of the silk, and next day Mr. Woodward, alias Drummond, an escaped convict from Hong Kong, disappeared from the scene of his labours.

Discussing the subject of extravagant expenditure, the *Friend*, after reviewing the conduct of the clerks, says:—

Turn we now to the senior mess. This comprises the partners and *per pros.* It rests with them to represent and keep up the dignity and hospitality of the house—its select dinner parties, balls, and *soirees.*

Here we have the European butler, the French cook, the carriage and

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pair with tiger behind, the private billiard table, the country seat—and so we go on until in an unlucky hour we buy tea and send it home. It realises a loss. The banks are not paid. The bills are returned, and we simply burst up. Well, it is but a mercantile failure; no one would dream of asking why did you keep up such an expensive establishment, why did you have six clerks at six to nine hundred pounds per annum each when you could have done with three at two to five hundred each as well? or why did you live with the extravagance of a millionaire? No, we take our dividend of sixpence to half-a-crown in the pound, and thankfully remark, who would have thought of Brown and Co. smashing! And so we take it as all correct, and allow the partners 200 taels per month, equal to £800 per annum, to live on while they are settling up. Brown and Co. are out of the game, and the deal passes on to the next one. Landowners and householders, let your properties on terms that you are well assured your tenants can pay.

Tenants, don't allow your landlords to take advantage of your dire necessities in charging you such preposterous rents.

Junior clerks, be careful of your employer's pockets and don't ride too heavily the willing horse.

Partners and managers, don't ship produce that you can't stand a loss on if it does not turn up trumps. Make retrenchment the order of the day, and don't allow the youngsters too often to write the magic words *Comprador pay*.

Bank managers, if you expect to get back your principal don't lend your money to people who are willing to pay you extravagant rates of interest, as you may get neither one nor 'tother.

Let our merchants combine in unison one with the other to combat their one common enemy, the Chinese guilds, and bring down their markets to such a scope that their operations may be at all times profitable. Let us take for our battle cry, "small profits and sure returns, domestic economy, and combined action," so shall we, having cast from us our former egregious follies, rise from our present slough of despond, and shine forth more firmly prosperous than we did while the first flash of early success was upon us, and, having passed through the vicissitudes of the past crisis, we shall, as veterans, not be so easily lured from the paths of discretion. Then, and not till then, shall we see this model settlement become once more the great emporium of the East, the pride of the merchants, the envy of the world!

HONG KONG.

Dates from this port are to the 24th September. The outward mail of August 10th, conveying also London telegrams to the 28th, was delivered on the 18th September.

Mr. William Keswick is gazetted a member of the Legislative Council, in the room of the Hon. James Whittall, resigned. The Hon. F. Forth has been appointed to the magistracy, in the room of Mr. F. W. Mitchell, who has been appointed Collector of Stamps.

An extraordinary general meeting of the shareholders of the Union Dock Company was held on the 19th September. The report of the directors showed that the results of the year could not be looked upon as satisfactory, the profits having been reduced to the extent of $2,000 by the loss of the company's chop at Whampoa. The meeting adopted the report and elected the following gentlemen directors for the ensuing year: Mr. G. F. Heard, Mr. W. Nissen, Mr. L. Beyer, Baron de Cercal, Dr. Murray, Mr. Arthur Sassoon, and Mr. Margesson. The meeting was adjourned to the 7th October, after a vote of thanks to the chairman had been passed.

The owners of the ship *Veritas* have claimed in the Supreme Court salvage for saving the Portuguese vessel *Yeddo*, with her cargo and the lives of the crew. The owners of the *Yeddo* had tendered $3,363, or £700, but refused to satisfy any claim for a larger sum. The Chief Justice, after hearing the facts of the case, fixed the award at $6,500, of which sum $4,000 was to be divided among the crew of the *Veritas*, and the balance to be paid to the owners of that vessel.

(FROM OUR OWN CORRESPONDENT.)

Sept. 23, 1867.

The only public topic of interest in Hong Kong continues to be the financial policy inaugurated by Sir Richard MacDonnell, in despite of the opposition expressed by the community and of the Legislative Council. The Ordinance embodying the privilege of deriving a revenue from licensed gambling was passed on the afternoon before the last mail's departure, notwithstanding an earnest protest by the Hon. Francis Parry, one of the newly-appointed members of Council, who forcibly exposed the hypocrisy of the attempt to pass off the measure as a contrivance for the suppression of crime, and twelve Government gambling houses are now in full blast in various quarters of the town. Nothing but the Havana coolie trade is now wanting to raise Hong Kong to the same prosperous and dignified level as that on which Macao so proudly stands. No element of a disagreeable character has been lacking in the progress of this piece of legislation, the triumph of which was openly advocated by the mouthpiece of the Governor's policy—the *Daily Press*—as the only possible escape from the horrors of the Stamp Act; an argument which told very powerfully upon the mercantile community in general, but simultaneously with the opening of the gambling-houses the announcement was made that the Stamp Act is at once to be enforced, and such is actually the fact. The Postmaster-General is nominated Commissioner of Stamps, and the next *Gazette* will probably contain the proclamation of the Ordinance. It appears, therefore, that the Colonial-office has paid little if any attention to the memorial forwarded from hence last year, protesting against the introduction of this measure; but it remains to be seen whether the anti-gambling memorial, which is now in course of preparation, will be similarly neglected in the face of the objection so strongly entertained in England to financial measures so ingeniously based on the prevalence of vice and crime. An exceedingly well-written letter on this subject by the Rev. F. S. Turner, of the London Mission, appears in one of the local papers, bringing thorough knowledge of the Chinese people, their character and ways, to bear upon the Governor's project, which he naturally strongly condemns. For plain speaking the concluding sentence in Mr. Turner's letter is almost unparalleled. "It is impossible," the rev. gentleman says, "to save both Sir Richard's integrity and his intelligence; and I for my part would be glad to believe in the former at the expense of the latter." This is certainly a very neat way of drawing the distinction between knave and fool!

Apropos of the London Mission, a Chinese of singular erudition, who has been employed for several years by the Rev. Dr. Legge as his assistant in the preparation of his *magnum opus*, the translation of the Chinese classics, is about to undertake the dreaded journey to England for the purpose of rejoining Dr. Legge at the latter's request. Wang Taou, as this Chinese scholar is named, is a man infinitely superior in position and education to the wretched Government clerk who was introduced in England last year by Mr. Hart as "his Excellency Pin Ta-jin," and so preposterously fêted by the Government and the aristocracy; but, as Wang Taou will not have the benefit of Mr. Hart's diplomacy, and can confer no factitious lustre on the foreign Customs administration, he will probably make but a very modest impression on the British public.

The seemingly inevitable tendency on the part of all individuals placed in the position of Inspector General of the Chinese Maritime Customs to arrogate despotic power over not only a portion of the Chinese administration, but also as far as possible over all foreigners in China is becoming very noticeable in Mr. Robert Hart, now that this very talented gentleman considers himself firmly established in the position from which he ousted Mr. Lay. His great ambition is known to be the concentration in the hands of his subordinate commissioners of those judicial functions with respect to foreigners which the Chinese Government has been compelled to recognise as beyond its scope of action, and which are necessarily confided to the Consular representatives of the various Powers. In every Customs' regulation promulgated by the Inspector-General a stealthy step in this direction may be discerned, and the latest autocratic device of this kind, his Pilotage Regulations, in which Consular authority is ignored, and his subordinates are invested with uncontrolled power to fine and otherwise punish foreign pilots, besides hampering foreign shipping with heavy and unnecessary expenses, has called forth an earnest protest, addressed to H.M.'s Minister, from the Shanghai Chamber of Commerce. Another step in the same direction has quite recently been manifested in a set of regulations published at Shanghai, devised for the purpose of enabling Chinese subjects to become the owners of foreign-built vessels—a heavy blow at the coasting trade, which is now chiefly in the hands of British shipowners. These regulations are published, it would seem, tentatively, for the purpose of eliciting an expression of public opinion, as they are neither signed nor dated. Should they receive the approval of the British, French, and United States Governments, Chinese-owned steamers and sailing vessels will speedily monopolise the coasting trade, as their chief management would enable them to reduce freights far below the level that would be remunerative for foreign vessels.

The political news from the North continues to be conflicting, but there seems good reason for believing that the Nien Fei in Shantung have successfully eluded the beleaguering force of the Imperialists.

Commercially, there is nothing new to report. Quotations are unchanged. Exchange Bank, 4 mos. sight 4s. 4¼d. to 4s. 4½d. Credit, 4s. 5d. The latest clearance for London from Canton with Teas is the *Hyacinth*, which left on the 18th inst. with 135,000 lbs. Black and 165,000 lbs. Green Teas.

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COCHIN CHINA.

SAIGON.

A letter from this port, dated 29th September, says, "The British Gunboat *Leven*, Lieut. Cameron, arrived here on the 16th. She reported having captured and destroyed 13 piratical junks between Hong Kong and this.—She left on the 21st for Labuan. H. M. Steamer *Argus* arrived on the 27th from Hong Kong; after receiving provisions and coal, she will proceed on to Singapore.

"On the 14th instant the merchants entertained H. E. the Governor at a ball and supper. There were 20 ladies and about 200 gentlemen (including Army and Navy) present. Dancing was kept up till 3 A. M., and the entertainment was well appreciated.

"Several vessels are loading rice for Europe and Bourbon, and though it is now late in the season, business is fairly brisk. The correct exports of rice, to all quarters, from 1st January to date—are, 2,549,875 piculs, or over 150,000 tons!"

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 2nd October. The outward mail of 17th August was delivered on the 20th September, and that of August 26th on the 1st October.

His Excellency the Governor arrived on the morning of the 2nd October in the colonial steamer *Peiho* from Malacca and Penang.

The following items are from the *Straits Times*:—

Whilst three European seamen belonging to the Dutch ship *Jeddo*, lying at New Harbour, were going on board a vessel moored alongside the Borneo Company's wharf, the plank from the vessel to the wharf gave way, and the men fell into the water. One of them was rescued with a few bruises, but the other two were drowned, and their bodies have not up to the present time been recovered.

As the mail steamer *Orissa* was proceeding out of the harbour on her voyage to China, she was signalled to heave to by H.M.S. steamer *Zebra*, which she did; when after a detention of upwards of half an hour, some mails were put on board from the *Zebra*, and she proceeded on her voyage. We are sorry to find an officer so much respected as Captain Pollard deservedly is exact from an overdue mail steamer an arbitrary and, we are certain, useless delay of this sort. What could have been the importance of Captain Pollard's half-a-dozen letters compared with that of the entire English mail to China?

Two Bills have been introduced, the first being a "Bill to Amend the Law relating to the mode of reviewing Summary Decisions of Magistrates of Police," and of a "Bill to Extend the Merchant Seamen's Act to Ships of the Colony." According to a memorandum accompanying it, "this Bill was moved into committee and the sections approved of, but an honourable member suggested that it should not be passed before having the opinion of his Honour the Chief Justice. The Bill was then forwarded to his Honour, who returned it without objection. Since then the Ordinance of the Hong Kong Government for the same purpose has been brought to notice, containing different provisions as to the payment of costs by magistrates, and the Bill is now amended, so as to agree with the Hong Kong Ordinance in this respect."

The second Bill, which is to extend the Merchant Seamen's Act to Government vessels of the colony, has the following memorandum attached to it:—"The Master Attendant has reported that he has found difficulty in managing the crews of the colonial steamers, owing to the want of any means for binding them by agreements to serve under the Merchant Seamen's Act of 1859. That Act provides that the Act shall not extend to ships belonging to or in the service of Her Majesty, and it has been doubted whether this exclusion extends to the vessels of the colony. The colonial vessels are not under the Naval Discipline Rules, and as some arrangement ought to be made for engagement and discipline of their crews, the present Bill is is introduced for the purpose."

The steamer *Telegraph* is advertised to run regularly between Singapore and Penang, calling at Malacca, from the the 20th of October.

The colonial steamer *Pluto* was advertised for sale by public auction on the 8th of October, with all her appurtenances.

The arrival at Singapore is announced of Rajah Brooke's steamer *Royalist*, Captain Thompson, from Greenock, with down to the 5th of May, having called at Queenstown and Simon's Bay. On the 1st of August, in lat. 37.8 S., lon. 27.5 W., Captain Halkesworth, commander of the *Royalist*, died of acute disease of the throat. The steamer was brought into this port under charge of Mr. Thompson, the chief officer. She was detained twenty-three days at the Cape, in order to allow the late captain to undergo medical treatment.

The British steamer *Adeline*, Captain Finlay, from Falmouth, with dates to the 11th June, arrived at Tanjong Paggar 26th September. This vessel when launched was named the *Victor*. She was afterwards purchased by the Confederate States Government, who fitted her out as a cruiser under the name of the *Rappahannock*.

THE FAILURE OF MACKELLAR AND CO.

(*North China Herald.*)

We have hitherto refrained from commenting on Messrs. Mackellar and Co.'s bankruptcy, expecting each week to see the Hankow local paper take up the subject. Two months, however, have elapsed since this event (one of the utmost importance to all connected with the port that paper represents) took place, and though Hankow editors generally can have had no plethora of other news to complain of, they appear as yet to have found no room in their columns for a review of this case. We think then we shall only be fulfilling a debt to our Shanghai readers, many of whom must have been personally interested, if we publish a few remarks on the evidence that has yet transpired.

Mr. W. G. Gordon, in his examination at the Hankow Consulate on the 6th July, begins by stating that the capital of the firm at the time of the formation of the partnership on the 1st July, 1862, was 30,000 taels, yet he goes on to admit that already in 1861 they were involved in land speculation to the extent of 200,000 taels, the capital to purchase which had been largely raised by loans. As the greater portion of such land—bought on speculation—must have been unproductive, we can only imagine, in the absence of a contrary statement, that this capital of 30,000 taels, a capital on which a new business was to be worked, had no actual cash existence.

Thus far as to capital; with regard to the business transacted on its base Mr. Gordon, in his examination, goes on to say. "In March to May 1867 we had no goods in our godowns or hands of constituents that were not under lien. We had no balance either in our own hands or in that of our bankers to any extent." Now in 1866 Messrs. Mackellar and Co. appear to have struck a balance showing a credit in favour of the business of tls. 32,000, against which, however, stood a doubtful Chinese debt of tls. 85,000, leaving Mackellar and Co. really some fifty thousand taels to the bad at the commencement of 1867, to which must be added another fifty thousand due on land over and above its actual value. Mr. Gordon then states that during 1867 "we were pressed by all our constituents to whom we are indebted—Blain, Tate and Co., Thorne and Co., Reid and Co., and Mr. Holdsworth—Harvey, Brand and Co., requested remittances, &c." We shall therefore be not far wrong, if, in the absence of any published accounts, we estimate that Messrs. Mackellar and Co. commenced this season with a known debt of Tls. 150,000 hanging over them, in addition to the expectation of having to meet heavy losses on home shipments then unaccounted for.

Under these circumstances, then, and just one month before their failure, they "went in" for tea, of which they bought in this short interval, in the face of most discouraging advices from Shanghai, no less than forty thousand chests. Having no money to pay for these large purchases, they appear to have obtained advances from the Chartered and other banks in Hankow, a portion of which they applied to the satisfying of the legitimate claims of the tea sellers; the balance, no less than one hundred and forty thousand taels, was paid away on various other accounts. These payments were thus actually made out of funds obtained by mortgaging goods for the cost of which Messrs. Mackellar and Co. were still indebted to the original owners. The extent of the wrong thus perpetrated on the sellers of tea is more clearly shown when we consider that after their very first purchases Messrs. Mackellar and Co. must have known from their Shanghai friends that instead of a margin of profit an actual loss was to be expected; yet with the knowledge of this and of their heavy previous liabilities, they continued to purchase and to mortgage more teas as the season went on, teas which too confiding teamen had entrusted to them. It is not our intention to scrutinize farther the payments of tls. 140,000 made in one month out of the money thus obtained; but many of the items demand a careful investigation. Of the teas thus shipped it appears that Messrs. Blain, Tate, and Co. were favoured with a margin of 40 per cent. on some teas consigned to them—said teas being actually wholly or entirely unpaid for. Others had margins put in their hands of only 20 per cent. Under these circumstances what does Mr. Gordon mean by saying "I anticipated no difficulty with the Chinese. I expected the margins back from Shanghai any day to pay up the taels 140,000." Did Mr. Gordon as a man of business positively expect that Messrs. Blain, Tate, and Co. and other old creditors to whom he shipped would actually return him these margins in preference to reimbursing themselves with the property thus placed in their hands? If not, what deduction is one compelled to draw from such facts? We fear that indeed the foreign name has been seriously disgraced in Hankow, and we can well account for the indignant proclamation of the Taotai there. Though written with a most unfair disregard of the countless instances of honest and liberal trading on the part of foreigners generally, it exhibits the state of feeling current among the Chinese at the port, a feeling which we fear will do more ultimate harm to the foreign trade of Hankow than all the other disasters of which the river trade has of late years been the unfortunate victim.

There are many other facts connected with this lamentable case which want of space compels us to pass over, though we think the subject deserves a further notice at our hands. We can only say now that it remains for the unfortunate creditors to insist on a clear statement of accounts, by which it is to be hoped that some of the obscure facts elicited from Mr. Gordon in his examination will be cleared up. If, as appears from the statement yet published, the debts of old creditors have been

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alleviated at the expense of new ones, it rests with these new creditors to bestir themselves, and, even at a loss to the estate, to let our Chinese friends see that such dealings cannot go unchallenged even through the whitewash of a British Bankruptcy Court.

THE HONG KONG PENSION LIST.

(Daily Press.)

When we see the pension list growing at the rate of four names in a year, it is impossible to avoid reflections which need not be held to imply the least dissatisfaction at the fact that certain rewards are assigned to particular men, but which, at the same time, raise grave doubts as to the justice of the pension system which is established in this colony. A pension, to begin with, is in the nature of a gift, and whether a gift be great or small, it is hardly sound doctrine to make it at other people's expense. If the Hong Kong pensions were in any way conferred by Hong Kong, there would be less to say against them, because the total amount, so far as the system has been carried as yet, is not oppressive or out of proportion to the colonial revenue; but if the money is to be given out of our pocket, it seems hard that the Colonial-office at home should have the giving of it. This is a Crown colony, and the public servants are appointed, without any intervention on the part of the colonists. If all the people in the place were agreed in wishing to give any particular man a particular appointment, they would be utterly powerless in the matter, and must be content to see a stranger appointed by the Secretary of State at home. To say that the civil officers of the Government serve the colony, indeed, is a mistake. They serve John Bull, and administer an estate which he has bought in the China Sea, collect his rents from the tenants, and keep them in order for him. There is no reason at all why they should wear out the best years of their lives on the estate and not receive the same sort of rewards which are given to other men in his service at home. On the other hand, there would be no reason why the officials of Hong Kong should draw money from the Imperial exchequer if Hong Kong were in the position of other colonies, a little scrap of British territory where the residents enjoyed the same rights and privileges which they would exercise at home. It is just as unfair, however, to make Hong Kong, as it is, pay the pensions of people who are not in its service, though they reside here, as it would be if Hong Kong were such a colony as South Australia to saddle the civil service pensions on the Colonial-office. It would be bad enough if Hong Kong were merely expected to pension people in whose appointment it had no voice, and if the actual gift of the pension were decided by a vote of the Legislative Council; but as it is the applicant for a pension makes his bow in London to the Secretary of State, that gentleman takes his case into consideration, and if he takes a favourable view of it, graciously puts his hand into our pocket, "without so much as, 'by your leave'," and confers the pension. You cannot be generous with other people's money. It is worse than robbing Peter to pay Paul, because in that transaction it is assumed that you are in Paul's debt, and if you leave him unpaid you cheat him. It is robbing Peter to make Paul a present, which is a wholly indefensible proceeding. It is true that the Hong Kong pension system is only one of many anomalies observable in the Government of this singular colony, but as far as it goes it is an aggravating little anomally, which might be remedied by leaving the gift of pensions to the non-official members of the Legislative Council. Assuredly it is not the money which the Hong Kong taxpayers grudge, but the gratitude which the Home Government so meanly appropriates at their expense at present.

LIST OF PENSIONS.

Col. Caine, 5,040 dols.; E. R. Michell, 451 dols.; W. Chapman, 704 dols.; W. H. Mitchell, 758 dols.; Foo Shun, 140 dols.; Bishop Smith, 1,440 dols.; C. St. G. Cleverly, 2,000 dols.; J. C. Power, 960 dols.; Rev. J. J. Irwin, 1,280 dols.; W. T. Mercer, 8,248 dols.; Man Schoa, 277 dols.; total, 16,285 dols.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 5d.	4s. 5¼d.	4s 5¼d to 4s 6¼d	4s 6¼d to 4s 6¾d
Shanghai	6s. 1d.	—	6s. 1½d.	—
Canton, Hong Kong, Macao	4s 4¾d to 4s 4¾d	4s. 4¾d.	4s. 5d.	4s 5¼d to 4s 6d
Singapore	4s. 4d.	—	—	4s. 3¾d.
Manila	—	—	—	—

At Shanghai, bills on India, Rs. 803 per 100 taels. At Hong Kong, Rs. 218 to 219 per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 78 per 100; and exchange on Hong Kong, 28⅛ discount. Hong Kong and Shanghai Bank shares, new, 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 7 to 15 per cent., prem.; Union Dock Company, 25 per cent. dis.; China Traders' Insurance, $150 per share premium.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ELLIOTT—On the 10th Sept., at Mrs. Boyle's, Hongque, Shanghai, Mrs. Elliott, of the Hotel, Woosung, of a son.

EMMERSON—On the 26th Sept., at 7, Beach-road, Singapore, the wife of Mr. C. Emmerson, of a daughter.

FARR—On the 14th Oct., at 333, City-road, the wife of F. Farr, Esq., late of Shanghai, of a daughter.

GRANT—On the 27th Aug., at Kiachta, Oriental Siberia, the wife of C. Mitchell Grant, Esq., of a daughter.

JAMIESON—On the 11th Sept., at Ningpo, the wife of W. B. Jamieson, Esq., of a son.

KUSTERMANN—On the 20th Sept., at Singapore, Mrs. F. Kustermann, of a son.

MARRIAGE.

HENDRIKS—MINJOOT.—On the 24th Sept., at St. Andrew's Church, by the Rev. Charles J. Waterhouse, M.A., Charles Edward Hendriks to Helena Gelenchy, youngest daughter of Mr. John Minjoot.

DEATHS.

COOK—On the 26th Sept., at Singapore, Capt. James Cook, late pilot of Bangkok.

CRUTCHETT—On the 5th Sept., at Shanghai, of cholera morbus, Mr. James H. Crutchett, aged 28, a partner in the firm of H. Fogg and Co.

DE THUY—On the 27th Sept., at Singapore, Madame Camille Arman de Melaine, the beloved wife of Mons. Paul Brasier de Thuy.

EARLE—On the 7th Sept., on board the s.s. Express, at Shanghai, suddenly, of heart disease, aged 33, Mr. William Earle, for three years chief officer in Messrs. Sassoon, Sons, and Co.'s employ.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The inactivity in the Silk and Tea markets and consequent scarcity of money among the natives has reacted upon the import trade, which has been generally dull. Yarn has continued, however, in fair request, and stocks being light, holders are pretty firm. Grey Shirtings have been quiet, with a slight downward tendency, but not of sufficient importance to lower rates. White Shirtings are quite out of demand, but in Dyed something has been done. The inquiry for Black Velvets has continued, and these goods have again advanced in price. Some slight clearance of the enormous stock of Taffachelass has taken place. In Woollens and Woollen mixtures only SS Camlets have shown any activity, most other goods being dull at prices which are quite nominal. We may call importers' attention, however, to an addition to the list—that of Mousselines de laine, for which some demand is being evinced. Red and Imperial violet are the favourite colours. Metals are dull. In cotton there is nothing doing. The weather continuing unfavourable to native-grown Sugar and Rice, foreign importations have improved in demand and price. Cotton Yarn: All counts continue in fair inquiry, 28 to 32 being most in demand. Stocks are light. Grey Shirtings: Sales of 8 lbs. 4 to 6 oz. are reported at 0.05 lower. The staple has been generally in less demand, but Stocks are moderate and holders mostly firm. White Shirtings: In T-Cloths some small sales have been made at rates unchanged from those of last mail. Dyed Shirtings: Assortments with half gentian in them are worth $4.30; and we know of a sale of 1,000 pieces all blue at $4.60; but ordinary parcels are with difficulty placed at $4.00. Black Velvets are in good demand at an improvement in price; $11 is easily procurable for good colour.

TIENTSIN.—The import trade in British and American goods has undergone little change, the demand continuing of the most limited description, and rates for manufactures continuing to gradually go lower. 8¼ lbs. Grey Shirtings are quoted at taels 2.40 to taels 2.45, and 8½ lbs. White Shirtings at taels 2.55. The three or four traders who lately arrived from Shanse have not done any business in imports, and silver is extremely tight, so that it is almost impracticable to do business for cash, but only in barter.

SHANGHAI.—Simultaneously with the departure of the last mail a demand sprang up for Grey Shirtings, and a good business resulted at slightly higher rates. Since then the inquiry has almost entirely ceased, and prices have returned to their former level. T-Cloths, no change. Fancy Goods: Fair sales of D. Brocades at tls. 3 per piece. Long Ells: Some transactions in C.P.H. Scarlet at tls. 7.10; other woollens very dull. Metals—Iron, Nail Rod: There has been some excitement in this market, and dealers have appeared anxious to secure desirable assortments, for which tls. 2.70 has been freely paid. The small quantity known to be on the way encourages a hope of a firm market for some months. Coals: Prices have been well maintained for all descriptions; of house coal there has been an absolute dearth, and unless arrivals shortly take place this article will form a considerable item in domestic expenditure this winter.

There has been a little more business doing in the market for imported goods, but the movement is yet very far from anything like satisfactory. The arrival of three cargoes from London has no doubt affected the disposition of purchasers, more especially as by these arrivals some goods come to hand that were purchased during the excitement of two months ago "to arrive," and at a rate far above the present market value of them. T-Cloths are a shade lower, no more than $3 being offered for best chops 7lbs. There has been a little inquiry for Raw Cotton. Transactions include 1,000 pieces 8¼ Grey Shirtings at $3.40, 100 pieces common White Shirtings at $2.45, 500 pieces 6lbs. T-Cloths at $2.35, 50 bales Nos. 16-24 Cotton Yarn at $178, and 30 bales Nos. 28-32 at $185.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—Business has been somewhat more restricted, unfavourable advices from America and Europe continuing, while the pretensions of the teamen remain unabated. Large arrivals have, however, taken place, and, money being very scarce in the native town, we might shortly have to record some improvement, if one or two purchasers now buying at rates which leave a distinct loss on last home quotations could be induced to suspend their operations. Settlements for the fortnight are 2,500 piculs, leaving a stock of 8,400 principally of medium and common kinds, the stock of fine tea not being much more than the odd 400 piculs. The only departure we have to report is the Yokohama for New York, with 381,251 lbs. The Pauline and Caractacus are on the berth for New York; the Conrad for London.

SHANGHAI.—Black Tea: Since the departure of the mail the market has been very quiet, only 7,000 chests having been placed at from Tls. 16 to 18½ for common to good Oonam, and Tls. 17½ to 22 for common to good Ningchow and Oopacks. Some of the later settlements are again cheaper, and lay down the Teas at last London prices, but the continued unsatisfactory advices from home quite discourage buyers. Arrivals from the river ports maintain the stock at 35,000 chests. Green Teas: There have been no purchases as yet for America, indeed, the demands of teamen are so far above the ideas of buyers, no offers have been made for that quarter. One large chop of fine Teenkai at Tls. 40, and seven small parcels of Fychow and Moyune at Tls. 32 to 37, have been settled for England, and they would probably go forward per steamer Achilles on the 25th of September. After her departure, and the probable increased supplies likely to come in, lower prices will no doubt be established. The present stock is about 45,000 packages.

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SILK.

YOKOHAMA.—The continuance of unfavourable advices from Europe has at last checked operations, and their tenor becoming known to holders, decided symptoms of weakness are being manifested. Telegrams to the 10th August, reporting the price on the London market for new seasons No. 3 chop Tsatlees as 26s. 6d., by the French mail on the 7th Sept., had an almost immediate effect. Although the quality of the arrivals is improving a decline of $10 to $20 has been established for Hank sorts, and there is little doubt that, if foreigners will only restrict their purchases for a time, much larger concessions will be obtained. Money is scarce in the Japanese town, and we hear that some of the Silk is under advance to the Government bankers and now lying in their godowns. Arrivals are steadily increasing the stock, and nothing but a little patience is required to make the current season profitable to foreign buyers. The decline noted is in Hank sorts; Oshus and Koshus remain as last quoted, and the demand for them continues. Settlements amount to about 280 piculs, and stocks to at least 800.

SHANGHAI.—During the interval a fair amount of business in Silk has been transacted, the settlements being estimated at fully 600 bales, chiefly Tsatlees. The prices paid have been very irregular, some parcels having been settled at last mail's rates, while others have been purchased at an advance of Tls. 5 to 15 per picul;—Tls. 527½ are reported to have been paid for Chop 3 Tsatlees. The unsold stock is estimated at about 3,000 to 4,000 bales. The prices asked by Chinamen are about the same as those ruling at the close of last mail, with the exception of Chop Tsatlees, for which an advance of Tls. 5 to 10 per picul, is asked.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—From Amsterdam, Sept. 1, Despatch.

At SHANGHAI.—From Sunderland, Sept. 7, Ocean Chief; from Shields, 8, Onsuri; from London, previous to Oct. 5, Tamerlane, Cora Linn (reported by telegram).

At HONG KONG and CANTON.—From Newport, Sept. 11, Tonia; from London, 18, Corea; from Hamburg, 11, Hugh and Otto; from Cardiff, 15, Sultana.

At SINGAPORE.—From Liverpool, Sept. 28, Panic; from Falmouth, 26, Adeline (str.); from Cardiff, 27, Graafstroom; from Greenock, Royalist (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 9, Yokohama.

From SHANGHAI.—For London, Sept. 5, Sir Wm. Wallace, Evelyn Wood; 13, Polmaise; Oct. 4, Albuera (reported by telegram).

From HONG KONG and CANTON.—For New York, Sept. 19, Princess of Wales; for London, Sept. 18, Hyacinth.

From SINGAPORE.—For New York (via Penang), Sept. 28, Martha Rideout; Oct. 1, Kalahome.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
— — ...	Red Deer	... London	...
— — ...	Coila	... Liverpool	...
— — ...	Patna	... Do.	...
— — ...	Dagmar	...	...
— — ...	Argonaut	...	...
Sept. 22 ...	Dilpussund	... London	... Shanghai

COMMERCIAL POSTSCRIPT.

The U.S. *Wyoming*, having completed three years service in China, proceeds homewards.

ARRIVALS NOT IN THE TABLES.—Nov. 2, at Cuxhaven, from Macao, Peru; at Bremen, from Rangoon, Westburn; Oct. 31, at Brouwershaven, from Batavia, Pres. v. Ryckevorsel.

DEPARTURES.—Nov. 5, from London, for Shanghai, Maitland; 1, from Shields, for Galle, Wallace; from Penarth Dock, for Shanghai, Robin Hood.

SPOKEN.—Templar, Boston to Galle, Oct. 15, 23 S., 29 W.; Wild Rover (Amer.), Manila to Rio de Janeiro, Sept. 14, 33 S., 18 E.; Batavia (Dutch), Batavia to Amsterdam, Sept. 26, 11 S., 11 W.; Zambezi, Penang to London, Sept. 4, 35 S., 23 E.; Clyde, for Colombo, 16 days out, Oct. 1, 7 N., 25 W.; Anna and Sophia, Cardiff to Sourabaya, Sept. 29, 7 N., 24 W.; Minister Thorbecke, Batavia to Middelburg, Oct. 9, 27 N., 32 W.; Nieuwland, Cardiff to Sourabaya, Sept. 20, 12 S., 32 W.

MISCELLANEOUS.—Off Cape de Verds, Sept. 11, Pasig (s.), Ferrier, from the Clyde for Manila.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.—This was an application on the 4th inst., before the Chief Clerk of the Rolls, in a voluntary winding-up matter, which was specially taken at an early hour on account of its importance, for the chief clerk to sanction an advance of £5,000 to be sent to Singapore to prevent the works of the company being stopped and considerable property sacrificed. Mr. Mackenzie showed the assets of the company to be large, and beyond the liabilities. A call was to be made, and, if the directors might advance the money, a telegram could be sent, which would reach the mail, and the Oriental Bank would make the advances. On the part of shareholders, Mr. Gibbon and Mr. Meeser appeared; Mr. Davies and Mr. Vallema represented creditors. Mr. Mackenzie urged the application to save the property. The Chief Clerk, after a lengthened discussion, decline to accede to the application. It was no doubt a case of importance, but he did not feel himself justified in authorising an advance to increase the liabilities. There were other summonses, and it was proposed forthwith to make a call.

Literature.

A new uniform and standard edition of Thackeray's works is announced, the chief interest of which will lie in the last volumes of the series, which are announced to contain the new and hitherto unreprinted writings of the author. The latter alone would form a considerable collection. Some of them were not included in the author's own collections of his miscellanies for reasons which have now passed away, or which at least would not have the same force in the case of an edition published by others. Many of these are of the highest interest, while to most of Mr. Thackeray's admirers they will be almost entirely new. We trust that the editors will not fail to include those frequent critical papers on Mr. Dickens' earlier works which were also contributed by Mr. Thackeray to *Fraser*. The overflowing admiration which young Titmarsh displayed in many a critical and many an eloquent passage are remarkable as coming from one whose name was afterwards so often linked with that of his illustrious contemporary novelist. Mr. Dickens knew them well, though till long afterwards he knew little of the hand which wrote them; and perhaps never dreamed that the writer was that same young gentleman who, believing that his vocation was not for literature but for art, called on him—now some thirty years' since—at his chambers in Furnival's-inn with an offer to draw the illustrations for Pickwick, then appearing in shilling numbers. The feeling with which Mr. Thackeray refrained from reprinting these in his lifetime can be readily understood. So warm a tribute from one great novelist to another, whom the world, in spite of their wide diversity of genius, would persist in regarding as rivals, would have had in it a certain indelicacy, or would at east have evidenced a certain want of taste which the writer himself would have been quick to feel.

The Christmas numbers of the various periodicals are beginning to be talked about. The Christmas number of *All the Year Round* will this year be written entirely by Mr. Dickens and Mr. Wilkie Collins. The latter gentleman, who has long been suffering from ill health, is happily now sufficiently recovered to take his place once more as a writer of serial fiction. A new continuous story from his pen is also announced to appear in *All the Year Round*.

There is a rumour current, we believe with some foundation, that the *Daily News*, an ably conducted paper, which has never met with the success it deserved, is to be reduced in price, and to enter the lists with the penny daily papers. Certain novel features will be introduced into it. The antecedents of the *Daily News* are enough to make it a literary curiosity. Under the successive editorship of Charles Dickens, John Forster, W. H. Wills, and other gentlemen of ability and experience, it has always retained on its staff good talent; and should it be published at one penny, will make a formidable rival to the *Standard*, the *Star*, and the *Telegraph*.

It is said that Mr. Anthony Trollope intends to resign his duties in the General Post-office, St. Martin's-le-Grand, and that he contemplates offering himself as a candidate for a seat in Parliament to one of the new constituencies to be formed under the Reform Bill. Mr. Trollope's politics are decidedly Liberal.

Mr. Charles Dickens will sail from Liverpool in the *Cuba* on Saturday, November 9th, for the purpose of giving those readings from his works which have been so popular in England. He will leave the United States for Europe at the end of April next year. A public dinner will be given to Mr. Charles Dickens on the 2nd of November, at Freemasons' Hall, and Lord Lytton has consented to take the chair upon the occasion.

An interesting literary curiosity will appear in the forthcoming selection from the works of Sir Walter Scott, to be published in Messrs. Moxon and Co.'s series of Miniature Poets. This is a copy of the last verses Scott wrote, and which have never yet been published. They were written in the album of Miss Wordsworth, and have the following note appended to them, written by Sir Walter Scott the day he quitted Abbotsford for Italy. Mr. Wordsworth and his daughter had been with him a few days, having come at his request to pay him what he foresaw would be their last visit. In the first quatrain he alludes to his early friendship with Wordsworth; in the second he addresses himself to the daughter; the third is very imperfect, and shows what an effort it cost him to write. When he returned the book to the owner he said, "I would have done this for no one but your father's daughter."

The whole of Messrs. Day and Son's stock of works of art, print and chromo-lithographic publications will be sold by auction early next month. It will include a very large collection of proofs and prints of the publications of the house of Day and Son, and many others, and nearly a complete set of every chromo-lithograph that has ever been published in London, most of them touched by the artists. Amongst the photographs are the stock of the work entitled Bedford's Photographic Pictures in the East.

The following is our usual summary of the most important publications of the past fortnight:—

In Literature, Science, and Art, we have a *Translation of Aristophanes*, comprising eight of his Comedies in Rhymed Metres, by Mr. Leonard-H. Rudd; Mr. John Attfield give us an *Introduction to Pharmaceutical Chemistry*; the famous *Shooting Niagara*, by Mr. Carlyle, is reprinted with important additions from the pages of the magazine in which it originally appeared; Mr. William E. Hearn writes on the *Government of England, its Structure and Development*; and Mr. E. W. Pugin publishes the *Designs for the New Palace of Justice*.

In History and Biography Mr. William Cates gives us a *Dictionary of General Biography*, with a classified and chronological Index of the Principal Names; the *Chronicles of the Picts and Scots* are edited by W. F. Skene; Mr. Travers Hill gives us *English Monasticism, its Rise and Fall*; Lady Wallace translates the *Letters of Distinguished Musicians from the German*; and Mr. R. R. Madden gives us the *History of Irish Periodical Literature from the 17th to the 19th century*, with notices of the most remarkable persons connected therewith.

In Geography and Travel we find Mr. George Peacock's *Handbook of Abyssinia*, a book likely to be useful just now; and Mr. Henry Latham's *Black and White, a Journal of a Three Months' Tour in the United States*.

In Fiction we have a *Stormy Life*, by Lady G. Fullerton, 3 vols.; *Humphrey Dyot*, by James Greenwood, 3 vols.; *Old Sir Douglas*, by the Hon. Mrs. Norton, 3 vols.; and *Not Wisely but Too Well*, by the author of Cometh up as a Flower.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER exists of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: WEDNESDAY, NOV. 6, 1867.

GRANT'S TRANS-MONGOLIAN TELEGRAPH LINE.

WE have frequently expressed surprise that the facilities afforded by the Kiachta line of telegraph for the transmission of messages to China had failed to bring it into more general use for mercantile purposes. Doubtless, many merchants who have given it a trial have been discouraged by the delays that have too often arisen in the delivery of messages—delays attributable solely to imperfections in the Russian Government line between St. Petersburgh and Kiachta. For several months indeed (between June and August of the present year), the wires have been constantly out of order, and most vexatious delays have resulted. Latterly, however, it has been working more satisfactorily, and we trust that by increased care on the part of the Director-General at St. Petersburgh—who in answer to complaints has given repeated promises of amendment—the communication will henceforth be better maintained. These shortcomings in the intermediate links of course completely nullify the efficiency of GRANT'S Trans-Mongolian line, which is thus unfairly made to suffer by the mismanagement of the Russian telegraph service. Late advices from Tientsin and Kiachta inform us that the couriers now perform the distance between those two places regularly in, twelve days. We hear fewer complaints, too, of the Indian line than formerly; but taking the average of the season it is probable that as much inconvenience has arisen from the delays, blunders, and general mismanagement of the Galle line as from the breaking down of the Russian wires. In fact, until a more perfect system is somehow arrived at, it seems to be advisable that those who wish to ensure anything like certainty in results should make use of both systems simultaneously.

THE OPENING OF NEW PORTS FROM AN AMERICAN POINT OF VIEW.

THE trade of the United States with China has for many years been second in importance only to that of Great Britain. The Americans, too, were the pioneers of foreign trade with Japan; and the newly-established line of steamers across the Pacific cannot fail, when fully developed, largely to extend the commercial interests and influence of America in both countries. This being the case, the opinions of thinking Americans on questions relating to foreign intercourse and trade generally must be allowed to have considerable weight. The vain-glorious boastings of a few transatlantic journals—which on the strength of a few successful voyages made by the *Colorado*, already represent the American Eagle as flapping his wings in triumph over the humiliated and defeated British Lion, shorn alike of glory and profit—may be dismissed without even a word of comment. No sensible Englishman grudges America her share of the China trade, and every sensible American knows that such is the case. But the views publicly expressed by Mr. LOW, an eminent New York merchant, on the subject of new ports, are at the present juncture both instructive, interesting, and valuable. Mr. LOW has recently made a tour of some duration in China and Japan, and on his return to New York was entertained at a public banquet by the New York Chamber of Commerce—a fact amply sufficient to show the estimation in which he is held by the mercantile community in that city.

In a recent article on the rumoured intention to open some additional ports on the China coast, we strongly deprecated any attempt to create new seats of trade, destined probably only to languish through a useless, feeble existence, or at best to enjoy a short "burst" of prosperity at the expense of the old-established ports. Mr. LOW, in view of the proximate opening of Osaka and Yedo, adopts almost the same view with regard to Japan. "At the period of our arrival," says Mr. LOW, "the foreign Ministers were contemplating a visit to "Osaka, by invitation of the SHIOGOON, to arrange for the open- "ing of new ports. The death of the MIKADO caused a delay; "but the meeting, as you are aware, has since taken place with "satisfactory results. There appeared to be a good deal of in- "difference, if not positive objection to this fulfilment of the "treaty obligation, on the part of the American merchants of "Yokohama, because of the amount of money invested in houses, "godowns, and other buildings at that place. *If the trade was "to be divided between two ports, without being materially increased, "two establishments would be necessary instead of one, and without "a corresponding benefit.* The necessity of sustaining numerous "branches at different places on the coast of China, by houses "originally established at Canton, has contributed, directly and "incidentally, to the commercial disasters which have occurred "during late years, and similar consequences are naturally appre- "hended in Japan if the trade is divided." There is much truth in this. The elasticity of trade is so great that in prosperous times it seems capable of almost indefinite extension; but such a trial as China is now passing through—in common with most other countries—opens men's eyes to the fact that the basis of a permanent and sound trade cannot be created at the will of a few speculators. In fact, no particular branch of commerce can be enlarged or made more profitable, solely by multiplying the number of places at which it is carried on. The *New York Times*, in an article on Mr. LOW'S speech, fully endorse his opinions on this point:—

"There is no sure evidence that the aggregate foreign trade of Japan would be materially increased by creating at present a new port, while there is a certainty that the investments made by the merchants of Yokohama must be depreciated—for a time at least—to a most serious, if not ruinous extent. . . . If Mr. Low found opportunity to make himself acquainted with the condition of affairs at Shanghai, he would have been made aware of the state of commercial depression into which business has been thrown there from causes not dissimilar from those which the Yokohama merchants foresee, and are naturally eager to deprecate. The rapid opening of one Chinese port after another, on the Yangtsze River, has had a deplorable effect upon the trade of Shanghai. The opening of Hankow, which gives no promise of becoming a permanently available commercial centre, was followed by the gradual decadence of the trade which Shanghai for years enjoyed. Many of the greatest and most substantial houses have become either so discouraged as to give up the enterprises in which they had engaged, or have succumbed altogether under the divergence of their trade to other points.

"The decadence of Shanghai, moreover, we are assured has not been followed by any commensurate accession to the prosperity of the new ports higher up the river. Many of the Shanghai merchants invested at Hankow, doubtless thinking to save some of their previous investment; but the opening of Hankow was followed by the establishment of other river ports, whereby the wholesale trade generally became entirely deranged. Imports at Hankow commanded scarcely any higher price than down the river at Shanghai, and at the interior ports the prices demanded for tea and other articles of export were far higher than they had ever been at Shanghai. . . . What is needed is that we should concentrate our thoughts and energies upon improving the ground we occupy rather than distribute them too hastily over new ground, which we cannot at present occupy with advantage."

Such arguments as these, however, are not applicable to Japan in the same degree as they are to China. In the latter country we have already numerous well-situated ports, which practically afford access to the entire land; and the capital itself is moreover open to us, and this is surely enough for the present. In Japan, on the contrary, we enjoy neither of these advantages. The punctual opening of Osaka and Yedo are the vital points of the treaty, and must be carried into effect apart from all mercantile considerations. After what has happened, should we be weak enough to waive these rights, such policy would be attributed not to forbearance or moderation, but to weakness and the fear inspired by Daimios' threats and assassin's outrages—and then we might bid a long farewell to all hopes of a peaceful tenure of our footing in the country. But with Yedo and Osaka opened, in addition to the existing ports, no others in the Imperial territory can be necessary. All future attempts for the extension of trade in Japan must take another direction—that of procuring free access to the territory of those wealthy Daimios who are at present either excluded altogether from foreign trade, or compelled to seek it under vexatious restrictions through the narrow channels to which it is confined by Government monopoly.

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THE NEW SEASON'S TEAS.

The inferior quality of the present season's crop of Congou tea, taken as a whole, appears now to be an established fact, more especially as regards Kaisow and kindred sorts from Foochow. At first, these latter were condemned as being mixed with old leaves, but we are told on pretty good authority from a close and critical inspection after infusion, that this is not so much the case as it has been in former seasons, but that on the contrary the leaves are more uniform in colour, and show less indication of not being entirely new crop leaf. They are, however, much darker in colour than usual, and appear to be thin or less pulpy. The inferiority of quality may be attributed to these conditions, as there appears to be no fault in the preparation or manipulation of the leaf; it may, therefore, be interesting to endeavour to trace their causes. The first (darkness of colour) may be attributed to the effect of heavy rain which prevailed, as it is said, at the time the leaves were at the height of their ripeness, and when they were being picked. The second (thinness and want of pulp) in a great degree to the injury sustained by the rain, and also from another cause, which, however, can only be suggested for the consideration of tea growers and tea buyers in China; but which, if found to be true, may be the most important as regards the crops of the next year or two. It is this—the impoverishing effect of the hard treatment that the shrubs were subjected to in 1865-6 and 1866-7, when the Chinese, to meet the demands upon them, increased their export by eleven millions of lbs. in the former season, and five millions in the latter; and to do that not only packed and shipped broken leaves, siftings, and dust, but in 1866-7 added to these the stalks and broken up twigs of the plants, and even then (taking no account of the inland trade with Russia), China and Japan together only contributed 166 millions of lbs. towards the 188 millions which at least were the requirements for the consumption of all countries. On this subject we have received the following letter:—

(To the Editor of the *London and China Telegraph.*)

Sir,—The inferiority of this season's Kaisows is an undoubted fact, and I think the chief reason for this is to be found in the increased demand consequent upon the repeated reductions of duty in England and also in Russia, in order to supply which the Chinamen, instead of restricting the first pickings to the young and tender leaves, year by year continue to add the full grown, and therefore sapless leaves, to their first selections; in the infused leaf this fact will be fully verified. That the weather affects the tea plant there can be no doubt; but statements as to rain having fallen just at the time of picking must be received with great caution, as the Chinamen always start some rumour calculated to mislead and prejudice people, and thus induce buyers. My own opinion is that the tea crop is just about as often affected by this cause as our own wheat harvest. The rainy season—*i.e.*, from February to the end of March—is usually over, and tends rather to improve and nourish the tea plant than to injure it. Besides, the plantations or gardens are usually so placed (on the slope) that no great amount of water could lodge for any length of time.

The principal cause of the deterioration of quality is to be found in the increased demand.—Your obedient servant, Old Foochow.

City, Nov. 4, 1867.

The last mail brought advices from the Engineer who was sent out from this country some months since, in charge of a gas apparatus intended to light the *Yamun* of an enterprising mandarin at Peking. He was then at Tientsin, but had visited Peking, and reports that he anticipated no difficulty in erecting his miniature gas works, which will supply 100 lights. This fact must not be regarded as a step towards lighting the entire city with gas, for the writer states that even were it desired, such a thing is rendered utterly impossible by the present construction and condition of the streets. We have no doubt, however, that other wealthy officials, when they see the present experiment successfully carried out, will gladly avail themselves of so great a boon as gas.

We believe that the difficulties in the way of erecting a second English Bishopric in China having been overcome, the proposed see of Ningpo will be founded without further delay, and that the first Bishop will be the Rev. W. A. Russell, M.A., of Trinity College, Dublin.

Intelligence from San Francisco, dated the 14th ult., states that on that day the steamer *China* sailed for Yokohama and Hong Kong with one million and seventy-six thousand dollars in treasure, 785 tons freight; fifty-four cabin and 900 Chinese steerage passengers.

Mr. C. J. Andrews and Mr. J. O. Driscoll have been appointed student interpreters for the China, Japan, or Siam Consular Service.

Monetary and Commercial.

The Hong Kong and Shanghai Banking Corporation has invited applications for 2,000 shares, to be issued on the London register of the bank. These shares have we believe, fallen in from failures and other causes, and have been placed in the hands of the London manager for sale here, with the view of establishing a London share-list. Ultimately these shares will be recognised on the Stock-Exchange, and become negotiable on the same footing as other bank shares.

At a meeting of the Singapore Gas Company, held on the 29th ult., the directors' report, noticed in our last issue, was duly passed by the shareholders. The latest accounts from Singapore showed an increase in consumption. The question of expenses, alluded to by a shareholder as too heavy, was answered by Mr. Stephenson, the chairman, who stated that he intended to consult with Mr. Read and Mr. Patterson, now in London, as to the increased demand made by Mr. Wells, the manager in Singapore. A vote of thanks was carried to Mr. Wells and the directors.

The liquidators of the China Steamship and Labuan Coal Company have issued a circular, calling a meeting of shareholders to decide whether the working of the mines shall be continued or the liquidation rendered absolute. This step is necessitated by Messrs. Laird and a few other shareholders having opposed the resolution formerly adopted to continue operations. The meeting will take place at the London Tavern at 2 P.M. on the 8th inst.

The Agra Bank (Limited) is prepared, on behalf of the late Agra and Masterman's Bank (Limited), to anticipate payment of its promissory notes falling due on the 15th March, 1868, under rebate of the same rate of interest which the notes carry. This instalment will complete 17s. 6d. in the pound, with interest thereon in full.

At a second meeting of the creditors of Messrs. Moore, Phillips and Co., of Birmingham, a statement of accounts was submitted, together with the report of the investigation committee, which recommended that the offer of an additional 2s. 6d. in the pound (making, with previous payments, a total of 8s.,) should be accepted. This was agreed to by the meeting. Mr. Philip Cohen has left by the extra French steamer *en route* for China with the view of making fresh arrangements for conducting the business of the Hong Kong and Manila branches, and we hope the endeavour to maintain the position of this old-established and respected firm will be successful.

A dividend will shortly be declared in the estate of Messrs. Small and Co.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton November the 4th, was—In gold, to Alexandria, £23,000; to Madras, £721; to Calcutta, £2,000; in silver, to Hong Kong, £154; to Shanghai, £8,950; total in gold, £25,721; in silver, £9,104.

BOARD OF TRADE RETURNS.

The Board of Trade returns for September show a steady but not active business, the declared value of our exportations having been about 3 per cent. below those of the corresponding month of last year, while compared with September, 1865, there is a falling off of nearly 7 per cent. This reduction, however, is virtually only nominal, since it is due entirely to the reduction in the price of cotton, which has caused the value of our exports of Lancashire manufactures to figure for a diminution of 8 per cent., although in the actual quantity shipped there has been an increase of 6 per cent. The shipments of cotton yarn, also, while they show a decline of ½ per cent. in value, show an increase of 3 per cent. in quantity. Iron is again one of the most favourable items of the list, an augmentation of 26 per cent. being exhibited, which is owing mainly to a great increase in the Russian demand for railway descriptions, and also to a little improvement as regards the United States and India. In the shipments of coal there has been an increase of 22 per cent. Haberdashery and hardware continue to be affected by the dulness of the American and colonial trade, and show a decrease respectively of 6 per cent. and 22 per cent. In silk manufactures there has been a falling off of 27 per cent., and in linen manufactures, for which the American demand has been very light, the reduction is equal to 25 per cent. in value and 40 per cent. in quantity. The woollen trade has on the whole been steady. Consequent on a good Continental demand, the shipments of yarn exhibit an increase of 42 per cent. in value, and 60 per cent. in quantity, while of manufactured goods, although they were 6 per cent. less in value than in the same month of

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last year, they were 2 per cent. more in quantity. The total value of our exports for the first nine months of the present year has been £137,202,497, showing a reduction of only about 3½ per cent. from the unprecedented total of last year, notwithstanding the lower valuations at which our principal goods have been shipped in consequence of the altered prices of cotton and other staples. Contrasted with the first nine months of 1865, there is an increase of 14½ per cent. The total value of the Imports for the month of August was £19,784,915, and for the eight months ended 31st August, £141,448,055, showing a reduction for the month of 5 per cent., and for the eight months of 9 per cent., upon the corresponding totals of last year.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and nine months ended 30th Sept., and the value to the 31st Aug., are thus given:—

From	1865.	1866.	1867.
Quantity for the Month ended 30th Sept.			
China	16	15,438	— cwts.
British India	640,008	724,712	1,094,399 „
Egypt	100,817	37,093	39,723 „
Total from all parts	899,030	980,713	1,452,553 „
Quantity for the Nine Months ended 30th Sept.			
China	301,525	33,387	4,707 cwts.
British India	2,581,409	4,163,799	2,963,850 „
Egypt	1,106,271	772,553	891,398 „
Total from all parts	5,460,070	9,790,314	8,844,283 „
Value for the Month ended 31st Aug.			
China	£239,251	£19,742	—
British India	2,783,299	2,234,826	£1,972,045
Egypt	802,338	458,709	398,626
Total from all parts	5,409,669	4,634,860	3,983,015
Value for the Eight Months ended 31st Aug.			
China	£1,449,586	£78,000	£20,965
British India	10,244,094	£16,139,879	6,942,842
Egypt	8,094,171	6,626,740	6,074,842
Total from all parts	29,944,508	58,204,544	39,752,424

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	1865.	1866.	1867.
Quantity for the Month ended 30th Sept.			
Ceylon	14,542,284	5,520,509	11,480,949 lbs.
Other British Possessions	3,622,725	3,005,569	3,618,331 „
Quantity for the Nine Months ended 30th Sept.			
Ceylon	62,770,334	53,227,168	65,376,147 lbs.
Other British Possessions	16,327,758	14,280,048	12,009,252 „
Value for the Month ended 31st Aug.			
Ceylon	£338,231	£350,621	£295,231
Other British Possessions	134,616	135,527	59,715
Value for the Eight Months ended 31st Aug.			
Ceylon	£1,652,561	£1,553,600	£1,841,874
Other British Possessions	430,249	383,073	277,138

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands:—

	1865.	1866.	1867.
Quantity for the Month ended 30th Sept.			
Of 3rd quality	2,882	3,545	— cwts.
Of 4th do.	13,067	42,742	31,102 „
Total, all qualities	15,949	46,287	31,102 „
Quantity for the Nine Months ended 30th Sept.			
Of 2nd quality	2,177	3,830	190 cwts.
Of 3rd do.	152,254	57,181	1,305 „
Of 4th do.	373,996	289,688	237,802 „
Total, all qualities	528,427	350,699	239,297 „
Value for the Month ended 31st Aug.			
Of 2nd quality	—	—	£219
Of 3rd do.	£34,022	£2,298	1,266
Of 4th do.	24,237	31,681	28,134
Total, all qualities	58,259	33,979	29,619
Value for the Eight Months ended 31st Aug.			
Of 2nd quality	£2,214	£4,692	£219
Of 3rd do.	150,421	49,917	£2,658
Of 4th do.	352,281	202,088	172,590
Total, all qualities	504,916	256,697	175,467

The following were the quantities entered for Home Consumption:—

	1865.	1866.	1867.
In the Month ended 30th Sept.			
Of 2nd quality	59	527	— cwts.
Of 3rd do.	1,381	4,725	2,211 „
Of 4th do.	27,554	4,097	51,468 „
Total, all qualities	28,994	9,349	53,679 „
In the Nine Months ended 30th Sept.			
Of 2nd quality	2,722	3,219	191 cwts.
Of 3rd do.	120,528	38,798	68,196 „
Of 4th do.	159,959	92,883	291,088 „
Total, all qualities	283,209	134,900	359,475 „

The Hemp imported from the Philippine Islands during the month and eight months presents the following figures:—

	1865.	1866.	1867.
Quantity for the month ended 30th Sept.	3,632	8,668	— cwts.
Quantity for the nine months ended 30th Sept.	165,757	36,980	59,520 „
Value for the month ended 31st Aug.	£28,985	—	£25,205
Value for the eight months ended 31st Aug.	£243,101	£61,684	£151,290

The following is a return of the total quantity of Raw Silk imported into the United Kingdom:—

From	1865.	1866.	1867.
Quantity for the Month ended 30th Sept.			
China	—	—	13,059 lbs.
British India	23,816	10,016	— „
*Egypt	820,864	373,600	378,971 „
Other Countries	605,517	120,757	162,637 „
Total	1,450,197	504,373	554,667 „
Quantity for the Nine Months ended 30th Sept.			
China	90,564	83,695	40,016 lbs.
British India	93,012	71,215	— „
*Egypt	3,343,341	2,210,787	2,706,597 „
Other Countries	1,764,232	1,039,918	1,479,590 „
Total	5,291,149	2,405,615	4,226,203 „
Value for the Month ended 31st Aug.			
China	—	—	—
British India	£74,947	—	—
*Egypt	715,957	£290,704	£356,897
Other Countries	586,470	192,106	389,696
Total	1,377,374	482,810	746,593
Value for the Eight Months ended 31st Aug.			
China	£111,559	£97,008	£33,973
British India	78,994	68,849	—
*Egypt	3,078,378	2,128,268	2,936,141
Other Countries	1,583,782	1,270,601	1,837,272
Total	4,852,713	3,564,726	4,807,386

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and nine months ended 30th Sept., and their value to the 31st Aug. of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and nine months ended 30th Sept. are returned as follows:—

	1865.	1866.	1867.
Quantity for the Month ended 30th Sept.			
Coffee (lbs.)	21,651,774	9,732,134	22,443,692
Hemp (cwts.)	117,696	130,818	101,932
Thrown Silk (lbs.)	2,806	896	14,247
Tea (lbs.)	2,826,241	7,750,833	11,401,437
Unrefined Sugar (cwts.)	908,654	1,126,384	964,133
Quantity for the Nine Months ended 30th Sept.			
Coffee (lbs.)	99,054,584	87,164,963	107,331,258
Hemp (cwts.)	636,196	745,893	493,583
Thrown Silk (lbs.)	16,595	27,397	109,332
Tea (lbs.)	75,971,943	87,305,533	79,079,835
Unrefined Sugar (cwts.)	7,906,834	8,659,117	8,945,718
Value for the Month ended 31st Aug.			
Coffee	£545,956	£632,739	£469,299
Hemp	209,236	286,118	238,979
Thrown Silk	2,623	3,690	43,652
Tea	163,024	185,219	201,507
Unrefined Sugar	1,376,658	1,237,122	1,376,315
Value for the Eight Months ended 31st Aug.			
Coffee	£2,566,234	£2,456,773	£2,679,127
Hemp	802,465	1,043,405	724,998
Thrown Silk	26,990	53,994	209,091
Tea	5,286,830	6,090,521	4,941,527
Unrefined Sugar	7,371,989	7,725,387	8,583,911
Entered for Home Consumption in the Month ended 30th Sept.			
Coffee (lbs.)	2,575,621	2,318,943	2,466,071
Tea (lbs.)	7,912,950	8,491,802	8,641,222
Unrefined Sugar (cwts.)	989,457	979,090	892,558
Entered for Home Consumption in the Nine Months ended 30th Sept.			
Coffee (lbs.)	23,012,600	23,418,065	23,899,437
Tea (lbs.)	73,394,418	76,385,506	79,861,934
Unrefined Sugar (cwts.)	7,892,692	7,760,183	8,608,742

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Sept., 1867, compared with the two previous years:—

	1865.	1866.	1867.
Coffee (lbs.)	37,021,994	33,307,553	49,864,317
Tea (lbs.)	81,639,089	83,862,890	75,313,452
Unrefined sugar (cwts.)	3,678,243	4,186,330	3,417,138

EXPORTS.

The Exports to China and Hong Kong during the month and nine months are returned as follows:—

	1865.	1866.	1867.
Quantity for the Month ended the 30th Sept.			
Cotton yarn	44,476	579,450	791,376 lbs.
Cotton manufactures	12,343,309	9,763,479	29,513,245 yds.
Worsted stuffs	1,261,084	1,574,572	2,024,534 „
Woollen & worsted cloths	181,315	158,230	180,053 „
Lead	353	53	571 tons

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	Quantity for the Nine Months ended 30th Sept.		
Cotton yarn	917,178 ..	3.606,596 ..	5,517,224 lbs.
Cotton manufactures ..	87,318,479 ..	128.051.813 ..	130.191,072 yds.
Worsted stuffs	12,396,762 ..	15.835.644 ..	18,254,078 ,,
Woollen & worsted cloths	1,311,231 ..	1,443,087 ..	1,188,378 ,,
Lead	1,541 ..	4,294 ..	3,004 tons.
	Value for the Month ended 30th Sept.		
Cotton Yarn	£4,541 ..	£39,548 ..	£52,882
Cotton manufactures ..	252,923 ..	201,956 ..	558,972
Worsted stuffs	94,909 ..	60,197 ..	117,952
Woollen & worsted cloths	25,822 ..	22,501 ..	18,336
Lead	7,210 ..	1,117 ..	12,021
	Value for the Nine Months ended 30th Sept.		
Cotton yarn	£87,466 ..	£335,545 ..	£403,312
Cotton manufactures ..	1,899,359 ..	8,108,656 ..	2,558,244
Worsted stuffs	924,780 ..	1,005,125 ..	1,148,168
Woollen and worsted cloths	220,151 ..	243,568 ..	161,872
Lead	32,870 ..	94,262 ..	62,094

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
Ceylon	108,108 ..	32,000 ..	33,990 lbs.
Singapore	54,510 ..	272,800 ..	450,840 ,,
	Quantity for the Nine Months ended 30th Sept.		
Ceylon	229.500 ..	640,026 ..	211,181 lbs.
Singapore	1,027,300 ..	1,250,744 ..	2,122,700 ,,
	Value for the Month ended 30th Sept.		
Ceylon	£7,561 ..	£3,628 ..	£2,143
Singapore	7,139 ..	23,515 ..	27,274
	Value for the Nine Months ended 30th Sept.		
Ceylon	£17.879 ..	£72,225 ..	£17,303
Singapore	96,709 ..	121,854 ..	172,409

Of Cotton Manufactures the following were the Exports :—

To	Quantity for the Month ended 30th Sept. 1865.	1866.	1867.
Ceylon	2,428,519 ..	1,673,062 ..	1,734,616 yds.
Singapore	2,591,199 ..	6,763.355 ..	7,641,285 ,,
Java	2,258,982 ..	5,031,311 ..	654,452 ,,
Philippine Islands ..	4,450,022 ..	2,808,698 ..	2,105,360 ,,
	Quantity for the Nine Months ended 30th Sept.		
Ceylon	9,410,005 ..	18,654,302 ..	14,818,102 yds.
Singapore	34,236,425 ..	42,980,415 ..	54,219,238 ,,
Java	22,472,535 ..	41,799,347 ..	28,768,448 ,,
Philippine Islands ..	22,526,347 ..	20,001,417 ..	27,459,692 ,,
	Value for the Month ended 30th Sept.		
Ceylon	£53,664 ..	£42,985 ..	£30,778
Singapore	52,482 ..	148,324 ..	128,590
Java	45,674 ..	112,438 ..	13,016
Philippine Islands ..	101,853 ..	77,999 ..	44,423
	Value for the Nine Months ended 34th Sept.		
Ceylon	£230,142 ..	£442,343 ..	£324.692
Singapore	707,486 ..	982,293 ..	1,084,275
Java	489,086 ..	991,209 ..	653,016
Philippine Islands ..	541,678 ..	522,513 ..	663,005

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the nine months ended 30th Sept. of the present and two preceding years :—

	Quantity for the Nine Months ended 30th Sept. 1865.	1866.	1867.
Cotton yarn	74,557,439 ..	99,183,419 ..	119,035,637 lbs.
Cotton manufactures	1,476,787,506 .	1,902,707,880 .	2,039,600,498 yds.
Worsted stuffs	164,092,475 ..	175,678,420 ..	162,329,310 ,,
Woln. & worsted cloths.	19,571,448 ..	27,225,681 ..	24,557,571 ,,
Lead	18,438 ..	23,640 ..	21,331 tons
	Value for the Nine Months ended 30th Sept.		
Cotton yarn	£7,311,361 ..	£9,927,089 ..	£10,922,725
Cotton manufactures ..	32,227,261 ..	43,828,525 ..	39.893,168
Worsted stuffs	9,586,546 ..	10,192,235 ..	9,789,640
Woollen & worsted cloths	3,024,474 ..	4,258,373 ..	4,191,594
Lead	394,421 ..	521,566 ..	460,020

During the month and eight months ended 31st August of the present and two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	For the Month ended 31st Aug. 1865.	1866.	1867.
China (exclusive of H. Kong)	£186,335 ..	£482,231 ..	£372,488
Hong Kong	79,366 ..	128,647 ..	252,895
Japan	121,547 ..	211,377 ..	101,498
Singap. & Straits Settlements	94,398 ..	151,895 ..	154,993
Ceylon	40,289 ..	99,006 ..	58,933
Philippine Islands	— ..	166,570 ..	69,525
Java	63,704 ..	179,579 ..	139,347
Siam	— ..	— ..	4,065
	For the Eight Months ended 31st Aug.		
China (exclusive of H. Kong)	£2,326,569 ..	£3,480,603 ..	£2,813,451
Hong Kong	957,673 ..	1,671,092 ..	1,416,101
Japan	897,156 ..	1,092,344 ..	1,022,476
Singap. & Straits Settlements	1,018,609 ..	1,286,645 ..	1,363,463
Ceylon	369,827 ..	700,700 ..	500,267
Philippine Islands	612,474 ..	582,200 ..	778,234
Java	581,620 ..	1,078,203 ..	919,083
Siam	22,365 ..	4,088 ..	4,085
Cochin China, &c.	— ..	940 ..	612

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Nov. 5.
£10	Agra Bank, A shares	6	¾ to 1¼ pm.
10	Do. B do.	—	7 to 9
25	Bank of Egypt	All	83 to 84
20	Chartered Bank Ind., Aust., & China	All	18 to 19 x. d.
25	Chartered Merc. of India and China	All	26 to 28
20	City Bank	10	12¼ to 13¼
50	London and County	20	54 to 56
50	London Joint Stock	15	38 to 39
100	London and Westminster	20	71 to 72
25	Oriental Bank Corporation	All	42 to 44 x. d.
50	Union of London	15	37 to 38
	MISCELLANEOUS.		
5	Bombay Gas	All	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	103 to 105
—	Do. Do 1878	100	111 to 112
—	Do. Do. 1872	100	106 to 107
20	Ceylon Company	10	1¼ to ½ dis.
20	Do. A shares	5	1¼ to ¾ dis.
20	China Steamship & Labuan Coal Co.	15	15½ to 14½ dis.
10	Credit Foncier & Mobilier of England	9	6¼ to 6½ dis.
20	Egyptian Com. & Trading Company	6	4¼ to 4¾ dis.
10	General Credit & Discount Company	7½	2¼ to 2½ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2¼ to 2½ dis.
5	Oriental Gas	All	5¼ to 5½
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	53 to 55
50	Do. New 1855	All	52 to 54
50	Do. Do. 1867	5	¼ dis. to ¼ pm.
20	Société Financière d'Egypte	10	7¼ to 6¼ dis.
10	Upper Assam Tea	All	3¼ to 4¼
100	West India Steam Company	60	75 to 78

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70, Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-st.

Union Insurance Company of Canton, Dent, Palmer and Co, agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, Mackintosh Balfour, manager.

Chartered Bank of India, Australia, and China, Hatton-Court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 13, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particular are forwarded.*

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Oct. 24.

On the 19th the interesting ceremony of the unveiling of the statue of the late Joost van den Vondel took place at Amsterdam in the presence of an enormous multitude. The festival lasted three days, and has given general satisfaction. On Saturday next the inaugural ceremony of the statue of Gysbert Karel Graaf van Hogendorp will take place here. The King will be present at that festival.

A new post convention is on the point of being concluded with France. The tax for single letters will thereby be reduced from 30 to 20 cents.

For the last fortnight Mr. Reuter has furnished to the Dutch papers direct

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telegrams from Java about commercial and shipping news. This is undoubtedly a great improvement, because these despatches are much more expensive than those which were formerly published by the *Rotterdamsche Courant* and the *Handelsblad*. The improvement would, however, still be greater were the telegrams more correct in future. I wonder that I did not find these despatches in English papers, as the news must be of interest to English shipowners, because the greatest part of Indian produce of private cultivation is conveyed now to our harbours by English vessels.

COMMERCIAL.

COFFEE.—In anticipation of the sale of the Dutch Trading Co. of 130,361 b. Java, Padang and Menado, held to-day, the market was very quiet. The valuation is for Java good ordinary, 37½c. At Amsterdam were sold of private imports 1,200 b. Padang ex Swanley, 2,300 b. Macassar ex Robertus Hendrikus, and 203 casks and 125 b. Ceylon.

SUGAR (RAW).—The market is firm; the low prices, principally of the white sorts, begin to attract attention; 4,000 b. Java were taken for export, and 2,500 b. ditto, somewhat damaged, ex Monitor, were sold at 26f. to 33¾f. The quotation now is ½f. above the Sept. sale. Stock on the 15th inst. 45,416,026 kilo, against 42,087,212 kilo in 1866.

RICE.—The market is in a good position, 2,458 b. Java 2nd sort table rice, ex Robertus Hendrikus, were sold at prices that did not transpire. For the clean-mills some cargoes Bassein and Rangoon were sold.

SPICES.—quiet; of pepper 650 b. Sumatra, ex Brouwershaven, were sold at 17c. in bond.

TEA.—Of China, 4,255/4 and 194/12 chests Congou, 71/10 chests Souchon, and 166/4 chests Pekoe, ex Yeavering Bell, and 284 chests Green Tea, ex Sea Witch, will be offered for sale on the 30th inst. On the 14th November the Netherlands India Commercial Bank will hold on auction of 1,965/4, 112/12 and 136/16 chests Java, from the district of Braghlan. From this quantity are 182/4 chests Boei, 239/4 chests Congou, 1,504/4 chests Souchon, and 130/16 chests Pekoe. Of private import were sold here, 415/8 chests Green China Tea, ex Sea Witch, and in auction at Amsterdam, 1,720 chests China at the following prices:—

Souchon ...	100 to 105 c.	Uxim... ...	64 to 193 c.
Tonkay ...	62 „ 82	Joosjes (G.B.)..	80 „ 179
Haysant ...	94 „ 181	Joosjes (F.B.)..	119 „ 205
Haysant Tonkey	100 „ —		

TOBACCO.—The 10,061 b. Java offered in auction were sold at prices which are very high for the good sorts. On the 21st Nov. 1,498 b. Java (Havana) and 900 b. BD.R will be sold.

CIGARS.—Of 830 mille Manilla 2a Cortadoes 1863 (somewhat damaged) 27 mille were sold at from 14¾f. to 19¼f.; 96 mille do. 1862 were sold at from 8½f. to 11½f.

RATTANS.—The 87,897 b. which will be offered on the 29th inst. by the Dutch Trading Company are valued at 6f. to 10f. according to quality.

INDIGO.—The stock is very insignificant, and the arrivals per Fransen van de Putte are not yet brought into the market.

COTTON.—600 b. were sold at firm prices.

COFFEE.—The result of the Dutch Trading Company's sale of 130,361 b. Java was as follows:—

Bales.							
7843	...	Menado	...	c.48½ to 56	...	50¼ to 55
4977	...	Padang	...	45½ to —	...	46 to 46¼
16101	...	Tjilatjap	...	42 to 46	...	42¼ to 47
28926	...	White to pale ...	...	39½ to 44	...	33 to 44¼
1855	...	Grey green	...	39 to 44	...	40½ to 45½
1981	...	Pamanoekan	...	37 to 38	...	37½ to 38½
1100	...	Green and Greenish ...	...	37½ to 41	...	37¼ to 37¾
10279	...	Malang	...	36 to 37½	...	35 to 37¾
8462	...	Kadoe	...	37½ to —	...	37½ to 38
17162	...	Pale greenish ...	...	36½ to 39	...	34½ to 41½
4076	...	Specked	...	32½ to 38	...	31¾ to 38
22588	...	Red, green, and greenish	...	33½ to 37	...	32¼ to 36
767	...	Ord. and Triage ...	...	20 to 38	...	15½ to 39½

MONEY.—The Netherlands Bank has raised its rate of discount, which is fixed as follows:—Bills 3 per cent.; acceptances, 3½ per cent.; advance on inland bills, 3½ per cent.; foreign bills, 4 per cent.; and merchandise, 3½ per cent. The surplus on foreign bills, when advances are given, is now fixed on 30 pr.

FREIGHTS:—

Batavia	f. 20 to f.— and 15	per cent.	per last of 2000 Kil.			dead weight
	25 „ — „ 15	„	„ 120 Amstd. □ feet		light	„
Samarang	20 „ 25 „ 15	„	„ 2000 Kil.		dead	„
	30 „ — „ 15	„	„ 120 Amstd. □	„	light	„
Soerabaya	20 „ 25 „ 15	„	„ 2000 Kil.		dead	„
	30 „ — „ 15	„	„ 120 Amstd. □	„	light	„
Padang	25 „ 30 „ 15	„	„ 2000 Kil.		dead	„
	35 „ 40 „ 15	„	„ 120 Amstd. □	„	light	„
Macassar	50 „ 60 „ 15	„	„ 2000 Kil.		dead	„
	50 „ 60 „ 15	„	„ 80 Engl. □	„	light	„
Singapore and Hong Kong	30 „ 35/ „ 15	„	per ton of 1000 Kil.		dead	„
	40 „ 45/ „ 15	„	„ 1000 „		„	„
	35 „ 40/ „ 15	„	„ 40 Engl. □	„	light	„
	40 „ 50/ „ 15	„	„ 40 „	„	„	„
Decima and Kanagawa	f.50 and 15	„	per last of 2000 Kil.		dead	„
	60 „ 15	„	„ 80 Engl. □	„	light	„
Melbourne and Sydney	40/ „ 5	„	per ton of 1015 Kil.		dead	„
	45/ „ 5	„	„ 40 Engl. □	„	light	„

ARTICLES OF IMPORT.

TEA.—The chief interest has been in the Souchongs from Foochow, and the finest have fetched 2s. 10d. to 3s. The sales yesterday and to-day have passed with fair spirit.

SILK.—The periodical public sales were held on the 23rd. The quantity offered was about 1,800 bales Bengal silk, 2,800 bales Shanghai, 700 bales Japan, and 1,100 bales Canton Silk, and the result very unsatisfactory Some few small parcels announced to be sold without reserve were taken, but almost all the other portions of the catalogues were allowed to be passed rapidly without biddings. In China Silk transactions have been limited, and prices are without alteration. Japan Silk: Some few parcels are occasionally sold to supply immediate requirements, but there is no general demand. Deliveries from 1st to 24th inclusive: China, 2,035 bales; Japan, 448 bales; total, 2,483 bales. The following quotations are nominally the same as before.

		s. d.		s. d.
CHINA:—Tsatlee, No. 1 & 2		28 6	to	30 0
„ No. 3		27 0	to	28 0
„ Hangchow		21 0	to	23 0
Yuenfa and Hamin, No. 1 & 2...		23 6	to	26 0
„ „ „ No. 3		22 0	to	23 0
Taysaam, No. 1 & 2		23 0	to	26 0
„ No. 3		21 0	to	23 6
Long Reel		17 0	to	21 0
Skeins		19 0	to	20 0
Canton		17 0	to	23 0
JAPAN:—Mibash & Sinchew, No. 1 & 2		30 0	to	32 6
No. 3		28 0	to	29 6
Ida, Bricks, No. 1 & 2		26 0	to	30 0
No. 3		22 0	to	24 0
Sodai, No. 1 & 2		25 0	to	28 0
No. 3		23 0	to	24 0

COTTON.—Since our last report the improvement manifested in this market has suffered a check, but subsequently recovered its former tone of activity, and the demand is now well sustained at advancing quotations. No sales of China or Japan.

COFFEE.—Supplies of all colonial sorts have been very scanty, but in the face of the Dutch Trading Company's sale held on the 23rd inst. the market assumed a rather tamer appearance, and since the result has become known this tendency has further developed itself, although prices remain tolerably steady. In Native Ceylon there has been no business, but in Plantation 197 casks, 265 barrels and bags, realised—ordinary to fine fine ordinary, 66s. to 73s. 6d.; low middling to middling, 74s. 6d. to 81s.; good middling, 82s. to 91s. Of Java 120 bags middling yellow quality sold at 76s. 6d. The Dutch Trading Company's sale of 130,400 bags passed off irregularly, and excepting for the fine yellow sorts, below the rates of the October auction; good ordinary Java at 37½ cents, against 38½ cents in September.

CUTCH.—The market for Pegu is very firm, and good private business has been done at 35s. 6d. per cwt.

COCOA-NUT OIL.—The market is very dull; business limited, with an entire absence of transactions in Ceylon.

CAMPHOR.—Very dull; no business either in China or Japan.

GAMBIER.—Prices are lower, a limited private business being done at 17s. per cwt. No transactions at public sale.

GALLS.—China and Japan rather cheaper; of 267 boxes China at auction two-thirds sold at 58s. to 60s. per cwt., and 404 boxes Japan mostly sold at 52s. 6d. to 53s. 6d.

INDIA-RUBBER.—In the absence of offers of good qualities there is but little business. Of 17 baskets Singapore at auction about half sold at 1s.8d. per lb. for middling, and 1s. 3¾d. for ordinary foul.

MANILA HEMP.—The market for this import remains very quiet, and 500 bales offered at auction were nearly all withdrawn.

PEPPER.—At public sale 1,062 bags Black Singapore went at 8¾d., a few lots 3¼d.; 898 bags Penang were about half sold, good Acheen 3¾d., Trang 3⅝d. to 3½d., good West Coast held for 3 3-16d. Privately few sales have been made.

PLUMBAGO.—Fine qualities of Ceylon are dearer, and of 724 barrels at auction about one-third sold at 25s. 6d. to 29s. per cwt. for good to fine lump, 12s. to 17s. 6d. for chips, and 10s. for dust.

RICE.—Since our last report the disposition to realise has been more decided, and sales were made at a decline of 3d. to 6d. per cwt. from the late highest quotations, but there is firmness again, and in some cases former rates have been paid. The sales comprise: 250 tons Ballam at 11s. (ex ship), to 11s. 6d., 100 tons Dacca at 12s. 6d., and 100 tons (on the spot) 13s. 9d., 700 tons Rangoon at 12s. 6d. to 13s. 1,100 tons Bassein at 12s. 3d. to 12s. 7½d., a cargo of 700 tons soft grain, of next season's shipment, on the basis of 11s. 6d. for Rangoon, and 600 tons Nakrenzie at 11s.

SUGAR.—The demand has been of quite a partial character, and where directed towards useful refining grades has found a difficulty in supplying itself. Common descriptions have in some instances been rather more readily obtainable, by reason of a willingness of holders of secondhand lots to realise. We have no transactions to report in Manila, nor privately in Penang. In public sale 1,600 bags brown and middling yellow Penang realised 31s. 6d. to 33s. 6d. Private returns make the imports of raw sugar into the four chief ports of the United Kingdom, to the 19th Oct., 440,100 tons, against 441,100 tons in 1866. The clearances for home consumption, 425,700 tons, against 394,340 tons, and the stock at that date, 182,080 tons, against 223,830 tons.

SPICES.—Cinnamon: The quarterly sales commenced on the 28th inst., only 1500 bales Ceylon have been placed on offer. We quote 1st quality 1s. 9d. to 2s. 9d. per lb.; 2nd, 1s. 5d. to 2s. 6d.; 3rd 1s. 3d. to 2s. 1d.; 4th and Jungle, 10d. to 1s. 8d. Cloves: Penang descriptions are rather cheaper, and 8 cases fair quality sold at 10¾d. per lb. Mace: Remains firm; 12 cases Penang at auction, mostly sold at 2s. 11d. to 3s. 4d. per lb. for middling to fair palish, and 1s. 6d. to 2s. 4d. low red to middling reddish. Nutmegs: Medium sizes 1d. to 2d. per lb. lower; other kinds firm; of 129 cases Penang at auction, half sold at 2s. 11d. to 4s. per lb. for middling to fine bold, 1s. 3d. to 2s. 4d. ordinary small to fine medium.

SAPANWOOD.—Good Manila wanted, and dearer; other sorts steady: of 82 tons Manilla at auction, one-fourth sold at £7 to £11 12s. 6d. per ton; of 59 tons Siam, half sold at £11 to £12; of 43 tons Ceylon, half sold at £8 to £11 15s.

SHELLS.—Market steady; and 166 cases Manila Mother-o'Pearl realised in public sale £7 15s. to £7 17s. 6d. per cwt. for fair qualities.

TIN.—Since our last report this market has been very quiet; transactions mainly confined to Straits, in moderate quantities, at £89 to £90 per ton cash, or nearly so, on the spot, and £90 10s. to £91 10s. for near to distant arrival. The market has assumed a firm tone at its close. Banca, in Holland, after being quoted 53¼, is now rather stronger at 53½ to 53¾.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 10s. to £7 15s.; hoops, £8 10s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 10s. to £7 15s.; rails, £6 5s.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £82 to £84 per ton; yellow metal, 7d. to 7¼d. per lb.

LEAD, &c.—English pig, W.B., £21 15s.; shot, patent, £23; shee

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£20 12s. 6d.; spelter, £21 7s. 6d.; zinc, English sheet, £26 to £26 10s.; quicksilver, £6. 17s., in bottles of 75 lbs. each.

The following is from the Circular of Messrs. French and Smith:—Business has been quiet, with but little change in prices. Iron is without alteration. Copper a shade firmer. Tin, English, in steady inquiry. Tin plates quiet. Lead rather easier. Spelter has been freely dealt in at £21 10s.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£72,875
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	113,667
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.
(By the P. and O. Company's Steamers.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4 000	5,284
To Shanghai	—	55,288
To Yokohama	—	46,343

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9	to £3 17 9½
Spanish Doubloon	3 15 0	to 3 16 0
United States Gold Coin	3 16 3	to 3 16 4
Silver in Bars	0 5 0¾	to 0 5 0¾
Mexican Dollars	0 4 11	to 0 4 11½

MANCHESTER MARKETS.

Mr. Sam Mendel's Circular of the 5th inst. says:—"Business has been on a most limited scale, and prices are the turn in favour of buyers, both for yarns and goods." Quotations are:—Grey Shirtings, 7lbs., 7s. 10½d. to 8s. 3d.; 8¼ lbs., 10s. to 10s. 3d.; Cotton Yarn, Nos. 16-24, 1s. to 1s. 1d.; Nos. 28-32, 1s. 1d. to 1s. 2d.; Maddapollams, 3s. 6d.; Long Cloths, 9s.; T-Cloths, 6s. 0d.; White Spot Shirtings, 10s. 6d.

Shipping Intelligence.

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ARRIVALS.

Date.	Ship.	Captain.	From	At
Oct. 26	Bremen	Bulberdieck	Padang	Deal.
— 27	Amazon	Dannberg	Sourabaya	Falmouth.
— 6	Nouvelle Penelope	Levigoreux	Saigon	Havana.
— 29	Argonaut	Nicolson	Foochow	London.
— 26	Weatburn	Conn	Rangoon	Off Falmouth.
— 29	W. H. Haselden		Ceylon	Liverpool.
— 30	Falcon	Gunn	Canton	London.
—	Egeria		Akyab	Queenstown.
— 29	Diana	Teengs	Batavia	Brouwershaven.
— 30	Lord Raglan	Williams	Manila	Falmouth.
— 26	Astræa	Calvin	Rangoon	Liverpool.
— 31	Everest		Foochow	Do.
— 28	Kosmopoliet II.	Bouten	Batavia	Texel.
— 31	Zingra	Pittendrich	Penang	Deal.
Nov. 1	Corsock		Batavia	Do.
Oct. 31	Prinz Regent	Fischer	Singapore	Off Falmouth.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 28	Serica	Innes	Hong Kong	London.
— 26	Adelina	Bennett	Shanghai	Cardiff.
— 26	Confucius	Stenzel	Hong Kong	Do.
—	Ternate	Carst	Batavia	Rotterdam.
— 25	Cleopatra	Descovich	Singapore	Newport.
— 25	Chancellor	Horner	Do.	Do.
— 25	Colombo	Borzone	Galle	Cardiff.
— 23	Seawfell	Hender	Yokohama	Do.
— 30	Granville	Gallichan	Colombo	London.
— 26	Hope	—	Shanghai	Shields.
— 31	Dorothy	Bruce	Trincomalee	London.
— 17	Tynedale	—	Shanghai	Shields.
—	Johanna	—	Macassar	Amsterdam.
— 28	Oscar I.	Olsen	Galle	Bristol.
— 30	Theresa Tietjens	Shiell	Do.	Liverpool.
— 29	Deerfoot	Carlin	Hong Kong	Shields.
— 29	Wallace	—	Galle	Do.
— 29	Charmian	Saunders	Shanghai	Sunderland.
— 29	Alexander	Dempster	Do.	Do.
— 28	Metis	Paulsen	Singapore	Penarth Dock.
— 28	Berwickshire	Thomas	Galle	Do.
— 28	Senator Iken	—	Do.	Do.
— 31	Princess Amalia	Benveld	Onrust	Liverpool.
— 30	Bergenseren	Wesenberg	Galle	Sunderland.
— 28	Manuel	Joseph	Manila	Glasgow.
Nov. 2	Indus (s.s.)	Hicks	Hong Kong	Southampton.
Oct. 31	Velocity	—	Galle	Shields.
— 5	Agnes	Weller	Singapore	Pernambuco.
Nov. 2	Hertha	Schrieber	Do.	Cardiff.
— 4	Evelyn	Gale	Yokohama & Nagasaki	London.
—	Challenger	Browne	Chefoo & Tientsin	Do.

(See Commercial Postscript.)

LOADING.

At London.—For Yokohama, Eliza Shaw. For Nagasaki: Asunta. For Shanghai: Dilkhoosh, Maitland, White Adder, Taitsing, Min, City of Aberdeen, Gossamer, Argonaut. For Hong Kong: Black Prince, Chinaman, Golden Spur, Falcon, George Crowshaw. For Manila: Aureliana. For Batavia and Sourabaya: Erna. For Singapore and Penang: Alphington. For Singapore: Doon. For Penang: Ceylon. For Colombo: Boyne, Jeddo, Aboyne, Susan Pardew. For Mangalore, Calicut, Cochin, and Galle: Isabel.

At Liverpool.—For Shanghai: Adriana Petronella. For Hong Kong: Maria Louisa Antoinette, Everest. For Singapore: Prince Arthur, Patriot Queen, Panuco. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Cestrian, Ocean Home.

At Glasgow.—For Shanghai: Forward Ho'. For Singapore: Kinfauns Castle.

SPOKEN.

Vrede, Amsterdam to Batavia, Sept. 8, 9 N., 25 W.

Ausurg (?) (barque), Shields to Shanghai, August 21.

Magnet (barque), of Hamburg, Bankok to Hamburg, August 30.

Granada, Foochow to London, August, 8, 21 N., 117 E.

Spartan, Cardiff to Singapore, September 29, 11 N., 28 W.

Josephine Amedee, Bordeaux to Saigon, August 21, 40 S., 17 W.

A Spanish ship, from Manila, with troops, August 25, 15 S., 79 E.

Arizona, Hamburg to Manila, September 3, 28 S., 26 W.

Chusan, Saigon to Bordeax, Aug. 28, 27 S., 6 E.

Keerac (? Kebroyd), Colombo to London, Sept. 25, 10 N., 23 W.

Twilight, Singapore to Liverpool, Oct. 17, 32 N., 39 W.

Samarang, Newcastle to Sourabaya, Oct. 6, 2 N., 22 W.

Laura and Adele, Sunderland to Sourabaya, Oct. 10, 8 N., 24 W.

Finella, Sourabaya to Amsterdam, Oct. 11, 10 N., 25 W.

Marie (Dutch ship), Rotterdam to Batavia, Oct. 1, 7 N., 29 W.

Thames, London to Ceylon, Oct. 9.

Egmont v. Hoorn, Clyde to Singapore, Oct. 10.

Petronella, Amsterdam to Batavia, 50 N., 9 W.

Loochoo, Sunderland to Singapore, Oct. 16, 5 S., 33 W.

FREIGHTS AND CHARTERS.

Freights to the Eastern ports are firm, at previous quotations. Coal freights from the Northern outports remain unaltered, and vessels are somewhat in request.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £29. For Galle, £35. For Chefoo, £57 From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 3s. For Singapore: £1 9s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 8s. For Chefoo: £2 15s. For Trincomalee, £1 17s. For Galle, £1 13s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

CASUALTIES.

The Diana, Teengs, from Batavia, arrived at Brouwershaven Oct. 29 with loss of both anchors and chains, and was lying at her kedge anchor.

The Lord Raglan, Williams, from Manila, with sugar, which arrived at Falmouth Oct. 30, was leaky.

The Colombo (Italian barque), of Spezzia, which sailed from Cardiff to Galle Oct. 25, with steam coals, without a Channel pilot on board, was seen Oct. 27 at the north end of Lundy Island with signals of distress flying, and was afterwards run ashore on the east side of the island in a sinking state. The Vanderbilt (s.) proceeded from Bideford to get her off into a place of safety; but on the 29th she took fire, and was burnt to the water's edge. Most of the sails have been landed, and portions of the wreckage have been saved.

The Amazon, Dannberg, from Sourabaya for Rotterdam, arrived at Falmouth 27th October, with damage to starboard side, having been in collision with a barque, supposed Spanish. The master, mate, and a seaman jumped on board the latter vessel.

Advices from Amsterdam, dated 25th October, state that the Salatiga, Kettler, from Batavia to Rotterdam, which put into Algoa Bay 23rd July, leaky, would be sold. A portion of her cargo, as well as the remainder of the cargo of the Krimpenerwaard, from Batavia to Rotterdam, wrecked at the same place subsequently to 22nd July, would be brought on to Rotterdam by the ship Ilva.

MISCELLANEOUS.

Captain A. Nicolson, of the Argonaut, which arrived at London Oct. 29, reports that he left Foochow on the evening of the 10th July, made the passage to Anger in 39 days, and from Anger to dock in 71 days, making a total of 110 days from Foochow to London.

In the month of Sept. last 4,281 vessels, 1,273,867 tonnage, employed in the Foreign Trade, were entered inwards, and 5,294 vessels, 1,416,058 tonnage cleared outwards. In the corresponding month of 1866 the numbers were respectively 3,786 vessels, 1,123,546 tonnage, and 4,627 vessels, of 1,244,033 tonnage.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

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Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers, &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).
ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

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DEPOSITS received for fixed periods on the following terms, viz.:—

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BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

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COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 30th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do. Mar. 15, 1868		10,000,000	... £400,000
Do. Sept. 15, 1868		10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

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SUB-MANAGER.—Theod. Dromel.

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The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

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The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

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COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

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BANKERS.—London and County Bank.

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ESTABLISHED IN SHANGHAI, 1863.

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John S. Mackintosh, Secretary, Shanghai.

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" Wilson, Cornabe, & Co. .....Chefoo
" Siemssen & Co. .....Hong Kong, Foochow, & Shanghai
" Pascday & Co. .....Amoy
" Behn, Meyer, & Co. .....Singapore
" Markmald & Co. .....Bangkok
" Belne & Co. .....Saigon
" Friedrichs & Co. .....Penang
" Busing, Schroder, & Co. .....Batavia
" Ernsthausen & Oesterley ...Calcutta
Mr. A. C. Gumpert .....Bombay
" Wm. Berg .....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

NOW READY, PRICE 21s.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK. Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

TO PARENTS IN INDIA AND CHINA.

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Hong Kong ...	Geo. Crosbaw	A1 10 yr.	W.I.D.	Oct. 31
Do.	Chusan	A1 14 yr.	W.I.D.	To follow
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Hong Kong ...	Chinaman ...	A1 14 yr.	S.K.D.	12th Nov.
Ditto	Wemyss Cas.	A1 14 yr.	E.I.D.	To fol.
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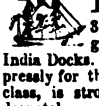

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PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 268.] LONDON, SATURDAY, NOV. 16, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	July 26	Sept. 16	Sept. 16
Nagasaki			Sept. 17
Hakodadi			
CHINA—Peking			Sept. 7
Tien-tsin			Sept. 11
Chefoo			Sept. 7
New-chwang			Sept. 10
Hankow			Sept. 18
Kin-kiang			Sept. 19
Chin-kiang			
Shanghai	July 26	Sept. 8	Sept. 21
Ningpo			Sept. 17
Foo-Chow			Sept. 21
Formosa—Tamsuy			
Amoy			Sept. 18
Swatow			
Hong Kong	Aug. 10	Sept. 18	Sept. 27
Canton			
Macao			
PHILIPPINES—			
Manila	July 26	Sept. 8	Sept. 20
COCHIN-CHINA—			
Saigon			Sept. 29
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Oct. 1
MALACCA STRAITS—			
Singapore	Aug. 26	Oct. 1	Oct. 4
Penang	Aug. 26	Sept. 29	Oct. 7

The next inward mail, with Hong Kong dates to Oct. 15, is due on the 27th inst. The latest telegrams are, from Hong Kong, via Galle, to Oct. 25; from Shanghai, via Kiachta, 22nd Oct. (received on the 12th inst.).

THE MAIL SERVICE.

The terms of a new contract have been settled with the P. and O. Company. The Bombay mail will be weekly, the Calcutta and China fortnightly. The latter to be despatched every alternate Friday, and arrive every alternate Monday. The Marseilles route is adhered to. China, Calcutta, and Australian steamers connect at Galle as at present. The new service will commence in February.—See page 845.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived Nov. 14.—From Hong Kong: Mr. Ingram, Mr. Alfred Laurie, Mr. P. Gomes.

To Gibraltar, per P. and O. steamer Ripon, expected to arrive Nov.—From Hong Kong: Brigadier J. Ferreira Mendes, Dr. Alexandre Meneses de Tavora, Messrs. K. Fonseca, Eams Caleras, Paul Lerra, Z. Elela, and Juan Zarogosa.

To Southampton, per P. and O. steamer Ripon, expected to arrive Nov. 23.—From Hong Kong: Mr. Jno. Oliver and servant, Mr. Chas. T. Haggens, Dr. Kane, Mrs. Rosina A. Record, Mr. J. Mousley, Mr. W. Boost, Mr. T. Acton. From Singapore: Mr. Tizzard, Mr. Lys, Capt. Mott.

PASSENGERS OUTWARD.

Per French steamer Moeris, from Marseilles, Nov. 19.—(Booked from London.)—To Hong Kong: Mr. E. W. von Bergen, Mr. R. M. Hobson. To Singapore: Mr. and Mrs. Lisle. To Ceylon: Mr. J. B. Pennington, Mr. D. Jackson, Major Chadwick, Mr. G. S. Williams, Mrs. Williams, Mr. W. H. Gray.

Per P. and O. steamer, from Marseilles, November 20.—To Shanghai, via Bombay: Mr. R. C. Antrobus.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald, two children, and two servants. To Hong Kong: Mr. W. H. Hooper, Lieut. Dawson, Mr. Morris. To Singapore: Mr. F. A. Sheppard. To Ceylon: Mr. Armitage, Mr. H. G. Lavie, Mr. Reck.

From Gibraltar.—To Singapore: Mr. Wright.

From Marseilles, Nov. 28.—To Singapore: Mr. Jose, Mrs., and Miss d'Almeida, Mrs. Veige. To Hong Kong: Mr. Tait, Mr. Pedder, Miss Marsh, Mr. and Mrs. G. N. Minto, Mr. R. H. Bruce, Mr. G. A. Medlen. To Ceylon: Mr. and Mrs. Gunter. To Penang: Mr. P. Nieuhuys. To Shanghai: Mr. Rodocanachi, Mr. E. L. Livingstone.

Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes. To Singapore: Miss Mary Thompson, Rev. B. and Mrs. Morrell, Mrs. Willans and two children, Miss Willans. To Hong Kong: Mr. N. J. Hannen.

From Marseilles, Dec. 12.—To Yokohoma: Mr. R. E. Price, Mr. King, Mr. Vernede, Mr. Mottn, Mr. Jacquenot, Mr. Still. To Shanghai: Rev. F. King, Mr. F. King, Mr. E. C. Essex. To Hong Kong: Mr. H. Smith.

Per P. and O. steamer from Southampton, Dec. 20.—To Hong Kong: Mr. H. Voss. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Templer, Miss Templer, Mr. F. Templer.

From Marseilles, Dec. 28.—To Ceylon: Mr. W. T. Sendall, Mr. J. S. Findlay

Summary of News from the Far East.

JAPAN.

H.M.S. *Pelorus* arrived at Hong Kong on 25th September, with dates from Yokohama to 16th, or five days later, but there is no news of any importance. The *Pelorus* reports the outward mail of July 26th going in as she left port.

Four men belonging to H.M.'s 9th Regiment arrived at Hong Kong in the *Pelorus* from Yokohama, to undergo a term (18 months) of imprisonment in Victoria Gaol for having attacked and robbed the Japanese mail in the interior of the country.

CHINA.

TIENTSIN.

The correspondent of the *North China Herald* writes:—

Since writing to you on the morning of the 6th September we have been put in possession of further and more accurate news regarding the outbreak at the town of Wangkeakow, 90 li from Tientsin. It appears that it was a body of mounted robbers, or rebels as people choose to name them, who first commenced the outbreak by plundering the money shops and pawnbrokers' hongs, and who were finally aided by the starving people to plunder the opulent inhabitants generally. Considerable fright was created amongst the people in Tientsin city and suburbs by the collecting and despatching of troops during the night of the 3rd. The number of rebels who were reported to have appeared at Wangkeakow was at first greatly exaggerated, and the inhabitants of Tientsin were led to think that a large body of rebels were close at hand and were meditating an advance on Tientsin; hence the fright and great excitement during the whole of the night in question among the Tientsin people. It appears that, on the troops reaching Wangkeakow a few shots were exchanged with the rebels, after which the latter mounted their horses and went westward, the Imperial legions being left masters of the field. They accordingly declare themselves victors in the battle of Wangkeakow.

CHEFOO.

A correspondent writes from this port as follows:—It is reported that, in forcing their way through the Imperialist lines, the rebels seduced 10,000 Imperial soldiers to join them; but inasmuch as they did not pass through the said lines at all, but escaped by the sea, this rumour is open to question; though it is quite probable that a smaller body may have deserted to them. The commander of the renegades is said to have committed suicide. The Taotai has spread a report that the rebels have gone to Nganhwei, but certain news has been received here of their being near Tsinan And as there are more insurgents close by there, matters are not *likely* to improve. It is a question whether the rebels will now go back to Honan or march northward towards the capital. There are rumours that Li-hung-chang has attacked and beaten them near Tsinan; but nobody believes it, as the Taotai would be only too glad to announce the fact, instead of saying that they had gone to Nganhwei. It is a critical moment for the Chinese Government, as strong bands of independent banditti are roaming through Pecheli, with whom the Honan Nienfei may at any moment join, and place the capital itself in danger. Although things are kept pretty close at Peking, it is known that the foreign Ministers do not speak of helping the Chinese Government.

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Contrary to most prognostications we have had in the form of weather, nothing scarcely but rain since I last wrote to you; and the roads in town and out of it have almost become impassable. Consequently the few traders here have not moved abroad, and there has literally been no business done in imports. I understand that now all hopes are given up of gathering in a pea and buckwheat crop, owing to too much rain and cool weather. Last night the thermometer fell to 61 Fahr., and it has evidently become colder in Mongolia, as the wild fowl are beginning already to appear from thence at Tientsin. I have heard nothing further regarding the large body of rebels which lately left Shantung province for the westward.

HANKOW.

The following is the decision of the Consular Court on the bankruptcy of Mackellar and Co., which is to the effect that the net profits in the business, personal and family expenses excepted, of J. Mackellar and W. G. Gordon, or salary, emoluments, and after-acquired property of the same, be equally divided between the bankrupts and their creditors for four years.

In re MACKELLAR & Co.'s BANKRUPTCY, Sept. 16th.

This case of John Mackellar and William Grant Gordon (trading under the firm or title of Mackellar & Co.) is an exceedingly difficult and very responsible case. We have studied the evidence, and arrive at the following facts.

In the first place, the foreign firms, foreign, and Chinese banks, and the Chinese tea brokers, who kept Mackellar and Co. up in their speculations and trade, are directly responsible for the fact of their bankruptcy; but there were other firms, banks, and brokers which did not do so, and they are, of course, irresponsible. At the very outset of our reasons for judgment, we stigmatise, in conformity with the evidence adduced, with the utmost severity, those foreign firms, those foreign and Chinese banks, and those Chinese tea brokers, who allowed, nay, assisted, Mackellar and Co. to trade and to speculate far above the capital of the firm or of any means at the firm's command. We can scarcely wonder at William Grant Gordon's (the partner of the firm in China) want of judgment, when the foreign firms, foreign and Chinese banks, and Chinese tea brokers, absolutely encouraged and abetted his rash speculations, with loans, orders, and goods. The law, of course, is unable to take hold of them, and it must rest with their own consciences to affirm the morality or the reverse of such flagrant, unwarrantable and unbusinesslike proceedings.

In the second place, we object to the way in which Mackellar and Co.'s subsidiary books were kept, but as to the principal books we have no fault to find. The cash book was deficient in information, and if the court had not appointed a first-rate accountant to write up the books so it would have remained. No securities for loans, no records of godown orders, no files of these godown orders, were at all to be had, for the very sound reason that none were kept. W. G. Gordon, partner of Mackellar and Co.'s firm in China, replies to this objection by saying that among twenty or more constituents such labours as keeping accounts of his securities and filing his godown orders was unnecessary. But if the business had worked smoothly and satisfactorily, such information as this could have been furnished at small expense. The principal books, however, are in proper order, and the learned counsel who opposed for the majority of creditors "had no charge against Gordon for false entries in his books." But Mr. Evans, creditors' assignee, asserted in his evidence that, "on behalf of the majority of creditors I have given you (the learned counsel) authority to oppose Mr. Gordon getting his discharge, until such time as the accounts are thoroughly explained." The only accounts that require explanation is the cash-book, and that the accountant has done; and the bill-book, and that the accountant could not do. The securities and the godown orders are lacking in information, because no information was kept. Gordon did not only keep this information in 1867, '66, or '65, in the background but he has kept this information back in his business as a general rule. However flagrant such a proceeding may be (I am informed by certain merchants that such proceedings are not unusual in China), I cannot prevent myself from thinking that Mr. Evans has adjourned Mr. Gordon's discharge to the "Ides of March," for explanation cannot be given, as no information has been kept. We are sorry to differ from one of the assignees, but we cannot assent to the proposal.

In the third place, we have studied the evidence, and are convinced that W. G. Gordon's speculations betray, not fraud or any criminal misdemeanor, but want of judgment. His land speculations; his purchases of teas in previous years at 2 or 3 taels per picul above every other merchant in the place, and that too in a falling market at Shanghai and at home; his purchases of tea this season—the immediate cause of Mackellar and Co.'s bankruptcy; and even the keeping of his books expose a mind not lacking in force of character or want of will, but in business-like judgment. A man surrounded by difficulties such as Gordon was, ought to have stopped long ago, although no pressure had been exerted against the firm. The firms who assisted Gordon said nothing, the banks said nothing, the Chinese said nothing, during the whole of his career till now. It was impossible for Gordon during the last two years not to know he was in difficulties, and that unless trade revived, of which there was no visible prospect, insolvency must come as a matter of course. Whenever he found himself in difficulties, not anticipating the future, he ought to have stopped.

In the fourth place, we think Gordon has committed a most grievous fault—he traded recklessly; but, according to the evidence, there is no reason for accusing him of any criminal charge; no fraud, no misdemeanor under the Bankruptcy Act, has been proved against him. We will not imprison him; that would be a sentence of revenge; as he has been guilty of no criminal charge there is a far better plan of punishing a bankrupt—that is, to attach his property for a specific period. Our judgment, therefore, is, that the assets, public and private, of John Mackellar and William Grant Gordon be distributed among the creditors *pro rata*; that a discharge be granted to the bankrupts, coupled with the condition that for four years the net profits in the business, personal and family expenses excluded, of John Mackellar and William Grant Gordon, or the salary, emoluments, and properties hereafter acquired by the same, be divided into two portions, one half to go to the said bankrupts, and one half to go to the creditors; the half to go to the creditors to be apportioned *pro rata*.

In case of appeal the bankrupts to have the legal fees out of their present estate.

JOHN GIBSON, Barrister at Law, Judge of the Court.

KIUKIANG.

The following account of a fracas alluded to in our Shanghai news is from the *Hankow Times* of Sept. 16:—

There are few of our readers who have not, when visiting our neighbours at Kiukiang, spent a few pleasant hours at the Lushan Hills; and many have been the regrets that we in Hankow had not a similar range of mountains in our immediate vicinity, where, in the delightful weather which precedes and follows the extreme heat of summer, we could snatch a few hours from the dull monotony of business routine and the sameness of our sandy plain.

In the spring of the present year a company was formed at Kiukiang to build and furnish a bungalow at the Loong Tarn—a small land-locked pool in one of the most beautiful gorges of the Lushan Hills, about eight miles distant from Kiukiang—to which the subscribers and their friends might go and pass a few days. Due arrangements were made with the proprietors of the land and building was commenced. Some amount of trouble was experienced in getting the house completed through the opposition of a wealthy landholder, living about two miles distant; and the subject, we are informed, was the occasion of several communications between the Taoutai and one of the leading promoters of the scheme. H.B.M. Consul was also we believe, addressed on the matter.

H.E. the Taoutai, however, finding that entreaties and even threats were ineffective to induce the Kiukiang residents to abandon their privileges and their property, another course was pursued, and one of the head men of the small village adjacent was seized and bambooed. He has been left in prison; and we understand that another victim has been seized and punished—doubtless with the object of raising the animosity of the inhabitants of the village.

On Sunday morning last the object of the mandarins was obtained; for a party of four excursionists—two Englishmen, an American, and a Frenchman, whilst quietly having their early breakfast, preparatory to starting back to Kiukiang, were attacked by between 60 and 70 men, with spears, sticks, and stones, and forced to make a hasty flight along the edge of the mountain stream, along which their pursuers followed them for nearly three miles. We are glad to learn that no serious personal injury was inflicted; but the bungalow has been razed, and its contents looted.

We most sincerely hope that the matter will be taken up by the representatives of the several nationalities to which the assailed party belong. We learn that a French gunboat may shortly be expected in Kiukiang on her way hither, and we hope that H.I.M. Consul will, in conjunction with the British and American Consuls, obtain ample compensation and satisfaction for the injuries done, and for the insults offered.

SHANGHAI.

The dates are down to the 21st September, the latest mail from London being the 26th July. Telegraphic advices *via* Kiachta had been received to the 23rd August.

The Customs returns had been issued, and show an increase in the total value of the trade of Shanghai during the year of 5,000,000 taels over that of the previous year, and this notwithstanding a falling off of 4,000,000 taels in the value of exports, so that the imports show an excess over 1865 of 9,000,000. The decrease is principally attributable to a falling off of 9,000 piculs in the value of silk exported, though this was partially counterbalanced by an increase of 27,000 piculs in the export of tea. The total value of imports from foreign countries, exclusive of treasure and minus re-exports, amounted to 44,768,516 taels, and that of exports to 25,324,670, giving an aggregate of 70,000,000 taels.

The monthly return of trade at Shanghai for June shows an increase of Grey Shirting, from 141,470 pieces, in 1866, to 194,160; from 9,170 to 25,094 in Chintzes and Furnitures; from 21,098 to 55,114 in Lastings; and from 2,000 to 7,000 tons of coal. White Shirtings fell from 45,952 to 27,249 pieces; Camlets from 11,023 to 9,199; Long Ells from 12,550 to 9,300. The import of Hankow black tea was 96,653 piculs against 37,274, and of Kiukiang 16,221 against 9,417; while

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46,457 piculs were exported. The total amount collected by the Customs during the month was 201,990 taels.

We (*North China Herald*) alluded last week to the fact of the *Dartmouth* having picked up the deserted barque *Siam*, laden with beancake, outside the light ship. The circumstances of the abandonment of this vessel are likely to form the subject of judicial inquiry; and in the meantime the officers and crew have been imprisoned by the Bremen Consul. The *Dartmouth* has lodged a claim for salvage against the *Siam*, and handed her over, in the meantime, in custody of the English Admiralty Court; though we presume, as her owners are a Bremen firm, any claim concerning her will eventually be tried before the Bremen Consul. As the cargo was swelling and threatening to burst the vessel, it has been landed. It is, we believe, chiefly owned by Hong Kong Chinese

An amusing instance of the paternal care exercised over their subjects by Chinese officials has occurred. A case of stabbing was brought before the Mixed Court, in which one party had been so gravely injured, that his life was in imminent danger. The Che-hsien was consequently requested to take down his deposition speedily. Being unable to come at once, the latter sent a deputy to examine him in the meantime, together with a packet of expensive Chinese medicine known as the "seven *cash* powder," which, he said, would support and cheer the sufferer during the interval. It is needless to say that the latter was not crammed with the nauseous mixture, and the would-be examiner was turned incontinently out of the hospital. Yet, strange to say, there is a fair prospect of the patient's recovery.

The quarterly missionary meeting was held on the evening of the 13th Sept., when an interesting paper on "Ancestral Worship in China" was read by the Rev. Mr. Yates.

A brutal assault was committed in the police court, which was promptly and severely punished by the sitting magistrate. The captain of a vessel in harbour had summoned two sailors for refusal of duty. While in the witness-box, giving evidence, one of the two edged gradually towards the box, and making a sudden spring struck him a violent blow in the face. He has been committed to prison for six months.

Chinkiang residents have been gratified by the discovery of coal near the port, which it is hoped may be worked with advantage.

A serious attack has been made at Kiukiang on some gentlemen who were picnicing at a bungalow belonging to one of the number, a few miles out of the settlement. The local mandarin appears to have been a party to the outrage.

CUSTOMS NOTIFICATION.—The Commissioner of Customs having communicated with the Inspector-General on the subject of the Chinese Pilotage Regulations, the undersigned has been instructed to state that the said Regulations, published on the 22nd of April, 1867, for all the Treaty Ports, and notified here on the 26th day of July last, and which Regulations have been approved of and assented to by their excellencies the representatives of France, the United States, Prussia, Russia, and Great Britain, the treaty-power Ministers resident at Peking, will be in force at Shanghai on and after the 1st of October next, after which day pilotage in the adjacent waters can only be carried on by persons licensed at this port in accordance with Article 6 of the said Regulations.—JAMES BROWN, Deputy-Commissioner of Customs in Charge. Office of Maritime Customs, Shanghai, September 20th, 1867.

The following cases in bankruptcy have been heard and reported in the *Supreme Court and Consular Gazette*:—

C. Treasure Jones for various proofs of debts, amounts tendered including W. H. Lay, 760 taels; Watson and Co., 606; Hall and Holtz, 1,893; J. W. Morice, 600; G. Cowie, 167; Thos. Smith, 385 and 150. Mr. Mitchell applied on behalf of the bankrupt for an adjournment for two months. The creditors were agreeable. The meeting was adjourned accordingly to Monday, November 25th.

E. Warden.—Bankrupt to pass his last examination. No accounts were filed. Mr. A. Phillippe, for Comptior d'Escompte, produced an account of a claim for default in delivery of coal. This was deferred for reference. Meeting adjourned to Monday, 25th Nov., 1867.

Meeting of creditors, &c., of Kenneth Mackenzie fixed for 1st October; also of Samuel Clifton, and of Dent and Co. on 23rd Sept.

The estate of Smith, Kennedy, and Co. has been taken out of the Court and will be wound up under inspection. A meeting is announced for the 18th September at Kiukiang, of creditors of Hay and Co., merchants of that port, and declared bankrupt. Mr. Medhurst, the Consul at Hankow, was in Shanghai, in reference to the judgment of the Court in the case of E. A. Reynolds.

In addition to the above notification from the Customs the following has been issued:—

Whereas it is provided by the China and Japan Order in Council 1865, Sections 84, 85, 86, that if any British subject violates or fails to observe any treaty stipulation, he shall be liable on conviction to a penalty not exceeding the penalty stipulated for in the treaty.

And whereas it is also provided that Her Majesty's Minister in China may from time to time make regulations for the peace, order, and good government of British subjects resorting to or resident in China, and for the observance of treaty stipulations, and for the maintenance of friendly relations between British subjects and Chinese subjects and authorities, and may by such regulations impose certain penalties.

And whereas certain regulations, having been duly promulgated under date April 24th, 1867, entitled "Chinese Pilotage Regulations," with the said Minister's sanction and authority, and declared urgent, with order to give them full effect in the several consular districts in one month after the date on which they shall have been affixed and kept exhibited in the public offices of the consular officers.

And whereas by Article 10 of the aforesaid regulations it is enacted that any one piloting without a licence, or making use of another's licence, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the laws of his country; and any pilot lending his licence will be proceeded against and dealt with in the same way, in addition to forfeiting his licence.

Be it now ordered that if any British subject in China violates or fails to observe this Article X. of the aforesaid "Chinese Pilotage Regulations," it shall be competent to Her Majesty's Consular officers, on conviction, to punish such offenders by a fine not exceeding one hundred dollars.

And the foregoing regulation, being hereby declared urgent, shall take full effect in the several Consular districts in one month after the date on which it shall have been affixed and kept exhibited in the public offices of the Consular officers, and so remain in force until disapproved by Her Majesty, such disapproval to be signified and made public in the manner provided by Section 85 of the said Order in Council.

Given under my hand and seal at Peking, this 5th day of September, 1867. RUTHERFORD ALCOCK.

HONG KONG.

The latest dates are to the 27th September, or three days later than received by the French mail. The latest London date was to the 10th August. The steamer *Achilles* is announced to leave for London, calling at Singapore, Penang, and Mauritius, on 2nd October. She is reported by telegram as arrived at Penang. The steamer *Far East* is announced for New York by Messrs. Gibb, Livingston, and Co., should sufficient inducement offer. The British bark *Foochow* was to be sold by auction. The *Great Republic* leaves for San Francisco on the 15th October.

The steamer *Courier* lately despatched from Glasgow under Russian colours is announced to leave Hong Kong for Yokohama on the 28th Sept.; consignees, Russell and Co.

The barque *Amy Douglas* was lost about 40 or 50 miles to the northward of Hong Kong, in the late typhoon. Only one of the crew, a Malay, was saved, and his right arm was broken. He was picked up by a Chinese pilot boat, while he was floating about on a log and brought to Hong Kong. The *Amy Douglas* left on Sunday the 8th Sept., at daylight, for Amoy; in the course of the afternoon, fell in with the typhoon which carried away masts, sails, and rudder; the vessel consequently lay at the mercy of the waves,—went down at 2 A.M. on the 9th. The name of the captain was Wolfi, a German.

The *Veritas* is loading coolies for Surinam, and will be despatched about the middle of October. The *Veritas* has now a hundred and fifty of these emigrants on board, and is expected to make up her full complement of three hundred, but in the meantime, although the generality of them are quiet enough, some discontented spirits have been repeatedly clamouring for their advance, and the interpreter heard two of them hatching a plot to take the vessel and murder the crew two days after leaving port.

The Harbour-master announces for sale the hulk *Royal Saxon*, by tender, on Sept. 30.

A correspondent writes:—"Canton, Sept. 24.—Whilst the late typhoon and the magnolias of the Old Factory garden form the subject of after dinner chat amongst the foreign community, our Celestial friends seem to have a more fiery topic of conversation amongst them. In the forenoon to-day (Tuesday) another alarm of fire was given, which in the natural order of things set the Honamites in motion in order to ascertain the position of the devouring element. A run up the roofs of the shaky 'shanties and pack-houses' at the risk of tumbling down headlong, disclosed the painful spectacle of a blazing fire on the back part of Honam, such an one that only our Yeh would have rejoiced at, for it is a well-known fact that, after the destruction

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of the factories in 1856, his Excellency's digestion was considerably improved, and his night's rest was undisturbed from Admiral Seymour's nocturnal game at shells. The fire seems to have originated in a large tea stores whilst a quantity of tea was undergoing the process of firing, and as it was blowing at the time almost half a gale of wind from the north, the flames soon communicated to the adjourning premises used as tea-stores likewise, resulting in the total destruction of the building with their respective contents. The teas thus destroyed are stated to have been of the description of Orange Pekoes, Capers and Canton Greens, entailing a loss on their proprietary of one lakh of dollars or thereabout. Once more the promptness and dexterity of Chinese firemen deserve to be commendably noticed, for had it not been for them the consequences would have been more serious. The fire at Cheongtam reported in my communication of the 30th ultimo, is stated to have devastated property to the extent of thirty lakhs of dollars."

One of the P. and O. Company's stewards named Thomas Fenn, committed suicide by jumping overboard from the steamer *Delhi*.

In our latest telegrams another typhoon at Hong Kong is announced, and it appears by the state of the atmosphere on the 26th Sept. that it was expected.

A general meeting of the Foochow community was held on the 9th Sept., to receive the report of the committee appointed to deliberate upon Treaty alterations. Amongst other matter, the establishment of the Le-kin system upon a proper footing, the reduction of the duty on tea, and the opening up of the mineral resources of China are to be forcibly urged upon H. M. Minister.

Mr. Swinhoe, of H. B. M. Consular service, has lately paid an official visit to the Pescadores, to report on the quality of coal existing there; and that he has spoken of it unfavourably. Mr. Swinhoe is, we believe, likely to visit Hainan so soon as Mr. Pedder's return to Amoy relieves him from his duties at that port, with a view to report on the advisability of opening it up to foreign trade. At present, the general impression of the island, as a mart, is unfavourable.

We *(China Mail)* understand upon good authority that the company who work the gambling farm have up to date lost something like four thousand dollars, so that thus far it has not been a profitable speculation. Strange to say, the bulk of gamblers consists of Europeans; and we moreover hear that the compradores of the leading houses have strictly forbidden the boys and coolies under their control from frequenting the miniature pandæmoniums which, as they truly observe, are only patronised by low classes of Europeans and a still lower class of Chinese blackguards; and the appeal to the self-respect of the respectable native domestics appears to have been successful.

The *Hong Kong Punch* of the 25th of September contains rather coarse skit on the new Gambling Act.

STRAITS SETTLEMENTS.

SINGAPORE.

The latest date is the 4th of October, or two days earlier than given in the P. and O. time table.

The *Straits Times* says:—A brief comparison which we made in our last between the cost of administration of the colony while under India, and as it is now under the colonial system, showed that the latter only exceeds the former by a marginal difference. The increase, which is considerable, in the cost of civil establishments is compensated by the reduction in the amount of our military contribution; and if the revenue keeps equal to that of previous years, there are no grounds to fear for the financial condition of the Settlements. The revenue is consequently a subject of the first solicitude, and as its rise or fall is chiefly dependent upon the rentals of the opium and other excise farms which have been periodically sold by auction, these latter must be carefully dealt with. There are numerous objections to the open-auction method of sale, such as the chances of combination or of intimidation; and we believe it is the intention of the Government to dispose of them for the future by tender. The lease of the chief farm, that of opium, expired in April last, but has been continued temporarily to the previous holder at the same rent, owing to the recent change in Government; and it is expected that a considerable advance will be bid for it as soon as it is again put up to competition. The present rent is about £50,000 a year.

The report which we lately alluded to, that it was the intention of Government to abolish the Municipal Councils at the three Settlements, is incorrect so, far as that at Singapore is concerned.

The visit of the Raja of Kedah to Singapore has resulted in the conclusion of the long-pending negotiation opened by Colonel Man for the rectification of the Eastern boundary of Province Wellesley by an agreement fixing the boundary by a straight line drawn from the Muda Pillar to the most eastern point of Bukit Martajam and a line continued thence along the rank of hills to Bukit Panchur and the Krian. The Raja in modification of our treaty with Siam, which provides for the importation of provisions from Kedal into this settlement, free of duty, is to acquire the right of levying a duty of a dollar a head on cattle, $8 a coyan on rice, $4 a coyan on paddy, and $1 a hundred on poultry so imported. This is a much more valuable concession to him than he makes to us.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, NOV. 7.)

CHINA.

HONG KONG, Oct. 15.

Another violent typhoon has occurred here, and caused immense damage to property along the shore.

The Manila steamer *Malespina* is missing.

Grey shirtings, 6½ catty, $3.50. Water twist, 16-24, $170. Tea quiet, but little inquiry; total export, 77,000,000 lbs. Exchange on London, 44½.

SHANGHAI, Oct. 9.

Grey shirtings, 6½ catty, 260 taels. Tea—Congou quiet. Silk irregular; No. 3 Taatlees, 515 taels; settlements in fortnight, 3,000 bales; export to date, 26,750. Exchange on London, 6.1¾. Freights, £3.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 5d.	4s. 5½d.	4s 5¾d to 4s 6d	4s 6¼d to 4s 6¾d
Shanghai	6s. 0¼d.	6s. 1¼d.	6s 1d to 6s 1¼d	6s 1¼d to 6s 2¼d
Canton, Hong Kong, Macao	4s. 4¾d.	4s. 4¾d.	4s 5d to 4s 5¼d	4s 5¼d to 4s 5¾d
Singapore	4s. 4d.	—	4s. 4¼d.	4s. 4¾d.
Manila	—	4s. 2d.	—	4s. 3d.

At Shanghai, bills on India, Rs. 303 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, tls. 111.4.0; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 72.9 per 100; and exchange on Hong Kong, 28½ discount. Hong Kong and Shanghai Bank shares, new, 1¼ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 7 to 14 per cent., prem.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, $200 per share premium.

Exchange.—The business done in Exchange during the past fortnight has been very small. In spite of the limited amount of sterling paper placed upon the market, the closing rates of last mail have been fully maintained, and now show a slight advance. The paper sold for this mail has been almost exclusively at six months' sight, and there now seems a conviction daily growing stronger that the four months' usance as applied to the trade of China must shortly be abandoned as being both ill-advised and impracticable. The estimated amount of business by the present opportunity may be placed at £230,000, say £110,000 bank paper, and £120,000 private paper.

Bullion.—There is no movement whatever in silver bullion. A small amount of bar silver has been received from California during the past fortnight, but no sales have been effected. It may still be quoted at 1¼ per cent. premium, the last sale made having been at that rate. There is no Sycee in the market, and the value is therefore entirely nominal.

Shares.—A fair business has been doing during the past fortnight in shares. Bank shares have materially advanced, and are still in good demand at quotations given. Some transactions in old have been done at par. Steamboat shares are also in good demand, over three hundred having changed hands within the last ten days. The Union Dock Company held their annual meeting on the 19th instant. The report of the board of directors shows a total profit of $16,040 for the year or about 6 per cent. on the paid-up capital. Great dissatisfaction was expressed as to the progress of the new dock, and there are rumours of another call being contemplated. The shares have further declined, and there are sellers at to-day's quotation. There are buyers of Hotel Shares at 75 per cent. disconnt.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales
From June 1 to Aug. 31, 1867		31425888	27001299		7174064	65601251	17583
Corresponding period last season	92130	27567631	27118078		6536530	61314369	13233

SHIPMENTS SINCE.

	Ship.	From		
Sept. 4 ...	Evelyn Wood	... Shanghai	... 510,116	
— 6 ...	Sir Wm. Wallace	... do.	... 1,306,443	
— 11 ...	Polmaise	... do.	... 1,040,078	
— 18 ...	Hyacinth	... Canton	... 300,230	
— 24 ...	Alphee (Fr. ml. str.)	... Shanghai, &c.	... —	2,194
— 24 ...	Amazone*			
— 27 ...	Delhi (ml. str.)	... do.	... —	1,390

* Cargo not reported.

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TO UNITED STATES.

From June 1 to Aug. 31, 1867	...	...	...	...	...	733490	Pcls. 30
Corresponding period last season.....	...	...	...	...	...	1114810	123

SHIPMENTS SINCE.

Ship.		From		
Sept. 9 ...	Yokohama	... Yokohama	...	381,251

TO THE CONTINENT

From June 1 to Aug. 31, 1867	...	...	...	...	...	13,771	Bales —
Corresponding period last season.....	...	...	...	...	...	957500	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to Aug. 31, 1867 ... ... 6,328,000 lbs.
Corresponding period last year 5,798,105

SHIPMENTS SINCE.

Ship.		From.		
Sept. 10 ...	Spirit of the Sea	... Hong Kong	...	80,780
— 23 ...	Isabella	... do.	...	54,800

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

FARR.—On the 14th Oct., at 333, City-road, the wife of F. Farr, Esq., late of Shanghai, of a daughter.

RICKETTS—On the 1st Nov., the wife of Loftus H. Ricketts, Esq., of Banwell, Somerset, of a son.

MARRIAGES.

LAITY—NEARY.—On the 6th November, at Stoke Church, by the Rev. H. Everett, G. F. Laity, Esq., Havelock-terrace, Stoke, youngest son of the late R. J. Laity, Esq., to Anna G. Neary, youngest daughter of John Neary, Esq., Trafalgar-villa Stoke, Devonport.

WOOD—BOWRA—On the 7th Nov., at St. George's, Hanover-square, Captain Wood, to Elizabeth Fanny, relict of the late W. A. Bowra, Esq., of Surbiton, formerly of Hong Kong.

DEATHS.

BAILEY—On the 24th Sept., at the Seaman's Hospital, Hong Kong, Edward Bailey aged 30 years, native of Birmingham, England.

BOWRING—On the 8th Nov., at No. 1, Westbourne-park, Catherine, wife of S. Bowring, Esq., late of the Bengal Civil Service, aged 46.

GIBB—On the 8th Nov., at his residence, The Grove, Ramsey, Isle of Man, Mr. Duncan Gibb, one of the oldest merchants and shipowners belonging to the port of Liverpool, aged 74.

GUYER—On the 13th Sept., at Whampoa, Edward Todd Guyer, late of the Globe Hotel, Hong Kong.

HALKSWORTH—On the 31st July, at sea, in command of the s.s. Royalist, on her voyage to Sarawak, Borneo, Captain William Mette Halksworth, only son of William Halksworth, Esq., of the Colonial-office, Downing-street, and of Park Lodge, Barnes, Surrey, aged 30.

HOLME—On the 1st Nov., at Warnham Court, Sussex, after a few days' illness, Wilfred Henry, fifth son of Samuel Holme, Esq., of Liverpool, aged 24.

COMMERCIAL REPORT.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We have no later market advices from this port than those brought by the French Mail.

SHANGHAI.—The business transactions in Imports have been very limited, prices show no material alteration. Grey Shirtings: Still command 2.55 to 2.62 tls. for 8¼ lbs. with a fair inquiry, and but few sellers. 7 lbs. Cloth is scarce and wanted at 2.30 to 2.35 tls. per piece. T-Cloths: Small sales of ordinary 7 lbs. at 2. to 2.05 tls. Woollens and Fancy Goods: No alteration. Metals.—Iron, Nail Rod: The business has not been large, this is however rather owing to the absence of stock than to any disinclination on the part of the Chinese to operate 2.65 tls. has been paid for a parcel, something inferior to "best assortment." Flat and Round, neglected. Lead, offering at from 4.75 to 4.85 tls. per picul; the latter figure will secure best brands. Coals: The arrivals have been excessive, chiefly Australian, and rates for most descriptions are easier. Newcastle, N.S.W., have realised for part cargo from ship's side, 11 tls., but are now quoted 10 to 10.50 tls. nominal.

HANKOW.—A quiet tone has prevailed, which has been increased by the preparations for the Chinese settling-day and festival, which took place on the 11th and 12th Sept. In Plain Cottons the demand has been almost entirely confined to Grey Shirtings and Grey Drills. The inquiry for Woollen and Worsted manufactures has been less active. Fancy Cottons have again met with attention, but prices have still a downward tendency. Grey Shirtings, 8¼ lbs., advanced to 2.7.0tls. per piece, but declined again to 2.6.0 tls, to 2.6.7 tls. per piece. White Shirtings have met with a little attention at rather higher prices. T-Cloths have been neglected. Drills have been in better request, but values have receded 2 to 3 mace per piece. Camlets and Lastings have been difficult to move, and to effect sales a reduction of 3 to 4 mace per piece had to be submitted to. Long Ells have given way in value about 2 mace per piece, and met with less inquiry. Spanish Stripes have not been asked for.

CANTON.—There is still but little business doing in Metals, at about last quotations. Settlements are as follows:—Lead, Common, $7.10 to 7.50 per picul; WB, $7.20 to 7.30 per picul; 700 piculs. Quicksilver, $72 to 73 per flask; 300 flasks.

HONG KONG.—The Corea, Osprey, and Chetah, all from London with general cargoes, have arrived. These arrivals, coming so soon after those noticed in our last, have for the time being completely paralysed the market, and prices of all classes of goods have suffered more or less. Grey Shirtings: 8¼ lbs. have been forced off to the extent of nearly 19,000 pieces at gradually declining rates, each concession in rates only leading to further reduction without bringing forward buyers. No 7 lbs. have changed hands. White Shirtings continue to be entirely neglected, and settlements are again confined to a small sale of fine quality. Grey T-Cloths had declined a good deal in value, 7 lbs. having been recently sold at $2.80 per piece. 6 lbs. are also lower, but only by a few cents in addition to the previous fall. Grey Drills: These goods have suffered like all others, and to effect sales a reduction of probably 75 cents on last quotations would have to be submitted to. Dyed and Fancy Cottons: These remain quite out of request, the only sale reported being a small one of Dyed Spots at $4.25 per piece. Long Ells continue totally uninquired for. Spanish Stripes have also been entirely neglected. Camlets: For these a few buyers have come forward, but in order to induce offers lower rates have had to be accepted. Assorted SS of best quality are not now worth more than $18.25 per piece. Lastings: A sale of 500 pieces of medium quality at $16.50 per piece comprises the whole business. The winter demand for these and the Woollen Goods had not commenced. Metals: Nail Rod Iron, no sales. Bar is in moderate demand at $3.33 to 3.45 per picul. Lead has changed hands to a trifling extent at $7.20 per picul.

COALS.—At Shanghai, English 13 taels; Sydney, 10 taels. At Hong Kong no sales, and quotations as before.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—Black Teas: During the earlier part of the fortnight, the market for Congous was very quiet, and the continued discouraging advices from home caused buyers to make lower offers. Thereupon a few purchases were made actually at London rates, but this reduction has been lost, and late settlements show an advance of one tael on last mail's quotations. Business has again been confined to medium Ningchows and Oonams, very few Oopacks being on offer. Settlements have been as follows:—5,900 chests common to fair Hobow and Oonam, at 15 to 20 tls., 11d. to 1s. 2½d.; 7,500 chests fair to medium Ningchow and Oopack, at 17.2. to 23.7.5 tls., 1s. 0½d. to 1s. 4½d. Green Teas: There has been a good business done in new Teenkais and Fychows, chiefly for the London market, at about one tael under previous rates. Several chops of the former have been taken by two English firms for shipment to the States at from tls. 38 to 42; but American buyers do not seem disposed to follow at these prices, which, taking the proportions of the chops into consideration, are only two taels under last season's opening rates. Pingsueys have been in fair demand at rather easier prices, but the quality is undesirable. Only a few chops Moyune have arrived, but large supplies were expected. The settlements comprise—2,100 half-chests Fychow, fair to good, tls. 30 to 34.5, 1s. 8½d. to 1s. 11d.; 800 half-chests Moyune, fair to good, tls. 35 to 37, 1s. 11½d. to 2s. 1d.; 13,100 half-chests Teenkai, good to fine, tls. 36 to 42, 2s. to 2s. to 2s. 4d.

HANKOW.—A moderate business had been done, the bulk of purchases consisting of common to fair Oopacks and a few Oonams, at 14 to 15 tls. per picul. The discouraging news from home had not caused a decline of more than one-half to one tael, for the teamen showed no anxiety to force sales. Settlements of common Oonams were few in number at about former rates. Quotations: Oopacks, fair to medium, 1s. 1d. to 1s. 2½d. per lb.; Oonams, fair Oonfa, 1s. 1½d. to 1s. 2d. per lb.; do., common to fair, 11½d. to 1s. 2½d. per lb.

FOOCHOW.—Congou: The market continued inanimate during the early part of the fortnight, since when, we have to report a large business for both England and Australia. Prices have ruled very irregularly, but the anxiety of teamen to realise has resulted in favour of buyers. We quote a decline of 1 tael. Souchongs: Unchanged; Pekoe: The bulk of the settlements are for Bombay; Oolong: Arrivals are in excess of last season. The market for America is not yet opened. Settlements have been:—Souchon: Fair to good 3,682 chests at 1s. 2½d. to 1s. 6d.; Pekoe: Fair to good mixed leaf, 641 chests at 1s. 3½d. to 1s. 8½d., fine to finest even leaf, 150 chests at 1s. 10d. to 2s. 4½d.; Oolong: Common cargo, 130 ½-chests at 1s. 2d.; finest, 101 ½-chests at 2s. 3½d.; Scented: Fair, 3,432 boxes at 1s. 1¾d. to 1s. 4½d.

KIUKIANG.—Black Teas: Of the arrivals, upwards of 10,000 packages, three chops of second crop Ningchow had been taken at taels 15 to 16 (1s. 2½d. to 1s. 3d.) showing a reduction of 1 to 1½ taels per picul on former rates. As usual, most of the teas had been shipped on Shanghai, and the stock on the market amounted to 2,800 packages. Green Teas: Arrivals from the country had been on a large scale, and some 20,000 packages were in stock. Buyers had been holding off for low rates, but at the last moment the settlement of 400 packages of fine Moyune at 33 taels (equal to 40 taels in Shanghai) was reported, which would probably encourage the Teamen to hold firmly.

CANTON.—Canton Congous have been taken moderately at lower prices, the reduction being about 2 tls. per picul. Scented Teas: Scented Capers have been in good demand, and 13,500 boxes have found purchasers at 11½ to 25 tls. per picul. These prices may also be considered 2 tls. below those ruling at the date of our last report. Scented Orange Pekoes maintain their value better, and of these some 8,000 boxes have been taken at 18½ to 30 tls. per picul. Canton Green Teas: Gunpowders are a shade lower, but purchasers are not eager to buy, and only 2,500 boxes have been settled.

SILK.

SHANGHAI.—The circular of Mr. Holdsworth states:—There has again been an extensive business transacted in this market, and the settlements are estimated at full 2,500 bales, consisting chiefly of chops and market Tsatlees. Prices paid have been very irregular; early in the mail, owing to the limited business then being transacted, purchases were made at about the same or rather easier rates than those ruling at the previous mail, but owing to the subsequent receipt of news from the interior, advising higher prices still ruling there for good silks, coupled with the arrival of telegrams from Home reporting the opening price for chop 3 Tsatlees to be 28s. per lb., rates here advanced, and as the Chinamen perceived the demand to be chiefly for chops and the higher classes, and the stock of these descriptions being very limited, they increased their prices until they succeeded in establishing an advance of fully 10 to 20 taels over last mail's rates for these particular grades; the lower classes, on the other hand, can be purchased at prices showing a decline on those paid last mail. The arrivals from the interior having been about on the same scale as the settlements, the unsold stock remains unchanged, say about 3,000 bales, chiefly medium and lower grades of silk.

CANTON.—Purchases have been on a small scale since the departure of the last mail, but prices paid have been higher. The crop arriving at market is of very good quality but scanty yield.

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SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From Newcastle, Sept. 14, Alliance; from London, Tyburnia; from Shields, Yeavering Belle; from Felix, Mendelshon (reported by telegram).

At HONG KONG.—From Sunderland, Sept. 13, Malvern; from Ramsgate, 15, Vander Palm; from Shields, Glenroy; from Newcastle, 17, Gother.

At MANILA.—From London, Sept. 13, Ercilla; from Liverpool, 15, Doriga.

At SINGAPORE.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Conrad; for United States, Pauline, Caractacus.

At SHANGHAI.—For London, Achilles (st.), Albuera, Allendale, Douglas Castle, Georges, Weymouth, Elmstone; for New York, Amicus, Onsuri, Resolute.

At FOOCHOW.—For London, Prudhoe (cleared), Canadian, Ettie, Naomi (all full), Cleveland.

At HONG KONG and CANTON.—For London, Kelso; for Liverpool, Veronica; for New York, Magnet.

At MANILA.—For London, Fortuna; for Havre, Ille et Vilainer; for Hamburg, Voladora; for Cadiz, Concepcion; for New York, Norval; for Boston, Herald.

At SINGAPORE.—For London, Sebastian Cabot, Unrivalled; for Liverpool, Eastern Chief; for Bordeaux, St. Vincent de Paul, Imperatrice Eugenie (via Penang).

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—For London, Sept., Amazone.

From HONG KONG and CANTON.—For New York, Sept. 19, Princess of Wales.

From MANILA.—For London, Sept. 19, Anne Longton; for Falmouth or Cork, 16, Fort Regent; for New York, 10, Stuart Wortley.

From SINGAPORE.—For Liverpool, Oct. 2, Janet Ferguson; from—Florence Nightingale, (Reported by telegram.)

From PENANG.—For London, Oct. 4, La Plata, Achilles (str.) (Reported by telegram.)

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: cotton and tea, £3 to £3 10s. per ton; silk, £4 to £4 10s. of 50 cubic feet. To New York £2 10s. to £3, per steamer, $45 per ton of 40 cubic feet.

At SHANGHAI.—To London: the rates remains at £3, at which first class vessels obtain good despatch; for New York, three vessels have been put on the berth at £3 5s. per ton of 40 cubic feet. In coasting charters there is very little doing.

At FOOCHOW.—To London: £3 to £3 5s.

At HONG KONG and CANTON.—For London direct no fresh charters have taken place, and the only vessel on the berth is loading at £2 10s. per ton. To the northern ports there is a slight improvement in rates to Saigon; the quotation is 40 cents per picul; to Bangkok, 47½ to 52½. The circular of Geo. Holmes estimates the number of disengaged ships in harbour (exclusive of Siamese) at 23, representing 13,920 tons.

MANILA.—The current rates for A1 vessels are for London or Liverpool £3 Dry Sugar, £3 5s. Wet Sugar, £3 10s. for Hemp, and £4 per 50 feet measurement. Same voyage from the outports £3 10s. Wet Sugar, and £3 15s. for Hemp.

At SINGAPORE.—Tonnage continues scarce, with a good demand for vessels to load from Java to Europe. Vessels on the berth for London and Liverpool direct are getting £3 dead weight and light freight.

At PENANG.—There is no vessel on the berth for Europe.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Sept. 10	Alecia Armis	Shanghai	Rio
— 11	Lochleven Castle	Singapore	Liverpool
— —	Vertrouwen	Batavia	Amsterdam
— —	Telegraph	Do.	Holland
— —	Corneille David	Singapore	London
— 18	Alma	Canton	Do.
— —	Vier Gezusters	Batavia	Amsterdam
— —	Caldew	China	London
— 14	Golden State	New York	Hong Kong
— —	Ivy	Shanghai	Freemantle
— —	Marinus	Shields	Hong Kong
— —	Princess	Whampoa	Hamburg
— —	Jedo	Havre	Saigon
— —	Mary Whitridge	Shanghai	London
— 16	Orgono	Manila	Liverpool
— 17	Mimosa	Do.	New York
— —	Maiden Queen	Foochow	London
— 19	Lennox Castle	Shanghai	Do.
— 20	Hydra	Cardiff	Foochow
— —	Trinidad	Manila	Liverpool
— —	Red Deer	London	Hong Kong
— 21	Onward	New York	Japan
— —	Game Cock	Do.	Hong Kong
— —	James Russell	Hong Kong	—
— —	St. Coila	Liverpool	Shanghai
— —	Patna	Do.	Do.
— —	Dagmar	Do.	Do.
— 22	Dilpusund	London	Do.
— —	Argonaut	Newcastle	Yokohama
— 24	Rotterdam	Cardiff	Singapore

COMMERCIAL POSTSCRIPT.

The call of £10 on the shareholders of the Commercial Bank of India was not sanctioned to-day, and the case being opposed, is to be heard before the Vice-Chancellor on the 21st inst.

ARRIVALS NOT IN THE TABLES.—Oct. 15, at Queenstown, from Rangoon, M. A. Evans.

DEPARTURES.—Nov. 15, from London, for Manila, Aurelians; 10, from Newport, for Hong Kong, Aurora.

LAID-ON.—At London, for Hong Kong, Wemyss Castle.

SPOKEN.—Laura and Adele, Sunderland to Sourabaya, 38 days out; Marie, Rotterdam to Batavia, Oct. 9, 7 S. 29 W.; Thames, London to Ceylon, Oct. 12, 4 N. 29 W.

MISCELLANEOUS.—At Mauritius, Agamemnon steamer, from China, arrived Oct. 1, and left on the 3rd for London.

COMMERCIAL INTERCOURSE WITH JAPAN.—Her Majesty's secretary of embassy at Japan, in his report on the trade and commerce of Japan, gives the result of inquiries which he made on the occasion of the late visit of the foreign representatives to Osaka and Hiogo. "These ports are situated within 20 miles of each other, and about 365 miles by sea from Yokohama, on the northern shore of a deep bay on the south coast of the island of Nippon. A large portion of the native produce which finds its way into the hands of the merchants and shopkeepers of Osaka consists originally of the rents received by the daimios or large landed proprietors from the rural population in the surrounding districts. During last year 1,967 junks of 200 kokus burden and upwards entered the city of Osaka. Of these 1,843 belonged to merchants, while the remaining 124 belonged to daimios. The merchants and small traders are divided into about 200 guilds. Each guild is composed of a number of merchants engaged in some one particular branch of business; thus, there may be a Rice Merchants' Guild, a Metalfounders' Guild, or a Silk Merchants' Guild. While at Osaka I received an invitation to pay a visit to the Foreign Goods Merchants' Guilds. They informed me that their business has increased very much since the arrival of the foreigners eight years ago, but especially during the last year. Though they complained of the late rise of prices, owing to the depreciation of the ichibu, they stated that this was more than compensated for by the increased, and daily increasing, desire of the Japanese to obtain foreign articles, in consequence of which goods are now eagerly bought up, almost as soon as landed in Osaka. Until quite recently most of their goods were brought from Nagasaki, but the last year or two a brisk trade has sprung up with Yokohama, from which place they now obtain the larger portion of their supplies. There can be little doubt that the foreign settlement of Hiogo (Kobé), taken in connection with that of Osaka, will prove an important trading port. The two are almost essential to each other. Without Hiogo foreign shipping would have no safe anchorage—no means of lading and unlading. Without Osaka the foreign merchant at Hiogo would find himself exposed to the same drawbacks—the same isolation, of which there has been so much complaint at Yokohama. With Osaka as well as Hiogo thrown open; with our merchants established almost in the heart of the city, able to receive natives in their own houses, or to go and find them out in theirs, it will be impossible for the officers of the Government to keep up that surveillance and exercise that interference of which they have been so frequently accused elsewhere. Large sea-junks arrive daily from distant parts of Japan freighted with merchandise for Osaka. This they have to unload into cargo-boats, which carry it up the river. Our ships must follow somewhat the same plan. It may be an expensive and a troublesome one, but it will not place our merchants at a disadvantage as compared with the natives. Nearly every bale of English cotton now selling in Osaka has been shipped at Nagasaki or Yokohama, purchased by the native agent, shipped in a junk, and transferred into smaller boats off the Osaka. With silk and tea for their homeward freights, with a new and extensive market for their imports, and with a supply of fair coal at hand for their steamers, there appears to be no reason why the foreign settlements at Osaka and Hiogo should not become as large and thriving as those in any other part of Japan."

THE "SINGAPORE."—The story of the *Singapore's* wreck, says the *Daily Telegraph*, is a disaster, and not a tragedy, simply because the boats were kept ready, and could be lowered the moment they were wanted. If, as usually happens on certain passenger vessels, the plugs had been mislaid, the seats covered with gear and rubbish, the falls knotted or out of reach, and nothing "ship-shape and Bristol fashion," a hundred or more lives would probably have been lost, and we should have deplored the distressing "accident." This word wants to be sent into etymological exile! Innocent enough in its Latin sense, its English use has been to cover up laziness, imbecility, and neglect with excuses. "Accident" is our expression for what might have been prevented, as Chance is our vocable for causes which we cannot comprise and name. Both ought to be condemned to grammatical death on the spot, by the fact that the compartments of the *Singapore* kept her for awhile afloat though her side was stove in, and that her boats, which were ready when wanted, did their function of rescue.

NARROW ESCAPE OF THE CZAR.—The report which spread two months ago of a dangerous illness of the Czar arose from an acciden which befel him while staying at Livadia, his Crimean summer residence. His Majesty was entering the dining-room with his family and suite, when at the moment of stepping over the threshhold the ceiling fell down. In another instant the Imperial family must have been crushed in its fall. The shock was very great.

A JAPANESE acrobat, one of the company now performing at the Cirque Napoleon, fell one evening from the rope on which he was performing. He was seriously hurt, but was able to make a bow to the audience.

MR. GRAVES, M.P., and Messrs. C. E. Rawlins and P. H. Rathbone, of the Liverpool Chamber of Commerce, had an interview yesterday with Lord Stanley at the Foreign-office on the subject of the Government survey of the route from Rangoon to Western China.

MR. J. C. HALL has been appointed a student interpreter, China, Japan, or Siam Consular Service.

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Continental Intelligence.

HOLLAND.

[(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 14.

Political news is very scarce. The Second Chamber of the States-General met to-day for the despatch of business. A smart debate will at once ensue, and it is considered that the position of the Cabinet is most critical, especially as that most eminent member of the Cabinet, Mr. Borret, died on Sunday last at the Hague. He was born in Bois-le-Due in 1816. Of course it will be almost impossible to find a successor to him who will dare to defend the Budget of Justice. Mr. Heemskerk, Minister for the Home Department, is appointed to hold the portfolio *ad interim*.

The rumour that Baron von Zuylen van Nyevelt would be appointed Governor-General of India, to fill the post of Mr. Myer, who was to be called back, is contradicted by the *Handelsblad*. It seems that a misunderstanding brought this *on dit* into circulation.

It is quite certain that the relations between Holland and Belgium are more friendly than they have been for a long time, which is principally due to the influence of Mr. de Beaulieu, the newly appointed Belgian Ambassador at our Court. Even the Scheldt question has entered into a phase that will not disturb those friendly relations any more, so that Belgium will no longer protest against the damming up of the Easter Scheldt, which in a very short time will be a *fait accompli*, the public works being nearly finished.

It is more certain than ever that the company for the construction of a canal from Amsterdam to the North Sea will be a failure. So much is certain—that the finances are, or will be very soon, *en deconfiture*.

Mr. Borret, the Minister of Justice, is so ill that his death may be daily expected.

COMMERCIAL.

COFFEE.—The market remains very firm and there was much demand; for Tenger sorts ¾ to 1¼c. was paid above the sale prices, and for Malang ½ to 1c. Good ordinary greenish and pale Java is very scarce; white sorts are firm. The opinion is that in the sale, to be held on the 20th inst., the ordinary sorts will be paid a little higher. For private account 593 b. Padang good white with some greenish, ex Gerredina Wilhelmina, were sold at 42¾ to 43¼ c.

SUGAR (RAW).—The market was very firm but inactive, because there is but little offered. For 895 b. Samarang, ex China No. 17, good quality some damp 34½f. was paid, and for 479 b. Sourabaya, ex Coquetdale No. 9¾, inferior quality 29f. On the 26th inst. 28,000 baskets will be offered by the Dutch Trading Companys. Stock, 89,674,820 kilo. against 37,107,371 on 9th Nov. 1866.

RICE.—Uncleaned without transactions. The quotations are unaltered.

SPICES quiet. There is, however, some demand for pepper. A lot of 3,350 b. Sumatra, fine quality, ex Bremen, was sold at 17c. in bond.

TEA.—Yesterday were sold 271/8 and 13/16 ch. green China ex Lady Louisa, the following prices were paid:—

8/8 ch. Thunkay ...	70– 90c.	156/8 to 6/16 ch. Uxim...	70-210c.
2- „ Hysant Schin	70 —	29- — Imperial	175-230
44- „ Hysant	100-190	32- to 7/16 Gunpowder	210-275

TOBACCO.—For Java there was much demand, and the good qualities were sold at high prices. The important sales, which are to be held here and at Amsterdam these days, will have a good result. 365 b. Java Blitar ex Yokohama, and 169 b. Java Tandem, besides 55 b. do. A.M., were sold at very firm prices. The market is also very firm for Manila, and same lots brought higher prices. 40 b. Cagayan and Isabella, ex Her Majesty, were offered in auction.

INDIGO.—67 ch. were sold at firm prices, and high terms were paid for fine quality.

COTTON.—With a good demand for export 1,900 b. were sold at very high prices.

MANUFACTURES.—The market is unaltered. The quotation is for 6-4ths Madapollams and Calicots 4.40f.; No. 28 Warps 11⅜d., No. 14 11¼d.; No. 30 Cops 10½d.

TIN.—2,000 slabs Banca were sold at 53f., 1,200 do. at 53¼f., and 250 slabs Billiton at 52f.

ARRACK.—Ex Hendrika were sold—74 casks Batavia at f.227.65, 20/1 to 10/2 at f.225.65, 30/1 to 50/2 at f.215.50, 95/2 at 231f., 46 do. Indramayoe at 146f.

RATTANS.—170 piculs ex Nederland en Oranja were sold; 250 pic. ex Cortgene; 402 pic. ex Eva Johanna; and 50 pic. ex Maarten van Rossum.

HIDES.—The following transactions took place:—313 p. Padang Buffalo ex Gerredina Wilhelmina at 27 to 32c.; 333 p. Padang Cow at 40 to 45c.; 287 p. Sourab. Cow at 44½c.

MISCELLANEOUS.—Java and China Camphor 78c.; Cubeds 30c.; Japan Wax is very scarce and the prices are very high. Of preserved Ginger the stock is exhausted. For 240 ko. Bourbon Vanilla 5f. to 8 per ½ kilo. was paid. Gum Damar, f.4.3.

TOBACCO.—Of the 4,718 b. Java trade marks TANL and SR was only a small parcel sold at 29 to 152c., another part was bought in at 25½ to 150c., and the rest retired.

MONEY AND STOCK MARKET.—The general appearance is somewhat firmer, operations continue, however, to be extremely limited. Dutch, Two-and-a-Half per Cents., 53½; Three per Cents., 63; Four per Cents., 84; Trading Company, 135¼; International Bank, 50; Rotterdam Bank, 99¼, 100¼; Netherlands Bank, 248.

BANK DISCOUNT.—3½ to 4 per cent.

EXCHANGE.—London, 3 mo., f.11.85½; 2 mo., f.11.87; short, f.11.92. Paris, 3 mo., f.47.10; 2 mo., f.47.15; short, f.47.40. Hamburg, 3 mo., f.35; 2 mo. f.35.05; short, f.35.20.

SHIPPING.

PASSENGERS OUTWARD.—For Java, per Mina: Mrs. Hinsen and family, Mr. Mara and family, Mr. Engelhard and family, Messrs. Repelius, Burgerhoudt, Tyll, Terspill, Hellendoorn, J. Harders, and Wertzler. Per Electra: Messrs. E. V. Jeltes, W. F. O. Hoyel, A. G. R. Maurenbrecher, E. E. O. Otken, J. J. van Oostersee, G. T. Albrecht, J. C. Cloesmeyer, L. M. Jolly. Per Christina: Mr. A. Salm and family, Mr. L. A. M. Riemens and family, Messrs. D. Nuysink, F. F. de Boer, F. W. van Leeuwen, Lindhout, Smit, C. de Roo, and Grondhout, Mrs. J. Lindeman, Miss A. Woortman. Per Landbouw: Mr. J. G. Buekers, Mrs. Heintze-Hageman, Mrs. Scheuer and family, Mr. van Beusekom and family, Messrs. Oster, Rykschroef, Reif, van Gelsteren, A. L. van Hoogstraten, Ohl, Reitzemat, and Beuckers.

ARRIVALS.—Nov. 6, at Texel, from Batavia, H.M. St. Java, Electra Vooruet; from Sourabaya, Christina; Nov. 11, at Hellevoet, from Sourabaya, Amazon.

DEPARTURES.—Nov. 9, from Texel, for Batavia, Landbouw, Admiraal de Ruyter; for Japan, Prinses Amelie; Nov. 10, from Texel, for Sourabaya, Mina; Nov. 13, from Texel, for Batavia, Willem II.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, November 18.

The Russian *Bulletin of Laws* gives official notice that the Emperor has issued orders to abandon the quarantine to which raw cotton was hitherto subjected at the Russian frontier on arrival from Khiva, Khokand, and other parts of Central Asia, passing through the Custom-houses of Orenburg and Siberia.

The Minister for the navy has chartered four vessels from the house of Messrs. Pallisen to convey 8,500 kools of flour to the Amoor. They are taking in their cargo with all despatch, and will sail from Cronstadt at the end of this week.

The Central Commission, appointed by the Russian Government to draw up the proposed alterations in the tariff, is to meet at St. Petersburg this day, being the 1st of November, old style.

The *Siberian Messenger* complains of the low state of education in the province from the want of a sufficient number of teachers, who are so badly paid that men of education find no inducement to devote themselves to the profession, and can make a better livelihood with greater facility in some other career. There are only 560 elementary schools in the whole province, with 12,178 scholars, whilst there is room for more than double those figures. It concludes by expressing a hope that the Government will send out a number of properly qualified teachers, under contract to act as such for a certain numbe. of years.

One day last week the splendid African elephant in the St. Petersburg Zoological Gardens fell suddenly ill and expired the same evening. It was a great favourite of the public, being quite tame, and taught to perform many ingenious tricks. It had cost 5,000 roubles.

On the arrival of the Japanese *troupe* of jugglers in this city by steamer they proceeded on at once to Berlin, where they gave several performances, then went to Magdeburg, and thence came here, and are now gone to Vienna. During their stay at Berlin one of the party—Hang-Son by name—fell ill, and was left behind in the Catholic Hospital, and whilst the company were performing in this city intelligence was received of his death; his brother remaining with him to the last. As this was the first native of Japan that had ever died at the "centre of German intelligence and civilisation"—as the inhabitants of Berlin love to call their city, though in this instance they might have added "religious intolerance"—the question arose as to where he should be buried. The Catholic clergy resolutely refused him admission to their cemetery on the ground of his being a heathen, and I regret to add that the same refusal was made on the part of several Protestant burial grounds, so that nothing remained but to inter the corpse in the public cemetery of the poor-house, when at length the authorities of the suburb of Dorothiastadt were induced to allow the corpse to be buried in their Protestant cemetery. As the funeral took place on the 1st inst., which is one of the great Catholic Saints' days (All Saints' Day), the Catholic community was very numerously represented in their cemetery, which is just opposite the above-named Protestant one, and it therefore created much curiosity and caused a rush to witness the interment, but the corpse was buried without any religious ceremonies. The "pig-tail" of the deceased was cut off by his brother and deposited in a white satin bag, which was packed up in an ornamented box to be sent home to Japan, and buried in native earth. This death, though purely accidental, as the deceased was always weak and sickly, but would nevertheless not be persuaded to stay at home, will cost the director a deal of money. This gentleman is a German by birth, and has been for several years an officer in the Japanese military service so that he is well acquainted with the manners and customs as well as the language of the people. Before he could obtain permission to take the company out of the country he had to deposit a heavy sum as security for bringing them all back again. A part of this will now be forfeited. He also had to submit to other very onerous conditions, one of which was to pay them all in the interests of their families the remuneration of each for a whole year in advance, and as there was no opportunity to ship them he had to charter a vessel on purpose. He has given orders to have a handsome monument, with a Japanese inscription, erected over the grave of the deceased in the cemetery at Berlin.

COMMERCIAL.

The produce markets generally are quiet, but there is no indication of prices giving way. The transactions in rice have been less extensive this week than in the preceding ones, but previous rates were easily obtained, and as the stocks are much reduced, and no large supplies expected for the present, no reduction of prices is anticipated. Cassia lignea continues in demand, and a further rise has been effected; the 1,200 chests lately arrived from Canton, per *Peru*, are not yet in the market. There is an easy sale for pepper at full quotations. Spelter is calm, the prices demanded being too high to attract many purchasers; the only transaction reported being 5,000 centners for December delivery at 14 mks. 6 sch. banco. The money market is rather easier, discount 2½ per cent.

SHIPPING.

SAILED.—Marie to Macassar; Isabelita to Manila.

LOADING.—Friesland for Batavia; Schwan for Singapore; Herman and Emma, Amaranth, and Mobil, for Hong Kong; Miranda for Hong Kong and Shanghai.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 17th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: SATURDAY, NOV. 16, 1867.

THE NEW MAIL CONTRACTS.

AT length the terms of a new contract for the conveyance of the India and China mails have been arranged with the PENINSULAR AND ORIENTAL COMPANY; and the new service, which will come into operation in February next, will be organised on a basis which in most respects must be considered very satisfactory. The contract is for a longer period than the previous one (which was for seven years), and its terms are considerably higher. On these two points we are unable to give more precise information at present, it being considered inexpedient to publish full details until they are submitted to Parliament at the approaching session.

The Marseilles route will still be adhered to, and between that port and Alexandria there will be a weekly direct line of steamers, in conjunction with a weekly line between Suez and Bombay. The Bombay mails will be made up in London each Friday evening, and the service abroad will be arranged with a view to ensure the delivery of the homeward mails in London on Monday morning. There will be a fortnightly service between Suez and Calcutta and China, connecting at Galle, as at present; and the mails for these places will be despatched with every alternate Bombay mail. In like manner the homeward China and Calcutta mail will be timed to reach Suez simultaneously with every alternate Bombay steamer. In short, the China mail in future will be a fortnightly one, instead of twice in the calendar month; it will be despatched every alternate Friday, and delivered here, all circumstances being favourable, every alternate Monday. On this side of the Isthmus the whole system will consist of a weekly vessel between Marseilles and Alexandria direct, with another to and from Southampton, touching at Malta as at present. It will be observed that no contract has been made for a line between Brindisi and Alexandria; as the port of Brindisi could not be substituted entirely for Marseilles, an extra service has been decided against, on the score of outlay. The Australian mail will likewise be a fortnightly one, joining the China steamer at Galle, as at present.

The advantages of the scheme are obvious. The uncertain intervals between the making up of the mails, owing to the difference in the lengths of the months and the intervention of Sundays, disappear in favour of a system of regularity and fixed days. The partial amalgamation of the two services cannot fail to have a favourable effect in promoting increased punctuality in the delivery of the inward mails. The days selected for despatch and arrival are beyond doubt the most suitable ones. And it is satisfactory to know that the new era we are about to enter upon is a permanent and not an experimental one. It will be observed that the existing system of one line between Suez and Calcutta, and another between Bombay and China—with transhipment at Galle—is still to be retained, instead of giving place to the direct trunk line from Suez to Hong Kong that we have always advocated. We must, however, rest content with this arrangement for the present, as the outlay involved by the direct line is more than the Post-office will sanction. We are assured, however, that the boat from Calcutta will always be despatched in time to avoid the possibility of detention to the China mail. It will be seen that the new service, however satisfactory in itself, will not harmonise with the French line at all; indeed, if the Messageries steamers continue to be despatched on the 19th of the month, probably in most cases the facilities at present offered by the French mail will be absolutely nullified. We imagine, however, that the French company will find it expedient to make a corresponding alteration by despatching their vessels on a given day in every fourth week, so as to bring their departure midway between two of the P. and O. mails. We trust some such arrangement as this will be urged by our own Government on that of France. We may add that Saturday is the day fixed for both arrival and departure of the Southampton steamers; and that the duration of stay at Singapore, and the question of calling at Penang, are still undecided.

THE SALT TRADE WITH CHINA.

IT is a long time since we noticed the efforts made by the Salt Chamber of Commerce, of Northwich, to induce the Chinese Government to consent to the legalisation of salt as an article of import. The subject has, however, been revived at a recent meeting of the Chamber, and in the annual report read on this occasion considerable space is devoted to it, as the appended extract will show. However praiseworthy their efforts may be, the extract does not say much for the practical sagacity of the Chamber. They contend "That instead of being compelled to pay a high price for an inferior article, an opportunity should be afforded to the salt dealers in China to obtain a good article at a comparatively small cost; and this could be afforded them by means of bonded stores such as exist in India." And yet, almost in the same breath, they express a willingness that the salt, thus introduced, should be subject to "payment of whatever duty the Chinese Government choose to levy." A very slight knowledge of Chinese character would suffice to show the Chamber that the duty the Government would undoubtedly "choose to levy," even if they allowed the article to be landed at all, would be a prohibitory one; or if it were admitted into the tariff at a fair rate it would be subjected to such illegal "squeezes," in addition to the nominal duty, as would virtually exclude it as an article of commerce.

The efforts made to induce the Chinese Government to try the experiment of importing English salt have so far been unsuccessful, as would appear from the despatch of Her Majesty's Minister there, which will be found in the correspondence; but the Chamber are not discouraged by this circumstance, remembering as they do the great difficulty and extraordinary prejudices which existed amongst their own countrymen in India, and which were only overcome by sheer perseverance. It must be evident to all who have studied the subject that a vast field exists in China for the importation of English salt, and that the people of that enormous country are compelled to use an inferior article at a fabulous cost, kept up by the system of monopoly prevailing more or less throughout the Chinese empire. No doubt a very large revenue is derived from salt, nor does the Chamber seek to interfere at all with the revenue. They contend that instead of being compelled to pay a high price for an inferior article, an opportunity should be afforded to the salt dealers in China to obtain a good article at a comparatively small cost, and this could be afforded to them by means of bonded stores such as exist in India, where they could obtain the salt on payment of the local duty, whatever that may be. From all the evidence the Chamber has been able to collect on this most important question, it would appear that it is the Junk Interest who are opposed to its being imported from this country, under an impression, no doubt, that it may interfere with their monopoly; but this is quite a mistake. All that English salt manufacturers contend for is, that the Chinese Government shall allow them to take salt to Chinese ports for sale like any other merchandise, and that bonded depots shall be provided for its reception, to which purchasers can have access on payment of whatever duty the Chinese Government choose to levy. Some extracts from Shanghai and Singapore papers will show that it only requires an astute people like the Chinese to see their own interest in a matter of this kind in order to obtain their co-operation; but herein lies the whole difficulty. The great obstacle in China, according to the documents which the Foreign-office has received and allowed the Chamber to peruse, although it has placed an interdict upon their publication, is, as already observed, the interest which the junk owners and Chinese salt makers bring to bear on the Government, which meets us with the question—"How are we to provide a livelihood for the millions of people employed in the salt manufacture?" We can only answer, hundreds perform in this country the work of the cited millions in China, and political economy would not allow Europeans to raise such a question. Under all these circumstances the Chamber are of opinion that renewed efforts should be made by Her Majesty's representatives in China to induce the Chinese Government to follow the example of Calcutta, and provide Government depots, where salt could be stored until taken out on payment of duty. The Chamber has frequently pointed out the importance of this question to our shipping interest, which requires rough freight for China, and could afford to take salt on moderate terms if the needful facilities were afforded for its reception at the ports. In concluding their remarks on this subject, the Chamber are forcibly impressed with the ignorance that prevails in China as to its real bearings, and it is only through the persevering efforts of diplomacy they can expect to succeed in their object.

From our special correspondent we have some account of the result of the Japanese Embassy to St. Petersburg, sent for the

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purpose of adjusting certain differences between Russia and Japan. The island of Krafto or Saghalien, at the mouth of the Amoor, has been hitherto by virtue of a former treaty the joint territorial property of the two empires, an inconvenient arrangement that has frequently given rise to misunderstanding and disputes. The Japanese Embassy therefore, proposed to draw a line of demarcation, giving Russia the sole sovereignty over the northern part, and transferring the southern half entirely to Japan. This offer however was declined by Russia, who made a proposal to Japan to cede to them their share of the island, and as a compensation transfer to Japan the Russian island of Urup, to the north of the boundary line fixed by the treaty of January 26, 1855. As this could not be conceded an agreement has been made between the Japanese Embassy and the Russian Government, securing to the inhabitants of both nationalities on Saghalien the liberty to settle in any part of the island they might deem desirable.

THE Liverpool Chamber of Commerce has addressed a remonstrance to Sir STAFFORD NORTHCOTE, the Secretary of State for India, remonstrating against the stoppage of the survey undertaken between Burmah and the frontier of China. A more short-sighted policy can hardly be conceived, and it is very far from being creditable to Sir STAFFORD, who has evidently given way to the obstructors in his council.

We understand that the stoppage of the mail steamers *Ellora* and *Orissa* at Singapore, by the captains of H.M.' ships *Satellit* and *Zebra*, has been brought to the notice of the postal authorities and the Admiralty, and those officers are not likely to repeat the experiment.

A PAMPHLET has been put in circulation by Mr. E. H. POLLARD relative to his case with Chief Justice SMALE at Hong Kong. We understand that the Duke of BUCKINGHAM, the Secretary for the Colonies, referred the matter to the Privy Council.

THE despatch of messages from London to China via Kiachta, will cease after Tuesday the 19th inst. The latest messages from Shanghai are to 22nd October received in London on 12th November (21 days).

CHINESE ART.

The following critique on Mr. Owen Jones's *Examples of Chinese Ornament* is from the *Pall Mall Gazette*. It will be interesting to collectors of "curios" and Chinese *objets d'art*.

"To most people this will be a surprising book. With the exception of a few well-instructed connoisseurs, we have been, most of us, in the habit of regarding a love for Chinese art as something little better than a morbid passion for collecting curiosities, and a taste for old china has been Great Western, and Great Northern lines. It would be difficult to estimate the loss, not merely to merchants and manufacturers, but to the community in general. Railways are a recognised part of our social system, and we cannot do without them. It is impossible that we should allow them to drift into such financial destruction that the working could only be carried on at a loss, and therefore would cease altogether. Under these circumstances the State would doubtless interfere to prevent such a contingency. But here we come to the second part of the question. How would the shareholders fare? If the line passed into the hands of the Government they would receive nothing more than the net profits, which, considering the expenses of Government management, would represent at best a vanishing quantity. It may be urged that this is in a great degree the present position. True, but the statement admits of some qualification. Affairs are usually best conducted by those who are chiefly interested. The motive for economy enforced by a reduced or non-existent dividend, is far more powerful than all the care and conscientiousness of a public official. As we have already said, shareholders must take their own business in hand, and submit to the trouble of looking after their own interests.

A certain amount of self-denial will undoubtedly have to be practised. It was certainly pleasant to hear a chairman propose a dividend at the rate of 5½ per cent. per annum out of net earnings which, as it has proved, had no existence. These fictitious distributions must be abandoned at once and for ever. What sort of responsibility rests upon the late directors of the London and Brighton Company for pushing this system to its utmost limit we do not care to inquire. However the circumstances may be explained away, the actual fact remains, that the company has been brought to such a financial state of destitution that it cannot pay its guaranteed dividends. Apparently, when the power of borrowing ceased, the power of paying ceased also. Happily the payment of fictitious dividends has received a severe if not fatal blow. Railway companies cannot raise money on capital account as easily as they used to do. Expenses of renewals and repair of rolling stock will have to come out of actual revenue. If the shareholders get less income they will at least have the satisfaction of knowing that their property is comparatively secure. The chief sufferers by the change of system will be contractors, engineers, Parliamentary lawyers, brokers, and negotiators of that most ruinous specimen of ingenuity, Lloyd's bonds. The parties, however, have done so well in late years that they can have no reason to complain.

If directors are to blame for the present decadence of railway affairs, the ordinary proprietors have at least been *participes criminis*. It is only just to say that (to put it in moderate terms) a highly coloured report was received at a half-yearly meeting with all the outward signs of utmost satisfaction. The price of the shares rose perhaps the next day, and this simply condoned for suspicions of reticence or false statement. Besides, were not the accounts certified by competent and well paid auditors? This confidence has had most fatal results. A proper railway audit entirely independent of the directors is required, if possible appointed by the Government, and working from day to day.

Some misapprehension exists with regard to the additions to capital made by railway companies in late years. There is no doubt that the plan has been greatly misused, but it does not follow that it is altogether wrong. Take, for example, an analogous case, that of a manufacturer. He finds his business increasing, and wishes to add a new wing to his factory. Capital is required for this purpose, and he borrows or takes a partner with, say £5,000. This transaction is perfectly legitimate; but what would be said, supposing that the manufacturer were to deal with this £5,000 by constructing his new building with £2,500, and putting the remaining £2,500 in his pocket as part of the general profits of the year? This is precisely what the railway companies have done, at least in some proved cases. It is no wonder that the same kind of transaction is suspected in many others, and that railway stocks, as banking shares were last year, are favourite marks to "speculators for the fall."

THE EFFECTS OF USURY ON TRADE.

A pamphlet, entitled "Usury, its Nature and Effects," by Mr. W. C. Sillar, has just appeared, and will be read with much interest at the present juncture. It is written with the view of combating the growing tendency to usury, by pointing out its immorality and its detrimental effects on trade. Usury, says Mr. Sillar, by promising profit without risk, withdraws capital from *bona fide* trade, while trade carried on with borrowed capital undermines and destroys credit. The man who trades on borrowed capital virtually pledges his future labour, and thus becomes a slave. As a proof that usury is prejudicial to both the parties concerned, the writer points, on the one hand, to the long list of banks that have lately come to grief, each bank being, in effect, an association of usurers; and, on the other, to the still longer list of mercantile failures, arising from over-trading encouraged by facilities for borrowing capital, and by competition among inexperienced or reckless speculators furnished with money on usury by the banks. Mr. Sillar, however, goes much further than this; he regards usury as the bane of our railway system also (the usurers here being the debenture-holders), and even includes among the class thus stigmatised depositors in banks as well as shareholders. For, he argues, the man who may profess to abhor usury, and plumes himself on being content with receiving a modest 3 per cent. interest for his money from a joint-stock bank, knows full well that the bank may lend it to any financial company at a far higher rate; and for whatever ultimate harm results, he must be held responsible, on the principle "*Qui facit per alium, facit per se.*" According to this theory, all depositors or shareholders, in whatever undertaking, must be regarded as usurers. The pious old lady, and the timid clergyman, who invest their savings in the funds, are guilty of the worst kind of usury, for they lend money on interest to the State, which may use it for the most unholy of all purposes—war. Again, if investing money in public companies be usury, and if usury be an unmitigated evil, then such undertakings as our noble mail steam companies—which we regard as the chief engines by which commercial prosperity is promoted, and civilisation spread throughout the world—must be gigantic evils too; which is something very like a *reductio ad absurdum*. Regarded from this point of view, Mr. Sillar's ideas do not seem very practical. They are however expressed with great force and clearness, and exhibit a depth of thought and a degree of conscientiousness that must command the respect of even those who remain unconvinced by them.

MAIL SUBSIDIES.

An excellent leading article in the *Times* of the 9th, *apropos* of the recent heavy losses of the Royal Mail Steam Company, concludes with the following reflections on the subject of subsidies, which apply equally to the P. and O. Company at the present juncture:—"The British public is always apt to overwork the willing horse, and will often throw away a large sum in lavish generosity, or pure waste, and at the same time deal shabbily with those who do the work. Are they now prepared to see our mail companies virtually handicapped in the world's race? The company which has just suffered this crowning calamity has to contend with a French company expressly paid to beat it out of the field. It is a matter in which money must turn the scale, and is all but omnipotent, for the French lines may put their prices as low as they please if their Government is ready to pay all their expenses. It in effect may really one day come to this—that if you choose to go by the French line you may have your passage paid for you. We are not fond of subsidies, yet the present is the time, if ever, that a good word might be said for them. The British company has to fight against this difference of subsidies by better speed and accommodation, by paying more attention to the comfort of the passengers, by providing better cabins, better food, and so forth. But by the aid of money the French will not be behind us in the race, for even without Government aid their railway accommodation is quite as good as ours at lower fares. This is a question of fairness. It is also a question of the general good. Are we prepared to see our mail companies beaten by mere force of higher subsidies? A race of subsidies is impossible, or at least madness. But a great inequality suggests consideration and invites to a broad treatment of the question."

Legal.

THE CHINA STEAMSHIP AND LABUAN COAL COMPANY.—In the case of this company, which is in process of liquidation, an application was made to the Master of the Rolls for permission to send out money to Labuan for the purpose of continuing the trade of the company. It

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appeared that the main object of the applicants was to save one of the ships of the company from being sold under a great disadvantage, to defray the liabilities to which the ship was subject. Lord Romilly said that in the case of companies pecuniarily embarrassed he invariably refused to accede to applications for permission to carry on business on the ground that a loss would ensue if business were not carried on, because he had found by experience that loss did ensue when such permission was given. To accede to this application would most probably only add to the liabilities of the company.

BANKRUPTCY COURT.—IN RE LYALL.—Mr. George Lyall, a member of the firm of Lyall Still, and Co., of Leadenhall-street, and of Hong Kong. This was an adjourned sitting for examination and discharge. The debts and liabilities of the firm at Hong Kong were returned at £173,384, against assets £30,544, and the liabilities of the London house were £75,860, against which a claim of £75,860 was made upon the house at Hong Kong. Mr. Reed appeared for the assignees, and Mr. Lawrence for the bankrupt. The Court, by consent of all parties, granted an adjournment for the completion of an inquiry now in progress in reference to the bankrupt's affairs.

COURT OF BANKRUPTCY.—RE LEWIS BALFOUR, JUN.—This was a first sitting for proofs of debts and choice of assignees. The bankrupt was described, upon his own petition, as of Spring-grove, Middlesex, and formerly of No. 2, Mussion-row, Calcutta, merchant. The only noticeable feature in the case worthy of report is the enormous amount of liability, which is returned in the preliminary statement of accounts at no less a sum than £392,632. The assets are at present undisclosed. The bankruptcy is ascribed to ill-health, and to the failure of Messrs. Small and Co., East India merchants, of Leadenhall-street, to whom £172,000 appears to be due. The Agra and Masterman's Bank (Limited) are creditors for £12,138; Chartered Mercantile Bank of India, London, and China, about £30,500; the Oriental Banking Corporation, £26,651; Compte de Paris, Calcutta, £23,713; the New Consolidated Discount Company, £9,000; the Discount Corporation, £5,000; the General Credit Company, £4,000; Sanderson and Company, £8,000. No creditors' assignee having been chosen at the sitting, the case will be referred to Mr. Aldridge, the solicitor to the official assignee. Messrs. Duffield and Bruty are the solicitors under the petition.

BANKRUPTCY CASE.—IN RE FRANCIS QUITTER.—The bankrupt was an East India merchant, of Great St. Helen's and Mincing-lane. This was a prison adjudication. The bankrupt's liabilities are £9,739; good debts, £788; bad and doubtful ditto, £2,852; assets not yet realised, £3,073. This was the sitting for examination and discharge. Mr. Aldridge, who represented the official assignee (no trade assignee having been chosen), examined the bankrupt as to the item of £3,073, "assets not yet realised." It appeared that it represented consignments on which advances had been made, and that the amount would go to the secured creditors. This rendered an amendment of the accounts necessary, and his Honour directed an adjournment for that purpose.

BANKRUPTCY CASE.—IN RE W. PARKER HAMMOND.—The bankrupt was an East India merchant of Great Tower-street, trading as W. P. Hammond and Co. This was the first sitting. Debts of between £4,000 and £5,000 were proved; but the aggregate liabilities are said to be about £20,000. Mr. Thomas Brooke, merchant, of Huddersfield, was chosen trade assignee. Messrs. Linklater and Co. are the solicitors under the proceedings.

RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED).—MACKRILL SMITH'S CASE.—Mr. Greene, Q.C., and Mr. Lindley moved on behalf of the official liquidator of the above banking company to restrain the Sheriffs of London and Middlesex from enforcing execution of a writ of *fi. fa.* obtained against the bank by Mr. Smith for the costs incurred by him in an action brought against him by the bank (in which they failed) on a guarantee he had given. The bank claimed a set-off in respect of a debt due to them of larger amount in respect of bills of exchange given for calls. Mr. Dickinson, Q.C., and Mr. Eddis, for Mr. Smith, contended that no right of set-off existed, as the *jus tertii* intervened, Mr. Smith's attorney having an interest in the payment of the costs. The Vice-Chancellor held that whatever might be the rule of courts of law, in a court of equity no solicitor had such a lien for costs as could interfere with the right of set-off, and directed that, on payment of those costs, the sheriffs should withdraw; that proceedings under the execution should be stayed, and that the costs of the sheriff should be added to Mr. Smith's debt to the bank, and that the official liquidator should have his costs out of the estate of the bank.

NARRONDAS V. GLEDSTANES.—The question in this suit was substantially the same as that which arose in a case of "Narrondas *v.* Springfield," which was heard before the long vacation—namely, whether there was a specific appropriation of the proceeds of certain consignments of merchandise to this country to certain bills which had been drawn by the plaintiff, but not accepted. On the former occasion his honour had decided that there was, under very much the same circumstances; in the present case the defendants, merchants in London, having refused to accept two bills for £5,000, at six months, drawn on them by the plaintiffs, and not having returned the bills as to one consignment of cotton, though they had given up the cotton and the other bill. The reason alleged was that Messrs. Lindsay and Co., through whom the consignments had been made, were bankrupts, and that there was sufficient doubt on the correspondence to warrant Messrs. Gledstanes and Co. in holding their hands. The plaintiffs, a Parsee firm, had been obliged to pay the bill, the proceeds of which were in court, and inasmuch as Messrs. Gledstanes and the other parties now made no claim, and Messrs. Gledstanes and Co. submitted that they were stakeholders and trustees, the question was reduced to one of costs. Mr. Glasse, Q.C., and Mr. Eddis appeared for the plaintiffs; Mr. Druce, Q.C., and Mr. Everitt for Messrs. Gledstanes; Mr. De Gex, Q.C., and Mr. Lawrence for the assignees of Lindsay and Co.; Mr. Gardner for Messrs. Lindsay and Co. His honour said there was a clear appropriation. As to the costs, it appeared to him that Messrs. Gledstanes were bound to return everything, and, not having done so, could receive no costs. The plaintiffs did not inquire of Messrs. Lindsay and Co. as they might have done, and got the money out of court, and therefore they could have no costs. Messrs. Lindsay and Co. had caused the difficulty by not sufficiently earmarking the fund, and the same observation applied to their inspectors. All parties, therefore, must bear their own costs.

Naval and Military.

The Eclipse, 1,273 11-94 tons, 350-horse power, 6 guns, has been launched from Her Majesty's dockyard at Sheerness. She was christened and launched by Miss Florence Charlotte Walker, youngest daughter of Admiral Sir Baldwin Walker, K.C.B. The Eclipse is an improvement on the *Amazon*, and was designed by Mr. E. J. Reed, Chief Constructor of the Navy, and was built by Mr. A. B. Sturdie, Master-Shipwright, assisted by Mr. W. Mitchell, Assistant-Master-Shipwright, and is to carry two 6½lb. pivot guns and four 64-pounder guns. She is to be fitted up with 350-horse power engines by Penn and Son, and her screw will be a two-fang Griffith's. Her length between perpendiculars is 212ft.; length of keel for tonnage, 185ft. 8in.; depth in hold, 19ft. 4½in.; extreme breadth, 36ft.; breadth of tonnage, 35ft. 10in.; breadth moulded, 35ft. 2in.; and burden in tons, 1,273 11-94. One peculiarity in the vessel is that the frames are not at right angles with keel, but to the load water line. Designed load draught of water forward, 13ft. 6in.; and draught aft, 16ft. 6in. A considerable amount of iron has been used in the construction of the vessel for the purpose of strengthening her. She has iron beams, bulk-heads, deck stringers, and iron side binders. The launch was a most successful one, not a maul having to be used or a blow struck after Miss Walker had cut the cord which held up the weights which had to knock the dog shores away.

A good deal of dissatisfaction prevails regarding the flow of promotion in the navy. The *Army and Navy Gazette* observes that the Government has this year passed over a dozen of the officers who came to the front in the Crimea, in China, and in the Arctic regions, to serve those with no better claims to one honour or the other. "If war-services, decorations won in action, and distinguished conduct against the Queen's enemies govern the award, we should like to know in what respect Captains Francis Egerton, Richard Powell, and George Preedy have claims superior to Captains Arthur Cochrane, Leopold George Heath, H. S. Hillyar, Lord John Hay, John Hayes, or Sherard Osborn. If, on the other hand, it is pleaded that the election of those officers, especially Captains Powell and Preedy, was made on the grounds of their long and arduous service, apart from their opportunities in war of distinguishing themselves, then, we say, compare either their sea-going services—actual, not harbour service—with those of Captains George Richards and Sir Leopold M'Clintock, both of whom served in the Polar Seas, and the latter of whom, apart from being the discoverer of Franklin's fate was in those regions almost continuously from 1848 to 1859, and has now thirty years' sea service of no ordinary character. If length of time in the navy, or sea service, or harbour and sea service combined, are to be grounds for the award, why, we would ask Mr. Corry, step over the heads of so many deserving officers and halt at Captain Preedy? Why not go on to Matthew Nolloth, who has been five years longer in the service, and five years longer struggling through the junior grades, and whose career has been spent in remote, unhealthy stations, with actual sea-going work instead of being, as Captain Preedy has been, for the major portion of his career in the Mediterranean and home stations? Nay, why should my lords have halted at Captain Nolloth if age and long service in the humbler offices were to be weighed as a claim?"

An Admiralty order has been received at Chatham dockyard directing one of the two twin screw high pressure steam launches, returned to that establishment from the Paris Exhibition, to be fitted as a tender for the armour-clad ship Defence, attached to the steam reserve at Devonport, and the other to be retained as a tender for the iron ship Hercules, now under construction at Chatham.

His Netherlands Majesty's twin-screw armoured iron turret-ship Prins Hendrik, Capt. Jansen, has arrived at Spithead from Nieuwe Diep, on a month's cruise between the English and French Channel ports. Capt. Jansen, immediately after the arrival of the Prins Hendrik at Spithead, landed at Portsmouth, and was introduced to the chief naval and military authorities of the port and garrison by the Chevalier L. A. Vandenburgh, the Netherlands Consul at Portsmouth. The Prins Hendrik will go into Portsmouth harbour this morning from Spithead, and remain there until her departure for other ports. She will visit next in succession Plymouth, Cherbourg, and Brest, and from the last-named port return direct to Holland. She sailed from Nieuwe Diep on the 1st inst., experiencing very fine weather, and exhibiting very good qualities as a sea-boat. Very satisfactory practice with shot and full powder charges at long range was made from the guns in the two turrets between Nieuwe Diep and the English Channel. The turrets worked admirably. The Prins Hendrik is manned with a crew of 230 men, and carries two turrets each mounting two 9-inch 12-ton rifled muzzle-loading guns. She has a length between perpendiculars of 230ft., a beam of 44ft., and a tonnage measurement of 2,096. The armour-plating on her sides and the backs of her turrets is 4½ inches in thickness on a backing of the Warrior's target strength; but round the gunports of the turrets, or the turret's face proper, the thickness of the armour-plating is 11 inches. She is fitted on the upper deck with a poop and forecastle of elliptic iron form, and similar to those of Her Majesty's ships Wivern, Scorpion, and Captain. The ship is three-masted, with square yards on the fore and mainmasts and both fore and main lower masts fitted on Capt. Cowper Coles tripod principle. The machinery of the ship consists of a pair of engines each of 200-horse power nominal, driving a pair of independently working twin screws *a la* Dudgeon. Messrs. Laird Brothers, of Birkenhead, built the ship, and constructed her machinery under a special contract with the Dutch Government. The draught of water of the Prins Hendrik now is 17ft. 6in. forward, and 18ft. 6in. aft.

The following petition is in course of signature at Portsmouth and Plymouth for presentation to the House of Commons on the reassembling of Parliament:—

"To the Hon. the Commons of the United Kingdom in Parliament assembled,—

"The humble petition of the undersigned widows of seamen and marines

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of Her Majesty's navy, showeth that whereas the charter of 1694 of Greenwich Hospital enacts, among other purposes, that it is 'for the sustentation of the widows and the maintenance and education of the children of seamen happening to be slain or disabled in sea service, and whereas the Act of 1696 (7th and 8th William III., cap. 21), states that the widows and children of such seamen as shall happen to be slain, killed, or drowned in sea service may in some reasonable manner be providnd for and educated; and whereas this provision is repealed in Act of 1703 (2d and 3d Anne, cap. 6), and whereas these statutes provide for the maintenance and education of the orphaned children of seamen without distinction of sex, entitling girls equally with boys to the privileges of the hospital, and that girls at present derive no benefit whatever, and that widows of seamen with families of girls only are thus deprived of that assistance which widows having sons receive. Wherefore your petitioners humbly pray that your hon. House will be pleased to apportion some part of the funds of the said hospital for the maintenance of such orphan girls, either in the establishment of an asylum, or to supplement the funds of existing charitable institutions, or in such way as to your hon. House shall seem most fit, and your petitioners, as in duty bound, will ever pray."

The Clara, East Indiaman, has been chartered by the Hon. Council of India for the conveyance of troops to India, and will be ready in the course of a few days to embark her detachment of artillery and infantry troops of various regiments at Gravesend.

In our last issue we gave the names of the colonels, majors, and captains under orders for Abyssinia. We now complete the list with the names of the subalterns, which are as follows:—1st Battalion 4th Foot.—Lieutenants: H. A. G. Todd, W. J. Holt, C. R. Durrant, W. S. Brown, G. W. Hughes, G. A. Sweny, H. C. Borret, E. M. Kemp, C. T. Hooper, B. H. Vidal, R. Simpson, C. M. Davidson, E. J. Lugard, and J. Macleod. Ensigns: J. B. Irving, J. T. Carruthers, E. R. P. Woodgate, J. C. Scott, A. W. Drury, and W. C. Harrison; Paymaster F. E. Maunsell; Quartermaster Stokes. 26th Foot.—Lieutenants: Lewis Cubitt, H. P. Wolferstan, H. C. Sharp, W. B. Wade, G. Douthwaite, A. D. Eden, H. M. E. Brunker, J. S. Greer, C. H. Dougherty, V. Davenport, and C. W. Hemphill. Ensigns: G. H. Wilson, L. Clarke, H. F. Townsend, F. S. Alexander, J. B. Clarke, J. Macfarlane, E. M. Dougherty, R. A. Gilchrist, J. de Witt Jebb; Paymaster H. A. Berry; Quartermaster W. H. Topp. 33rd Foot.—Lieutenants: M. D. V. T. Grant, E. Jervis, G. M. Douglas, E. S. Wason, C. C. Goring, F. W. Durrant, C. A. Carthew, R. M. Miller, T. J. Tidmarsh, R. S. Green, E. Quin, L. F. Heath, W. A. D. Eden, E. Nesbitt, N. V. Richards. Ensigns: H. Melliss, W. A. Wynter, D. W. K. Barr, B. J. Barton, H. A. Vincent, A. H. Fraser; Paymaster J. Thompson; Quartermaster E. Vyse. 45th Foot.—Lieutenants: F. D. Johnson, O. W. de Thoren, A. H. Lefroy, G. G. Peterkin, J. O. Gage, G. F. Chambers, J. T. Watling, H. N. Bayly, A. A. Pollard, F. T. Goad, W. P. Townley, N. H. Reene, H. Lambard, J. E. Curtis, W. Bridge, and W. F. Brown. Ensigns: W. T. Deverell, J. Humphrey, T. A. C. Grubb, B. F. Bagenal, P. C. Heath, and G. H. Fort; Paymaster H. D. Nightingale; Quartermaster F. W. Guernsey.

The chartered steamer Mendoza left Woolwich Arsenal for Abyssinia on the 4th inst. with the last battery of mountain guns, and a vast quantity of ammunition, rockets, shells, &c. Amongst the ammunition on board are 180 tons, filling 4,840 boxes, of Snider cartridges from the scene of the late explosion in the east laboratory of the Arsenal, together with 800 shells for the mountain guns. The number of persons on board is 150 officers and men of the Royal Engineers, including the 10th Company of Royal Engineers, in command of Captain Le Mesurier, with two detachments of scientific men, consisting of telegraph manipulators, artists, photographers, surveyors, well-sinkers, &c. There were also on board twenty assistant-surgeons for service in the Abyssinian campaign. As the Mendoza left she was vociferously cheered.

Lieut.-Col. Milward, R.A., Assist.-Director of Ordnance at the War Department, having been selected by Gen. Sir Robert Napier to command the mountain gun and rocket brigade attached to the Abyssinian expedition, is ordered to hold himself in readiness to embark on board the Indian troopship Crocodile, to sail on the 21st inst. Col. Milward has been granted six months' leave of absence, his duties at the War-office to be carried out in the meantime by Col. Younghusband, R.A., now in Paris.

The Himalaya, which has been taken up by the Hon. Council of India for the conveyance of reinforcements for the various corps serving in the Madras Presidency, embarked at Gravesend detachments of the Royal Artillery, from the 1st division of the depot brigade, 2nd battalion of the 19th Regiment, 2nd battalion of the 24th Regiment, 3rd battalion of the 60th Rifles, and the 76th Regiment, the whole numbering 359 non-commissioned officers and men, with 20 soldiers' wives and 25 children.

The chartered troopship Countess Russell, which has been taken up by the Government for the conveyance of troops to India, embarked at Gravesend, for Kurrachee, 309 non-commissioned officers and men, with 36 soldiers' wives and children, belonging to the 7th (Queen's Own) Hussars 21st Hussars, Royal Artillery, 36th Regiment, 104th (Bengal Fusiliers), and 106th (Bombay Light Infantry) Regiments.

The Lords of the Admiralty have just concluded another contract with the Thames Shipbuilding Company at Blackwall for a sister ship to the Volage. She is to have a very favourite old name—Active. She is to be built of iron, but is to have a wooden bottom, which is to be coppered. She is to be 2,322 tons, 600 horse-power, and is to be driven by twin screws.

Sir Alfred Horsford has received orders to proceed to Liverpool, in anticipation of Fenian disturbances, and take command of the troops there consisting of a battery of artillery, a squadron of cavalry, and a battalion of infantry.

The unarmoured screw sloop Rosario, 7, 673 tons, 150-horse power, Commander Palmer, sailed from Spithead last week on a term of foreign service on the Australian station.

The double-screw gun-vessel Ringdove, recently launched from Portsmouth dockyard, was masted last week in the steam basin of that yard, in the process of her outfit for commission.

The armament of the double-screw composite gun-vessels of the Beacon and Dwarf class is to be increased by the addition of a couple of 20-pounder breechloading Armstrong guns.

Monetary and Commercial.

The Peninsular and Oriental Steam Navigation Company have announced that the annual meeting of the company will be held on the 6th of December, but that the operations of the last financial year will not warrant the recommendation of a dividend. The directors also announce the settlement of terms of the new mail contract, to which we refer elsewhere.

The following is the text of the resolutions passed at the special meeting of the China Steam Ship and Labuan Coal Company held on the 8th inst. The renewed application to the Court of Chancery for permission to remit funds to Singapore, to release the *Mona* and carry on the company's business there, has been refused:—

1. That this meeting, having heard the statements of the liquidators and the present position of the company, desire to express their strong opinion that it is desirable, in the interests of the shareholders, to take such protective measures as are necessary to preserve the property, plant, and works at Labuan, and to prevent the staff and native labour from leaving the island.

2. That the liquidators be requested to represent to the chief clerk in Chancery the absolute necessity of an immediate remittance to the company's agents at Singapore of at least £5,000 to avoid the disastrous consequences that must ensue if not done, and the further sum of £6,000 to prevent the steam ship *Mona* from being sold at a sacrifice.

3. That it is of vital importance to the interests of the shareholders of the China Steam Ship and Labuan Coal Company (Limited), that an immediate remittance of £5,000 be made to the East, sufficient to prevent the impending sacrifice of the property of the company.

4. That it is expedient to call up the balance of the remainder of the capital of the China Steam Ship and Labuan Coal Company (Limited), for the purpose of paying off all the liabilities of the company and continuing the working of the concern until the liabilities are discharged.

5. That previous to the transfer of the property of the China Steam Ship and Labuan Coal Company (Limited), to the Labuan Company (Limited), a legal opportunity be given to the shareholders of the China Steam Ship and Labuan Coal Company (Limited), of fully considering, and, if requisite, amending the constitution of the company.

6. That until the conclusion of the liquidation a committee of three shareholders be appointed to confer with the liquidators in all matters relating to the interim working of the property, viz., Martin Ridley Smith, Esq., Dr. Cameron, D. Macgregor, Esq., with power to add two other large shareholders.

7. That this meeting, having full confidence in the present liquidators, request them to continue their services.

The official liquidators of Overend, Gurney, and Co. (Limited) have arranged for the payment forthwith of a further dividend of 1s. in the pound, which will raise the total thus far to 13s. It appears that, instead of waiting until they could realise a larger sum, they have thought it better, in the absence of employment for money, to distribute as soon as possible the receipts in hand. Each 1s. distributed cancels £200,000 of debt, and checks upon that amount the accumulation of interest.

The failure has been announced of Mr. John Swainson, of Preston, cotton and mixed goods manufacturer. The liabilities are not supposed to be of any extent. Mr. Robert L. Taylor, commission and shipping agent, has also suspended, with liabilities to the extent of £200,000. The house is of long standing, and has hitherto enjoyed high credit, and the suspension is stated to have been brought about by the endorsement of bills of Mr. H. W. Hubble, who failed some time since.

The coal mines of the East India Coal Company (Limited), situated in the district of Raneegunge, Bengal, have been sold by auction for £20,000 under the winding-up.

A report has been issued by the directors of the Chartered Mercantile Bank of India in anticipation of the meeting on the 19th inst. The directors on the occasion of the first interim meeting present a half-yearly statement of accounts, which they trust the shareholders will consider satisfactory, showing a profit of £82,502, or upwards of 20 per cent. per annum on the capital of the bank. The directors, however, regret to state that the winding-up of the operations of the previous very unfavourable year will entail a further loss to the bank, which will be provided for when the annual accounts are made up. An interim dividend of 3 per cent. for the half-year to the 30th June has been paid, and a balance of £60,002 has been carried forward to this half-year's account. The balance-sheet shows that the liabilities of the bank are £6,767,984, exclusive of the capital, £750,000. The reserve fund remains at £145,902. The issue of this report did not cause any fall in the shares.

The official liquidator of the Commercial Bank of India will appear before the court on the 16th inst., for the purpose of obtaining permission to enforce a call of £10 per share on the shareholders, who will then have the opportunity of laying their views before the Vice-Chancellor as to a resuscitation.

A meeting has been held of the creditors of Messrs. Vivanti, Annett, and Balfour, in the silk trade, who stopped payment on

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the 26th ult. The balance-sheet, prepared by Messrs. Honey and Humphreys, the accountants, shows liabilities to the amount of upwards of £400,000, but only £30,245 is expected to rank against the estate, while the net assets reach £22,362. It was resolved to adjourn for a month, and meanwhile the affairs of the firm are to be liquidated under supervision.

The large parcel of Mexican dollars by the last West India steamer has been sold at 58 15-16d., showing a decline on last rates. The greater part was taken for refining purposes. The loss of the *Rhone*, with a further supply of dollars, will cause a recovery in prices.

The experiment of direct shipments from England to Chefoo and Tientsin has been at length tried by the despatch of the *Challenger* with a cargo, which is detailed in our Export Supplement.

The loss of the *Maggie Leslie*, owned by Messrs. Leslie and Co., Newcastle, in the Straits of Gaspar, has been reported. She left Foochow for London on 29th Aug. with 630,500 lbs. tea. The steamer *Agamemnon* arrived at Mauritius on 1st Oct., 23 days from Hong Kong, and left on 3rd for London. This information arrived by this morning's mail, and its non receipt by telegram caused some anxiety as to her safety, she having left Hong Kong on the day of the typhoon, 8th Sept.

There is little change to note in the markets generally. Trade continues depressed, and the Bank rate of discount unchanged. The last Bank return is not viewed as very favourable with regard to the prospects of trade. It is evident there is no expansion, because the revenue payments are not well supported. The decrease in the public deposits this week represents £251,736; the total standing at £5,145,163. The decrease in the bullion is only £94,491, the aggregate being £22,238,806. The increase in the reserve of notes is £390,080, the total being £12,000,665. The private securities show a decrease of £105,996, the amount standing at £16,682,646.

The Marine Insurance offices have had some heavy losses lately, and calls have been anticipated in several companies. The directors of the London and Caledonian Marine Insurance Company (Limited) have commenced the movement by announcing a call of £2 per share.

The 31st report of the directors of the Madras Railway Company has been issued. The gross receipts show an increase over the corresponding half-year of £9,706, and the net receipts of £10,722, a difference to be explained by the decrease in expenditure. The number of passengers has been greater than in any previous six months, though the receipts therefrom were somewhat larger in the corresponding period of 1866. The goods traffic, exclusive of railway materials, shows an increase over that period, both in tonnage and receipts. No further extension of the north-west line has taken place, but a section of about 32 miles of it, in advance of the present terminus at Moodanoor, is so far completed that material trains are already running over it. When opened, the railway will extend to within thirty miles of Gooty, and will be ready, it is hoped, to bring down the cotton crop of that and the adjoining districts in the beginning of the year. The half-million of share capital referred to in the directors' last report having now been nearly all paid up by the holders in advance of calls, and applied in part to meet expenditure, resolutions will be submitted to the meeting to authorise the issue of further capital for the prosecution of the company's undertakings.

In anticipation of the extraordinary general meeting of the Central Argentine Railway Company, the directors inform the proprietors that the negotiations entered into with the Government of the Argentine Republic and the contractors (Messrs. Brassey, Wythes, and Wheelwright), for raising the remainder of the capital requisite to complete the line to the city of Cordova, have been satisfactorily completed. The amount required is £600,000, being the portion not hitherto issued of the company's capital. Towards this sum the Congress has subscribed half, and the remaining moiety has been taken by the contractors in debentures at par, having five years to run, and bearing interest of 7 per cent. per annum, the same amount of interest as guaranteed by the Government.

The report of the directors of the Oriental Gas Company for the past twelve months has been issued. It states that the general revenue account shows a balance available for dividend, after adding £1,000 to the reserve fund, of £12,192 5s. 10d., from which the directors recommend a dividend of 6 per cent. free of income-tax, payable on the 3rd December next, making, with the interim payment of 3 per cent. in June last, a total distribution of 9 per cent. for the year. The report also states that the public lights have been increased, and that the results of the private lighting have been very satisfactory.

The Washington Marine Insurance Company of New York has collapsed, owing to the very heavy losses it has suffered from marine disasters during 1865 and 1866. The courts have ordered it into liquidation, and its balance-sheet shows liabilities amounting to $858,048, and assets only $97,660.

An extraordinary meeting of the National Provincial Marine Insurance Company (Limited) is called for the 26th inst., when a resolution will be proposed in favour of an amalgamation with the Etna Insurance Company (Limited).

The European Assurance Society has discontinued fire insurances, and restricted its business to life, guarantee, and annuities. Mr. J. Hamer Owens, late manager of the fire department, has been appointed London manager of the Etna, to which office the fire business of the European has been transferred.

The Nova Scotia and New Brunswick (Intercolonial) Railway Company has been registered in London, with a capital of £600,000, in 30,000 shares of £20 each, and with power to increase. This important undertaking, to which it is understood an imperial guarantee is to be accorded, will probably be soon brought out here.

Vice-Chancellor Malins made an order on Friday for the winding-up of the Royal Bank of Liverpool, subject to the supervision of the Court.

At an extraordinary general meeting of proprietors of East Anglian Stock on Friday the proposed rearrangement between the Great Eastern and the East Anglian proprietors was declined, and a committee was appointed to see what modifications could be made in the proposal.

The suspension of Messrs. W. A. White and Co., hop and seed factors, has been announced. The liabilities are stated at £90,000.

A prospectus has been issued of the Lincoln Gold Company, with a capital of £160,000 in shares of £2, to purchase some mining claims in California, after a certain trial of the property shall have been made by an agent from England.

The Master of the Rolls has directed the payment of a further dividend of 1s. in the pound to the creditors of the Joint-Stock Discount Company (Limited) on the 18th inst., making a total of 10s. thus far distributed.

Mr. Hugh Childers, M.P., has been elected chairman of the Great Indian Peninsula Railway, in the place of Mr. John Griffith Frith, who retires from ill-health.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Nov. 15.
£10	Agra Bank, A shares	6	¾ to 1¼ pm.
10	Do. B do.	—	8 to 10
25	Bank of Egypt	All	33 to 35
20	Chartered Bank Ind., Aust., & China	All	18 to 19
25	Chartered Merc. of India and China	All	26 to 27
20	City Bank	10	12¼ to 13¼
50	London and County	20	49 to 51
50	London Joint Stock	15	35 to 37
100	London and Westminster	20	70 to 72
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	34 to 36
	Miscellaneous.		
5	Bombay Gas	All	4 to 4¼
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103
—	Do. Do 1878	100	108 to 109
—	Do. Do. 1872	100	103 to 105x.d.
20	Ceylon Company	10	1½ to 1 dis.
20	Do. A shares	5	¾ to 1 dis.
20	China Steamship & Laouan Coal Co.	15	15½ to 14½ dis.
10	Credit Foncier & Mobilier of England	9	6¾ to 6½ dis.
20	Egyptian Com. & Trading Company	6	4¾ to 4½ dis.
10	General Credit & Discount Company	7½	2½ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2¼ to 2½ dis.
5	Oriental Gas	All	5¼ to 5¾
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	55 to 58
50	Do. New 1855	All	55 to 58
50	Do. Do. 1867	5	par to 1 pm.
20	Société Financière d'Egypte	10	7½ to 6½ dis.
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	64 to 67

ARTICLES OF IMPORT.

TEA.—The same quiet tone has pervaded the tea market during the week. The trade have bought most cautiously of the Monings ex Whinfell, and some chops have been much divided to effect sales. Foochow Congous: In Siftings and broken leaf we have nothing new to report. Fair to medium, of late import, continue as difficult of sale as ever, although we do not alter quotations; fine and finest also remain much as last advised. Black Leaf Congous: Common to fair is saleable in small quantities at 11½d. to 1s. Good medium Monings ex Whinfell have been sold at 1s. 8½d. per lb.; fine at 1s. 10d. to 2s. 2d. per lb., and a sale of finest is reported at 2s. 6d. per lb., but these have not sold so readily as the earlier arrivals. Tayshan Congous are unaltered. Scented Capers sell slowly at late prices, and Scented Orange Pekoes are almost entirely neglected. Green Teas: There is nothing new to report in these descriptions. The Indian sale of the 11th inst. comprised 2,776 packages. Considerable spirit was shown in the biddings, and prices showed an advance of 2d. to 3d. per lb. on all fine qualities. A China sale is advertised for the 19th inst., this will be small; so far only 8,513 packages have been advertised.

SILK.—The market is very little changed since our last report; there is, perhaps, a slightly better inquiry, but on the other hand prices are easier. Best chops Tsatlees maintain their price (No. 3, 27s. 6d.), but the lower grades have declined, No. 4's having been sold at 23s. Deliveries are still small, from 1st to 15th November—China, 1,247 bales; Japan, 292 bales.

COTTON.—Since our last report the market has been somewhat depressed, and prices have fallen about ⅛d. with a limited demand. The quotations in Liverpool are for American 7¼d. to 9¼d.; Surat 5d. to 7¼d.; Madras 6d. to 6⅝d.; and Bengal, Scinde, &c., 4⅝d. to 5⅝d. per lb.

COFFEE.—Plantation Ceylon: The market has been without animation, but prices have been so far maintained at former quotations. The sales have amounted to 433 casks, 26 barrels, and 575 bags, at 41s. to 50s. for triage; 62s. 6d. to 67s. fine ordinary to low medium gray; 69s. to 71s. 6d. fine ordinary small to fine fine ordinary colory; 72s. 6d. to 80s. low middling to middling bold; and 86s. to 92s. for peaberry. Native Ceylon: A fair demand has been experienced, and the offers at auction have sold steadily at previous rates, viz.: black garblings 15s. to 16s.; ordinary small 46s.; good ordinary 53s. 6d.; bold pale 62s.; and peaberry 67s. At these rates about 2,000 bags have been taken. The public sales have also comprised 138 bags ordinary mixed Manila at 25s. Privately 20 casks Plantation realised 73s., and 400 bags good ordinary Native 58s. 6d. per cwt.

CUTCH.—Fine Pegu remains steady at 45s. per cwt.

COCOA-NUT OIL.—Former quotations of £48 to £52 per ton are still maintained for Ceylon, but the market is extremely dull.

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DRUGS.—Cantharides: Two boxes China were bought in at 5s. Cardamoms: At auction 18 packages Ceylon realised 2s. 7d. to 2s. 9d. Galls: 100 cases good Japan were bought in at 65s.

GAMBIER.—There has been no advance upon former quotations, and only small sales have been made at 16s. 8d. per cwt.

GUM BENJAMIN.—Of 96 cases Siam offered at auction 85 cases sold as follows:—firsts, £25 to £32; seconds, £21 15s. to £28 10s.; seed in block, £15 15s. to £16; very small almondy, £11 15s.; dark, £10 5s. to £11 15s.; siftings, £7 to £7 10s. Of 35 cases Sumatra 20 cases rather dark seconds realised £8 to £8 5s., and 56 cases brown thirds sold at £6 12s. 6d. to £6 15s. for good fair, and £6 5s. to £6 10s. for good medium.

GUM DAMAR.—At the public sales 10 cases Singapore sold good at 70s., very ordinary at 32s., and 52 cases good Batavian were bought in at 76s.

ISINGLASS.—The sales have included 11 cases Penang at 1s. 9d. for Manila sorts, and 1s. 11d. for pickings.

JAPAN WAX.—There is still an almost entire absence of offers, and 34 boxes saucers mealy stained and partly broken were held for high rates, and bought in at 85s. The only sale reported is of 6 boxes fair quality but rather mealy at 92s. 6d. per cwt.

MANILA HEMP.—No business of any importance has transpired since our last report.

PEPPER.—Black: The demand is still brisk, and 679 bags Singapore have been taken at 8¾d. to 8 7-16d.; while of 1,910 bags Penang placed on offer, about half sold at 8½d. for common West Coast, and 8d. to 8½d. for gray. White: The whole quantity offered at the auctions, amounting to 1,141 bags, met with ready sale, and was all taken, viz., 836 bags Singapore, at 5⅝d. to 5¾d.; and 305 bags Penang, at 5d. per lb.

SUGAR.—Manila has continued in steady demand since our last, the sales being 14,000 bags clayed, at 31s. to 31s. 6d., and 3,000 bags good Muscovado, at 28s. 9d. per cwt.

SPICES.—Mace: Six cases Penang were taken, low middling red at 2s. 7d.; ordinary, at 2s.; very ordinary broken, at 1s. 7d. to 1s. 8d.; and two cases Java were bought in at 1s. 9d. per lb. Nutmegs: Prices are slightly lower, and 49 cases Penang realised, fine bold, 65 to the lb., 4s.; 79 to lb., 2s. to 2s. 1d.; 92 to lb., 1s. 6d.; and 129-112 to lb., 1s. 2d. to 1s. 4d. per lb.

SAPANWOOD.—The only sale reported is of 2¼ tons of Ceylon, at £9 per ton.

TIN.—The market continues quiet, but previous rates are maintained. On the spot about 60 tons Straits sold at £89 15s. to £90 per ton cash, and to arrive 25 tons Straits realised £90 15s., with three months' prompt.

MANCHESTER MARKETS.

Mr. Sam Mendel reports:—"The demand is very limited; prices are not quotably altered, but the tendency is in favour of buyers, more especially in reference to the descriptions taken for the markets of India." Quotations are:—Grey Shirtings, 7lbs., 7s. 10½d. to 8s. 8d.; 8¼ lbs., 10s. to 10s. 8d.; Cotton Yarn, Nos. 16-24, 1s. to 1s. 1d.; Nos. 28-32, 1s. 1d. to 1s. 2d.; Maddapollams, 8s. 6d.; Long Cloths, 9s.; T-Cloths, 6s.; White Spot Shirtings, 10s. 6d.; Brocade do., 10s. 9d.; Damasks, 19s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov. 2	Peru	Truelsen	Macao	Cuxhaven.
— 2	Westburn	Conn	Rangoon	Bremen.
Oct. 31	Pres. v. Rijckevorsel	Vogelensang	Batavia	Brouwershaven.
Nov. 6	Cornelia & Geertruida	Wielema	Do.	Texel.
— 6	Electra	Landweer	Do.	Do.
— 6	Vooruit	Groenwoldt	Do.	Do.
— 6	Christina	Remeeus	Sourabaya	Do.
— 9	Whinfell	Jones	Shanghai	London.
Nov. 8	Prince of Wales	—	Bassein	Deal.
— 8	Success	Dowes	Akyab	Queenstown.
Oct. 28	Havelock	—	Yokohama	Off New York.
Nov. 8	Wynaud	Smith	Colombo	Off Scilly.
— 9	Chusan	—	Foochow	Do.
— 10	Parana	—	Bassein	Queenstown.
— 9	Royal Albert	Henderson	Do.	Flushing.
—	Anagar	—	Rangoon	Queenstown.
— 12	Josiah L. Hale	Newell	Bassein	Do.
—	Tyrol	—	Rangoon	Do.
— 11	Amazone	Osterberg	Sourabaya	Helvoet.
— 11	Wemyss Castle	Nicholls	Canton	Off Plymouth.
— 11	H. G. Susanna	Dam	Batavia	Off Penzance.
—	Benefactress	—	Yokohama	New York.
— 14	Ocean Belle	Jarvis	Colombo	Off Scilly.
— 14	Ellen Denny	Polson	Rangoon	Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 5	Maitland	Coulson	Shanghai	London.
— 1	Wallace	Smith	Galle	Shields.
— 1	Robin Hood	—	Shanghai	Penarth Dock.
— 6	Isabel	Davies	Galle, &c.	London.
— 7	Alphington	Caines	Singapore & Penang	Do.
— 6	Osborne	Stamper	Hong Kong	Cardiff.
— 8	Taitsing	Nutsford	Shanghai	London.
— 7	Undine	Scott	Hong Kong	Sunderland.
— 7	Grootmeester Natinaal	Giesse	Penang	Do.
Nov. 9	Dilkhoosh	Gedge	Shanghai	London.
— 5	Zoride	Lussin	Galle	Shields.
— 6	Ellen Morris	Groves	Hong Kong	Penarth Dock.
— 9	Italy	Williams	Chefoo	Cardiff.
— 9	May Flower	Jones	Do.	Do.
—	Java	Damm	Batavia	Texel.
—	Landbouw	Sissingh	Do.	Amsterdam.
—	Vooruit	—	Do.	Do.

DEPARTURES—*continued.*

Date.	Ship.	Captain.	For.	From
— 11	Blanche	Care	Yokohama	Cardiff.
— 11	Prince Arthur	Thompson	Singapore	Liverpool.
— 8	Barbadian	Evans	Galle	Clyde.
— 11	Guisare	Wilson	Colombo	Sunderland.
—	Constance	—	Singapore	Liverpool.
— 13	Assunta (gunboat)	Stevens	Nagasaki	London.
— 13	George Crosbaw	Alexander	Hong Kong	Do.
— 13	Tricolour	Bryde	Cardiff and Japan	Do.
— 11	Britannia	—	Galle	Shields.
—	Mina	van Brugge	Batavia	Rotterdam.
Oct. 26	John Norman	—	Hg. Kg. & Shanghai	New York.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama, Eliza Shaw. For Yokohama and Nagasaki: Fire Queen. For Shanghai: White Adder, Min, City of Aberdeen, Gossamer, Argonaut, Leander. For Hong Kong: Black Prince, Chinaman, Golden Spur, Falcon. For Manila: Aureliana, Angela. For Batavia and Sourabaya: Erna. For Singapore: Doon. For Penang: Ceylon. For Colombo: Boyne, Jeddo, Aboyne, Susan Pardew.

At LIVERPOOL.—For Yokohama: Westminster. For Hong Kong: Maria Louisa Antoinette, Everest, Adriana Petronella. For Singapore: Patriot Queen, Panuco. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Cestrian, Ocean Home.

At GLASGOW.—For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Ayr.

SPOKEN.

PUDEL (barque), of Hamburg, for Singapore.
VANGUARD (ship), for China, Oct. 31, 46 N., 10 W.
ROYAL MINSTREL, Liverpl. to Shanghai, 18 days out, July 1, 15 N., 25 W.
OPTIMA (barque), Shields to China, Nov. 5, 49 N., 7 W.
EVA JOHANNA, Rotterdam to Batavia, Oct. 31, 45 N., 10 W.
DERIAN (?), Batavia to Amsterdam, Sept. 6, 29 S., 37 E.
AGAMEMNON (s.), steering S., all well, Sept. 10, 19 N., 108 E.
PEERLESS, Kingstown to Colombo, Oct. 7, 1 N., 22 W.
SUNRISE (s.s.), Clyde to Hong Kong, Oct. 8, 7 N., 22 W.
PADANG PACKET, Amsterdam to Padang, Oct. 15, 12 N., 25 W.
SPERWER, Sunderland to Java, Oct. 13, 8 N. 23 W.
CORNELIA, Cardiff to Batavia, Oct. 2, 16 S., 31 W.
LORTON, Liverpool to Shanghai, Oct. 3, 16 S., 31 W.
MIRELLA (Brit. ship), Sing. to Lon., Oct. 26, 37 N., 34 W., 145 days out.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain firm at previous quotation. In coal freights from the Northern outports there is but little alteration, though business has been somewhat brisker.

The Admiralty have invited tenders for the supplying and delivering into store at Trincomalee of 2,000 tons smokeless South Wales Coals.

We have no alteration whatever to note in outward freights since our last issue.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. For Colombo, £30. For Galle, £33. For Chefoo, £57 From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 10s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 8s. 6d. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 11s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

The Admiralty have invited tenders for the conveyance of 7 tons (meast.) medical comforts from the Thames to Colombo.

CASUALTIES.

Intelligence has been received by telegram of the total loss at Gaspar of the Maggie Leslie, Stephen, from Foochow to London, with tea; crew saved.

MISCELLANEOUS.

At TENERIFFE.—Oct. 25, Ajax (s.), Kidd, from Liverpool, and left 26 for Singapore and China.

The P. and O. steership *Indus*, Captain Hicks, takes out to Hong Kong a new set of boilers for the company's steamers *Ellora*, *Malta*, and *Azof*, besides coals and sundries.

THE SINGAPORE AND RANGOON LINE.—The *Dacca*, recently launched by Messrs. A. and J. Inglis, for the British India Steam Navigation Company, has made her trial trip. When drawing 19 feet aft and 17 feet 4 inches forward she attained a speed of 12 knots per hour in "running the lights" between Cloch and Cumbrae. The principal dimensions of the *Dacca* are 274 feet by 34 feet and 19 feet, with accommodation on the main deck for 120 first class passengers. The vessel is fitted with a pair of direct-acting surface condensing engines of 300-horse power nominal. The prospects of shipbuilding industry on the Clyde are considered to have improved during the last fortnight.

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CHINA.

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Their Large Granite Dock, 236 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing Plates for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineers' Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

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W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

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ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

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CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

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EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

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Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

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SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

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INCORPORATED BY ROYAL CHARTER.

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BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

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Foochow	Manila	Calcutta
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ESTABLISHED IN SHANGHAI, 1863.

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At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

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Mr. A. C. Gumpert	.....Bombay
" Wm. Berg	.....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

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By Edward Holdsworth.

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THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

32, NICHOLAS-LANE, LOMBARD-STREET

THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

PIGNATEL & CO.,
STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS.
NAGASAKI
JAPAN.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

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THE 'LONDON AND CHINA EXPRESS," ON SALE

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THE Directors of the LONDON and ST. KATHARINE DOCKS COMPANY hereby announce that they have decided on REDUCING the CHARGES on TEA as specified in the following schedule, and that the reduction will be applied to all teas warehoused in any of their Docks since the 1st September last, viz.:—

PER PACKAGE WEIGHING GROSS.

	160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	80 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs.	Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street,
1st November, 1867.

THE EAST and WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867:—

Rates per package.	160 lbs. and under 200 lbs. gross.	130 lbs. and under 160 lbs. gross.	80 lbs. and under 130 lbs. gross.	60 lbs. and under 80 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package...	0 1	0 0¾	0 0½	0 0½	0 0½	0 0½	0 0½	0 0½

Billiter-square, November, 1867.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Eau Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

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JOHN GOSNELL and Co.'s La Noblesse Soap.

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Bostonite Diaries, 1s., 1s. 6d., and 2s. 6d. each.
Bostonite Music Slates, 6d. each.
Bostonite Purses, from 1s. 6d. each.
Bostonite Multiplication Tablets, 4d. each.

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DE LA LITTERATURE ARAMEENNE; par Munk de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon

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IN CHANCERY.—CAUTION.—BISHOP'S GRANULAR EFFERVESCENT CITRATE OF MAGNESIA.—Mr. Bishop, having discovered that the Label which he has used for the last five years was being imitated, recently applied to the COURT OF CHANCERY for an INJUNCTION to restrain such imitation. The injunction was immediately granted, and the defendant was ordered to pay all Mr. Bishop's costs and destroy the labels complained of.

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For further particulars apply at the Company's Offices 122, Leadenhall-street, London, E.C., or Oriental-place Southampton.

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National Line, leaving Liverpool every Wednesday.

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New York and Havre Line, leaving Falmouth once a month.

And at Panama by the steamers of the

Royal Mail Line, leaving Southampton on the 2nd and 17th of every month.

West India and Pacific Line, leaving Liverpool 5th and 20th of every month.

Generale Transatlantique Line, leaving St. Nazaire, France, 8th of every month.

Passengers by this route are less than ten days in the tropics.

The next departures will be from San Francisco:—
CHINA, 4,000 tons, January 13th, 1868
GREAT REPUBLIC, 4,000 tons, March 5th.
CHINA, 4,000 tons, April 12th.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, 145 Cheapside, London.

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Shanghai	Leander, n. c.	A1 16 yr.	E.I.D.	With des.
Do.	Gossamer ...	A1 15 yr.	W.I.D.	With des.
Hong Kong ...	Chusan	A1 14 yr.	W.I.D.	With des.
Manila	Angela	3-3rds A1	W.I.D	With des.
Kanagawa and Nagasaki ...	Fire Queen...	A1 13 yr.	E.I.D.	With des.

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Ditto	Min.....	A1 13 yr.	Ln.D.	To fol.
Ditto	Fusiyama ...	A1 10 yr.	E.I.D.	To fol.
Hong Kong ...	Wemyss Cas.	A1 14 yr.	E.I.D.	With des.

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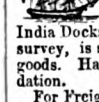

FOR KANAGAWA and NAGASAKI, the splendid Clyde-built clipper ship FIRE QUEEN, A1 13 years, 785 tons register, T. J. DUGGAN commander; East India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

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THE LONDON AND CHINA TELEGRAPH.

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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Printed for the Proprietors by RICHARD KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Saturday, November 16, 1867.

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The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS," A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 264.] LONDON, WEDNESDAY, NOV. 27, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN — Yokohama	July 26	Sept. 16	Oct. 1
Nagasaki	—	—	Oct. 2
Hakodadi			
CHINA—Peking			Sept. 27
Tien-tsin	—	—	Oct. 1
Chefoo	—	—	Oct. 3
New-chwang	—	—	Sept. 23
Hankow	—	—	Oct. 4
Kiu-kiang	—	—	Oct. 5
Chin-kiang			
Shanghai	Aug. 16	Oct. 7	Oct. 9
Ningpo	—	—	Oct. 6
Foo-Chow	—	—	Oct. 10
Formosa—Tamsuy			
Amoy	—	—	Oct. 11
Swatow			
Hong Kong	Aug. 26	Oct. 7	Oct. 15
Canton			
Macao			
PHILIPPINES—			
Manila	Aug. 16	Oct. 2	Oct. 8
COCHIN-CHINA—			
Saigon	—	—	Oct. 10
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia	—	—	Oct. 17
MALACCA STRAITS—			
Singapore	Sept. 17	Oct. 20	Oct. 23
Penang	Sept. 10	Oct. 14	Oct. 26

The inward French mail, with Hong Kong dates to Oct. 15, may be expected on the 5th prox. The latest telegrams from Hong Kong, via Galle, are to Nov. 1. Telegraphic communication between Malta and Alexandria has been restored since the 20th.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Ceylon, arrived Nov. 25.—From Yokoham: Mr. Eagan, Mr. Bassolo, Mr. Cremeno, and one second-class passenger. From Shanghai: Mr. Provano, Mr. Hallum, Mr. Goodridge, Mr. Gundry, Mr. Asats. From Hong Kong: Mr. Pearey, Mr. Atkinson, Captain Wilkinson, Mr. Kinack (remained in Egypt), and one second-class passenger. From Galle: One second-class passenger. From Singapore: Mr. Tate, Mr. Robertson, three children, and servant, Captain Beltham. From Penang: Colonel Ripley.

To Suez.—From Yokohama: Mr. Gregialo and servant, and two second-class passengers. From Shanghai: Dr. Meyer.

To Malta.—From Shanghai: Mr. Carter.

To Southampton, per P. and O. steamer Sumatra, expected to arrive Dec. 3.—From Shanghai: Mr. Hawitt, Mrs. Ainslie and child, Mrs. Howes and two children and one second-class passenger. From Hong Kong: Mr. Huntingford, three second-class passengers. From Singapore: Capt. Carey and servant, Mrs. Carey and child. From Galle: Mr. Smedley, Mr. Gibbons and servant, Mr. Quinn and six second-class passengers.

By last Bombay mail, to Marseilles, per P. and O. str. Delta, arrived Nov. 19.—From Galle: Mr. G. H. Davidson.

To Southampton, per P. and O. steamer Tanjore, arrived Nov. 26.—From Hong Kong: Dr. Kane.

By last mail, to Marseilles, per P. and O. steamer Syria, arrived Nov. 14: From Ceylon: Mr. Labonadaire, Dr. Cowan, Mrs. Mais.

To Southampton, per P. and O. steamer Ripon, arrived Nov. 22.—From Hong Kong: Asst. Surg. O'Toole, Capt. Davies. To Suez.—From Shanghai: Mr. G. Zas.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr and Mrs. McDonald, two children, and two servants. To Shanghai: Two second class passengers. To Hong Kong: Mr. W. H. Hooper, Lieut. Dawson, and one second-class passenger. To Singapore: Mr. F. A. Sheppard, and one second-class passenger. To Ceylon: Mr. Armitage. Mr. H. G. Lavie, Ensign Reck, Mr. and Mrs. Gunter, Musk.: Sergt. Salter, wife, and five children, and four second-class passengers. To Calcutta: Mr. and Mrs. Wyman, child, and servant, Mr. and Mrs. Graham, child, and servant, Mr and Mrs. Dulzel and ayah, Mrs. Aitken, child, and servant, Mr. F. B. Morris, Mrs. H. Douglas, child, and ayah, Miss McIntosh, Miss A. Weir, Mrs. Brunskil, Mrs. Rice and servant, Mr. M. R. McHaffie, Miss Savi, Miss Montrion, Mrs. Kent, two Misses Freer, Mr. Little, Mrs. F. King and two children, Mr. P. H. Cohn, Mrs. Taylor and child, Mr. Bence, Mrs. Folkard, Mr. O. Bowine, Mr. and Mrs. Pitcher, Mrs. Poyser, Staff Assist.-Surgeon Parkinson, Mrs. Beddon and servant, Surgeon Webb, Mr. W. H. Pinsent, Mrs. Castle, Mrs. Parker, Mr. Baron, Mr. C. Pickard, wife, and two children, and seventeen second-class passengers. To Madras: Mrs. Williams, Mrs. Hunter Adam, Capt. and Mrs. Hindle, Major McGrath, Mrs. Benton, child, and ayah, Mr. A. R. Hutchins, Mr. and Mrs. Macnaim, Mrs. Kennedy, Capt. and Mrs. Goldie and child, Capt. Rivers, and four second-class passengers.

From Gibraltar.—To Singapore: Mr. Wright.

From Marseilles, Nov. 28.—To Singapore: Mr. Jose, Mrs., and Miss d'Almeida, Mrs. Velge. To Hong Kong: Mr. Tait, Mr. Pedder, Miss Marsh, Mr. R. H. Bruce, Mr. J. A. Medlen, Mr. B. J. Morris. To Penang: Mr. P. Nieuhuys. To Shanghai: Mr. Rodocanachi, Mr. E. L. Livingstone, Mr. W. Harwood. To Calcutta: Mrs. Gregory, two children, and servant, Mr and Mrs. S. E. Collins, Mrs. Melitus and servant, Capt. and Mrs. Hamilton, Mrs. Hay, Mr. and Mrs. Brodhurst, child, and servant, Mr. and Mrs. E. Jackson and child, Miss Boddam, Miss Money and servant, Mr. J. C. Wordie, Mr. J. Stone, Mr. and Mrs. Beveridge, Capt. Plant, Miss MacKilligan, Rev. J. and Mrs. Roberts, Mr. R. Gray, Mr. and Miss Becher, Capt. Saunders, Mr. Lushington, Miss Cautley and servant, Mr. Laird, Mr. Reid, Hon. A. T. Peterson. Mr. G. Lockie, Mr. Westbrook, Mrs. and Miss Brooke, Mr. W. Stansfield, Mr. W. Halford. To Madras: Mr. and Mrs. T. W. Bayes, Dr. and Mrs. Campbell and two servants, Marquis of Huntly, Mrs. Harkness and servant, Miss Campbell, and one second-class passenger.

From Suez.—To Calcutta: Mr. Geoghegan, Assistant-surgeon Bellew, Misses O'Donnell.

Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes, Dr. Assistant Commissary-General Randall, Mrs. Randall and child, Mr. Chas. Mackwood. To Singapore: Miss Mary Thompson, Rev. B. and Mrs. Morrell, Mrs. Willans and two children, Miss Willans, Mr. Theodore Kranse. To Hong Kong: Mr. N. J. Hannen.

From Marseilles, Dec. 12.—To Yokohoma: Mr. R. E. Price, Mr. King, Mr. Vernede, Mr. Mottn, Mr. Jacquenot, Mr. Still. To Shanghai: Rev. F. King, Mr. F. King. To Hong Kong: Mr. H. Smith, Mr. and Mrs. G. N. Minto.

Per P. and O. steamer from Southampton, Dec. 20.—To Hong Kong: Mr. H. Foss. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Templer, Miss Templer, Mr. F. Templer, Mr Mackenzie, Miss Saunders, Miss Lloyd.

From Marseilles. Dec. 28.—To Ceylon: Mr. W. T. Sendall, Mr. J. S. Findlay.

THE MAIL CONTRACT.

The terms of the new postal contract have been laid before the House of Commons. The subsidy is £400,000, and the duration twelve years. Details of the negotiations and correspondence will be found at page 620.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port the mail delivered this morning brings dates to October 1. The outward mails of Aug. 10 had not arrived out, but the *Great Republic* had brought London telegrams to the 2nd September. The following items of news are from the *Japan Times*:—

The Admiral has left for China in the *Salamis*. The *Perseus*, which left for Hakodadi on September 3rd to look after the missing *Singapore*, has not yet been heard of.

The Ministers are all in Yedo or Yokohama at present. We have the pleasure to announce the accession of another Power to the number of the Shiogoon's allies by the ratification of the treaty between Belgium and Japan. This ceremony took place at Yedo on the 10th inst. at the residence of H.E.M. T'kint von Roedenbeck, the Belgian Minister. There is no doubt in this country a market for many of the productions of Belgian industry; and, united as is Belgium with England by the ties of kindred institutions, kindred aspirations, and a common danger, against which both countries have raised the same shield—that of our noble Volunteer force—we cannot but wish Belgium and Belgians well in the career of commerce in the Far East which has just been inaugurated for them by the occurrence which we chronicle.

Mr. Seare has left for Osaca to organise the Japanese Custom-house and bonded warehouses in readiness for our advent in 1868. We are anxiously expecting letters from him, the information in which cannot fail to be deeply interesting to our readers.

Sir Edmund Hornby has left Yokohama on his return to Shanghai. We hope he will take seriously into consideration the possibility of establishing here a branch of his own court. The difficulty to be overcome is the unwillingness of the Home Government to incur the necessary large expense, but it must not be forgotten that the importance of the Japan trade is increasing every year, and we have as just a claim as Shanghai on the public purse of Great Britain for such a privilege.

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The last fortnight has been one of almost incessant rain, which has quite made up for the lack of moisture of which we have had to complain before. The crops look well, but we ourselves have suffered the utmost discomfort from the state of our streets, some of which returned during the wet weather to their normal condition, that of swamps. The columns of the local Jupiter and Saturn have of course been filled with complaints of the condition of the roads and of the helplessness of the Municipal Council. How any member of that august body can retain office, and allow himself to be called a Municipal Councillor, in presence of our visitors from the well-governed capital of California, whose remarks, as they have floundered through the strips of ploughed land we call streets, have been the reverse of complimentary, utterly passes our comprehension.

We must not omit to record the establishment of a branch of the French bank, the Comptoir d'Escompte, which has recently opened its doors in Yokohama for the transaction of business. This bank has always been well conducted in China, and has been found of great service, not only to French merchants, but also to those of other nations. It will doubtless be received here with the same confidence it has met with elsewhere. We wish it equal success.

One of Prince Kanga's officers has arrived here *en route* for England, where he is destined for a three-year educational sojourn.

The principal event exciting attention in military circles is a court-martial now being held on Captain R. Hodson, R.A. There are three charges against him—the first of drunkenness, the second and third of disobedience to orders and absence without leave from parade. The case has already occupied nearly a week and the first charge is not yet disposed of. Under these circumstances we shall hold ourselves excused from saying more about the case at present.

The final examination of the bankrupts Alexander McKechnie and John Reddie Black took place on the 12th ult. The *Japan Herald*, put in such peril, first by Black and afterwards by the official assignee, has been rescued, and is now being carried on by the late Mr. Hansard's son-in-law, for the benefit of the orphan children. We very heartily wish him well through the difficulties which at present beset him.

We give extracts from Judge Hornby's decisions in these two important cases, of McKechnie's case his lordship said :—

"With reference to the bankrupt's discharge, I have to remark that it is impossible for any court of justice to sanction trading of the description which appears to have been carried on by him. In the first place he began without any capital whatever, and on nothing more than a mere promise of support from Hansard and Black, with no written undertaking, agreement, or engagement to that effect whatever. Then, it appears, the business turned out a failure—why, is not clearly shown, whether from ignorance of business generally, from buying bad, selling at unprofitable prices or other causes. At all events, it failed. A meeting of the bankrupts' creditors was then called, at which he was not present, and of the proceedings at which he knows nothing more than Mr. Black chose to tell him. His own letter, writen in June, 1867, says that he was bound to carry out certain arrangements made at this meeting (of July, 1866), and yet of these arrangements it appears the bankrupt knew nothing whatever except from Black. Since that meeting he had been acting, he said, under Black's instructions, getting goods wherever he could, and selling them off at once by retail and at auction, generally making a large loss and occasionally a small profit. Now the law of bankruptcy is at present in a most unsatisfactory state—in a state of transition. It has no power whatever to punish such commercial immorality as this, and what therefore can be done? The withholding of a certificate from a bankrupt must be done in such cases. At the same time, in the present case there are two points in extenuation to be considered—the bankrupt's blind faith in Black, and the facilities afforded to him of getting goods. Undoubtedly his creditors will suffer considerably. Therefore—although the punishment is very inadequate, in fact no punishment at all—the Court suspends the bankrupt's discharge for the space of one year, with protection meanwhile."

In the next case, that of Black, his Lordship said,—

"In this case, which is a sad one, a very sad one, and one most difficult to comprehend—unless the bankrupt has been acting in a way which I should be sorry to think he had—he appears to have been admitted a partner to a good business without any capital whatever. In that business he was to have no interest for three years, nor any interest in the plant; and yet, having no interest in his partner's business, he goes and backs the bills of people with whose business he had nothing to do, of whom he knows hardly anything. He becomes security for enormous amounts for McKechnie, puts his partner's name on the back of bills for these amounts, and gives bills of sale on his partner's property—pledging property in which he had no interest whatever, and which by his partnership deed he was expressly forbidden to engage in any way. In extenuation, he pleads that he thought, as a partner, he might pledge the property for the good of the firm, but the partnership deed distinctly forbid him this, it is clear that he must have known he was either acting wrongly to his partner or wrongly to his creditors; I don't see how he can escape from that. I most sincerely hope that throughout this painful affair the bankrupt thought, as he says he did, that he might do what he has done. I can only characterise it as extremely foolish, utterly without discretion, and such as must draw down on him the disapprobation of the law, and I should hope the disapprobation of his own conscience. It is my duty to put the law in force, and I must do all that I can in this case. I must suspend the bankrupt's discharge for the full term of two years. It would be folly, I think, to refuse him protection during that period. I don't see what good it would do his creditors to put him in prison and deprive him of the use of the undoubted talents which he possesses. I shall therefore grant him protection, but his discharge must be suspended for the full term allowed by law—two years from this date."

On the 30th Sept. was tried, before Sir Edmund Hornby, one of the most difficult and painful cases which we have ever had to report.

Mr. P. B. Walsh, of H.M. Consular service, sued the Oriental Bank for $450 sworn by him to have been deposited in the bank on the 12th July last. He swore positively that he deposited $900, including this $450, in the hands of Mr Ansell, an assistant accountant. The only evidence he produced was two pass-books, into each of which the sum of $450 had been entered hurriedly, without comparison with the bank's current account ledger. He produced no proof that he was in possession of the money at that date, and refused to show his books, in which he averred he had no cash account with the bank. He brought no witnesses. For the defence, Mr. Ansell gave evidence that Mr. Walsh deposited only $450—that he sent him with the money to the compradore. In this statement he was supported by the evidence of the compradore and a shroff.

Farther, Mr. Ansell explained that having a reversal entry to make, from one of Mr. Walsh's books—that of his private account, to another, that of his public account—he must have made the double entry by mistake; and, Mr. Walsh being anxious to get his pass-books and leave, that he made the entries before they had been passed in the bank's books. He produced the usual debit slip for 450 dols. only—the bank's current account ledger and cash book agreeing of course with it. The error remained undiscovered until the 15th September, when, for the first time since the 12th July, Mr. Walsh asked him to have his pass-books made up. The error being then noticed, Mr. Ansell drew his pen through one of the entries; and Mr. Walsh, objecting, appealed to Mr. Robertson, the agent, who listened to him and promised to investigate the matter, requesting Mr. Walsh to assist him by giving him such information as was possible respecting the particulars of the payments. Some correspondence passed, and Mr. Walsh finally refused to give any information, and brought his action. The Judge reserved his decision, which he will leave in writing. It is most anxiously awaited by the whole mercantile community.

NAGASAKI.

From this port we learn that the schooner *Duck* has been sold to Prince Satsuma for $5,000. The Japanese steamer *Eagle* still on shore, and not likely to float again for some time. The Nagasaki Municipal Council, under the guidance of M. Othmans (of Shanghai French municipal experience), are projecting great things in the way of wharves, and talk of raising a loan, though where the money is to come from out of such a small community is a matter of some doubt to those interested.

A correspondent writes :—"The day before the *Basilisk* left another British subject narrowly escaped mutilation, if not a worse fate, at the hands of a drunken Yaconin, who drew his sword without the slightest provocation, and attempted to rush upon him, but was restrained by a less inebriated companion. The matter reached the ears of the Minister, by chance I believe, who took it up vigorously and instituted inquiries, which did not however lead to the discovery of the Yaconin. He also told the Governor in unmistakable language that these atrocities must and would be put a stop to."

Another letter, dated Sept. 29, says :—

"We had a hard blow yesterday. The weather however has improved, though the greater portion of the Racket-court has been blown down, level with the foundations. The bricks were laid or rather thrown together in a scandalous manner, and the whole affair must come down, as it has been condemned as dangerous. The contractor will, doubtless, be the chief sufferer, as well as Mr. Norton, whose untiring perseverance against all obstacles is worthy of all praise. The men used salt water for the lime, so no wonder it fell down, not one brick binding to another.

"Reports are in circulation (on rather doubtful authority though) that an open rupture is imminent with Satsuma and the Yedo Government, and a steamer left here hastily bound north, crowded with men in fighting rig. Tosa is also dissatisfied, and a row somewhere is certain before the opening of Hiogo and Osaka."

Two members of the Gorogio were still aiding in an investigation into the *Icarus* murder case, and it was *on dit* that the Governor had been called to Yedo.

The following is from Alt and Co.'s Market Report, dated Nagasaki, 30th August :—

IMPORTS.—The improved demand noted in our last has not been maintained, and stocks of almost every description of manufactured goods continue heavy; as the cool weather however, sets in, we anticipate a resumption of business. Camlets: Stocks have slightly decreased, and Scarlet are wanted. Long Ells: The same remarks apply to these. Turkey Red Cambrics, 3 Catty are wanted. T. Cloths are inquired for at quotations. Shanghai Cotton is in small demand. Rice (Saigon) is in large stock, and prices declining. Saltpetre, but little inquired for, with ample stocks.

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METALS continue in good request. Nail rod, hoop, and bar iron can be readily placed at quotations. Lead and Spelter are in small demand. English Coal: None in the place, and wanted.

EXPORTS.—We have again to report the same dulness in our Tea market which we noted in our last; a few parcels have been taken in barter for imports, and some small purchases have been made by Chinese and others for the Shanghai market, but no settlements of any magnitude have yet been made. Tobacco is in fair supply, but it is not in demand at the rates asked by holders. Wax has been taken in large quantities at extreme prices. Of Gulls the market is quite bare.

EXCHANGE.—Credits on London, at six months, 4s. 7d. to 4s. 7½d. per dollar. On Shanghai, ten days' sight, par. On Hong Kong, par Bous have improved in value, and are to-day worth 318 to 320 per 100 dols.

FREIGHTS.—To London, there is no rate. To Shanghai 2 dols. 50 to 4 dols. per ton of 40 feet. To Hong Kong 4 dols. per ton.

CHINA.

TIENTSIN.

A correspondent at Tientsin writes to the *Evening Express* as follows per *Szechuen:*—Grey Shirtings quoted at taels 2.4.8 to 2.5. Nothing doing in fancy goods and woollens. Cotton goods are reported more favourably on from Shanse, but the Nienfei robbers stop all business, as the Shanse men fear to trust their goods anywhere near their vicinity. The Admiral Sir Harry Keppel, in the *Salamis* with *Manila* in company, has arrived and will shortly proceed to Peking. All the Ministers and suites, except the Prussian, have returned from the hills to their winter quarters in Peking. An Italian Minister with the ratification of the Italian treaty is expected in about a month.

CHEFOO.

There has been a disturbance at Chefoo, and a stoppage of trade for one day, in consequence of a little too great energy in the suppression of the arms trade. The native merchants were seriously irritated by a too rigorous examination of all goods, either landed from ships, or passing through the inland barriers, and closed their hongs and held a public meeting. The question was a difficult one for the Taotai to decide, as trade cannot go on if every package landed is to be opened and pulled about; yet he is held responsible if any arms are smuggled in. Possibly he might do better to rely on espionage than on an impracticable attempt to examine everything. As it is, he has relaxed the stringency of his new regulations, and trade once more flourishes. The Tientsin drilled troops have gone back to Tientsin. Hopes were excited a short time ago that a coal mine had been discovered in close proximity to the port, but further exploration has resulted in disappointment.

The Taotai of Chefoo has, at the instance of H.B.M. Vice-Consul, remitted the tonnage dues on the *Finzel*, the first direct ship from England; and it must be conceded that he deserves great credit for this recognition of the importance, to the prosperity of the northern ports, of direct trade between them and Europe. Of course the remission will not be repeated. It is simply a graceful acknowledgment of an epoch in the history of the port—an acknowledgment which is, perhaps, the more creditable to his Excellency, as it is quite possible that his Peking superiors may insist on his paying up the amount out of his own pocket. In the meantime, a second direct ship from England has arrived at Chefoo, laden principally with coal, and others are expected shortly with shirtings. The great test of any new enterprise is success, and if these shipments succeed, we may confidently anticipate a wider and more prosperous future for the three northern ports.

HANKOW.

A full report is published by the *Hankow Times* of the proceedings in the bankruptcy case of Mackellar and Co. The report is far too long to reproduce here, and as the text of decision was received by last mail, we content ourselves with an extract from Mr. Mackellar's defence. The view of the case taken by the *Hankow Times* will be sufficiently evident from the following short quotation:—

"Mr. W. G. Gordon's offence—only offence, that we can see—is that he continued on in business just as long as he could. Mr. Gordon is, we believe, a very sanguine man; and his very sanguine disposition is shown in his hoping to right or better his position by "going in" for tea when he was so embarrassed with debt—even allowing the fact that tea is cheaper this season than it ever was before in Hankow."

(*Extract from Mr. Mackellar's Defence.*)

"I am placed at a double disadvantage—first, with having to contend with Mr. Myburgh, whose volubility of speech, and powers of vituperation, no one having heard his address can dispute; and, secondly, from having the misfortune of being opposed by such a man as Mr. Evans—a man whom, I think, I have proved to the satisfaction of the Court to be untruthful and unworthy of credence, whose character is too well known in Hankow to require any comment from me. . . Losses: On this head I need scarcely say that the principal have occurred through the enormous depreciations in land; also on teas shipped last season. Again, our losses through bad debts, both foreign and Chinese, have been extremely large. The nature of the former I need not refer to, but the latter consist chiefly of losses on teas over and above margins, which we have been unable to recover from shippers. The majority of such debts have been made since June, 1866. . . . In addition to the above, I have now, individually, claims on various parties to the extent of taels 13,000. I would point out the fact of our having purchased, each season, nearly one-fourth of all teas sold here, and also that in every preceding year we have been in the habit of having large amounts running with teamen, for periods of frequently six weeks, no anxiety for payment being evinced by them. The reasons for pressure this season are principally the exaggerated reports circulated, and the consequent withdrawal of facilities and stoppage of credit. I am sure it will be universally admitted that at present in China the majority of houses would be forced to succumb if facilities were withdrawn and pressure established. . . It seems to me that the whole gist of my case lies in the question—Did I go on in business too long, or did I not? Who is to settle the exact day or hour when a bankrupt firm is to suspend? Circumstances, and circumstances only. And, Sir who, may I ask, are to blame if I did go on in business too long? Why, the foreign creditors, who now oppose my discharge. They had a remedy. Pressure on their part would have brought me down long ere circumstances did; but it did not suit them to press. And why? Because they hoped to be paid their claims out of money paid to the Chinese. They were disappointed, and therefore their opposition. If my conduct is bad, how immoral is theirs! What object could I have except the benefit of all, in carrying on business till I was stopped. No one can consider it a pleasant position which I hold now, to stand here to be bespattered with foul abuse. (Stopped by the Court, and an apology tendered at Mr. Myburg's request.) I may have been foolishly sanguine, but even now I believe that all would have been well; no loss to any would have occurred if the times had not been against me. At the beginning of the tea season tea was cheaper in Hankow than I have known it and statistics better in England. My credit was very good. I bought, you must see, for no other object than to make money for my creditors. . . . . The means of paying the teamen for their teas if there had been a profit, however small, is not so difficult as the learned counsel thinks. The tea season lasts from May to January. A firm like ourselves would find no great difficulty in keeping teamen out of a small portion of their tea money until returns came from England, especially if buying as heretofore, and throughout the season. This becomes much simpler when the tea is sold in Shanghai (at a profit); but alas for me, cheap as the tea was here, it was, and in spite of a falling market, has continued to be, cheaper in Shanghai. I, for my own part, do not yet give up our English shipments, and believe that they will yet result well. . . . I have said my say, made my defence, and told a plain unvarnished story. I throw myself on the indulgence of the court, and trusting that where I have missed points in my own defence that your honour will help me, considering my being no lawyer, no orator, and without counsel. Some may say, that, so far, I have not expressed the slightest regret for the heavy losses of my creditors. I hate cant; but I do regret their losses. I may say that more sincere or heartfelt regret cannot be experienced by anyone. Promises made by me now would be mockery; but if the court are gracious to me, and grant me my discharge, though I am now at the bottom of the ladder, I feel that I can yet rise again. And if kind fortune smiles once more, no discharge granted by this court will prevent my attempting to liquidate at least a portion of the debts of my firm; and no factious opposition, however unkind to me now, will ever prevent my doing that which I may consider just hereafter.

CHING-KIANG.

A Ching-kiang correspondent gives the following information regarding the coal mines said to have been recently discovered in the neighbourhood of this port:—"The mines are about twenty miles from here, and are quite near a navigable creek. Our head-quarters, when we were up country visiting them, was a small village called Loong Tan, about half way between this and Nanking, on the banks of a fine broad creek. There are two mines, which we visited and examined. One, at a place called Koo-tsze-tan, is in a gorge between two hills, and is less than two miles from the Nanking canal, with a gentle incline to the water, perfectly suitable for a tramway. The pits there (four in number) had been opened and worked some years ago. They are at present closed and filled with refuse, but from some small specimens which we saw in the vicinity, there can be no doubt but that good coal exists. The other mine is at a place called Pa Whei Li Miao, and is much more promising. The beds were formerly worked before the rebels came, and have been abandoned in consequence of water gaining too much on the workmen. The coal which we saw there is really of excellent quality. Some specimens sent to Shanghai were pronounced equal to English coal. This mine is ten miles from Loong Tan, and three or four from a navigable creek. It is low undulating country, and far more easily worked than the Koo-tzé-tan mine."

SHANGHAI.

Advices hence are to the 9th October. The French mail of 17th August, with telegrams to 7th Sept., arrived on 7th Oct.; later telegrams to 11th Sept. had been received *via* Kachta.

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A full report of the proceedings in the case of Mackellar and Co. had been published, and excited much interest. The creditors are dissatisfied with the sentence, and have appealed against it to the Supreme Court at Shanghai. They hold that he is guilty of fraud, and claim that one of the punishments assigned by law shall be awarded. It is clear that the value or worthlessness of the present sentence rests solely in the hands of the bankrupt himself, who may decline the trouble of earning more than his actual expenses, and so defeat any hope of future dividend that his creditors might entertain. Mr. Gordon's conduct has been severely commented on by the press in the north of China, while sympathy is expressed for Mr. Mackellar, who was in England and no party to his transactions, but is yet equally punished.

The following items of news are from the *North China Herald*:—Some interest has been excited by the movements of a person who lately opened a firm here under the name of Woodward and Co. He attempted to do some business in silk, but he failed, as there was a suspicious lack of ready money. A week or two ago he went to Hankow, and during his absence it was asserted that he was identical with a man named Drummond, who had suddenly left the Government service in Hong Kong under suspicious circumstances. A warrant was taken out for his apprehension on a charge of obtaining goods under false pretences, and he was arrested at Kiukiang. He was brought before the magistrate at Shanghai, committed for trial, and sentenced to three years' penal servitude.

Mr. Kinder, of the Hong Kong Mint, has been in Shanghai lately, endeavouring to arrange for the introduction of a coin (to be manufactured in Hong Kong) as an equivalent of the Shanghai tael. The specimen of what he proposes is a very handsome piece about as large as an English crown, with the Royal arms of Great Britain on one side and Chinese characters on the reverse.

The decrease which was noticeable in the imports of shirtings in July continued during August. From the Customs returns of trade here, during that month, we find that only 175,000 pieces were imported, against 275,000 during 1866. The same falling off is observable in other descriptions of cotton goods. T-cloths, 22,000 against 37,000; grey and Dutch drills, 889 against 28,000, and American, 5,000 against 10,000. Handkerchiefs, on the other hand, figure for 22,500 dozens against 774 dozens; camlets, 11,000 against 7,000; lastings, 4,800 against 2,400; long ells, 20,000 against 9,000; lustres, 57,000 against 18,000. The import of English coals was only one quarter of that during August, 1866; but other qualities again arrived in nearly the same quantities. Again, too, the import of sugar is largely in excess of that during the corresponding month. 34,000 piculs of black tea have arrived from Hankow, and 57,000 have been exported. About 3,000 piculs of silk have been exported.

The inquiry into the circumstances of the abandonment of the barque *Siam* has been held, and two of the crew imprisoned pending reference to the High Senate at Bremen. The master and mate are left at large, though suspicion is expressed by the Court of their complicity. It is generally felt that they ought, to have been detained. In the meantime the *Siam* lies in custody of the British Admiralty Court, pending the decision of the *Dartmouth's* claim for salvage; but the Bremen Consul claims that the case should be heard before his tribunal. Messrs. Pustau and Co., who are acting as agents for the Marine Insurance Office of Hamburg and Bremen, have, we believe, officially requested the Bremen Consul to claim the vessel for the Bremen underwriters, and to protest against a sale, if the British Supreme Court should refuse to give the vessel up to him, or refuse to consent to a joint decision with the Bremen Consul, according to Bremen law.

The S.S.N. Company is keeping up the reputation for bad luck which has well nigh passed into a local proverb. Their steamer *Plymouth Rock* got on shore a few days ago in going down the river, and had to wait till the flood tide made to get off. When eventually she did so she was found to be making water so badly that she had to put back to Shanghai. She has been obliged to discharge cargo, and will probably go into dock.

The Shanghai Club has been reopened under its new management. The ballot boxes for the new committee were opened on the evening of the 1st Oct. with the following results:—Shareholders' Committee: Messrs. Fearon, Hargreaves, Oliphant, Tyson, Lavers, Bell, and Duncanson. Members' Committee: Messrs. Myburgh, J. J. Miller, Hudson, Ashton, and Baker.

A meeting of the Shanghai Volunteer Corps has been held, at which it was decided to let the corps rest in obeyance, till more stirring circumstances may call it again into existence. Happily for us, the state of the settlement is such that there is no longer a necessity for those who cannot appreciate the pleasures of drill, to trouble themselves very much about it as a matter of duty; but such is the uncertainty of power in China, that the rebel hordes which now infest many parts of the empire may at any time descend upon Shanghai, and for this reason we should be prepared to protect our own against them.

The American barque *Vesta Vizie* has got on shore on the South Bank and been stripped and set fire to by wreckers. The captain and crew were obliged to abandon her to escape them. The wreck and cargo (coals) have been sold at auction for the sum of 425 taels, which, we learn, the purchasers are hardly likely to recover.

In the collision case of the *Tientsin* v. the *Malacca*, judgment has been delivered in favour of the latter; the Court expressing an opinion that the *Tientsin* was much to blame.

The *Shanghai Express* of October 18th says:—"A boat with one foreigner on board returning from Woosung, on Saturday last, was met by a small native craft with five or six men in it, who at once boarded, and commenced to loot, but, finding nothing of value, they began to cut away the masts and sails, &c. The foreigner, who was unarmed, acted energetically, caught hold of one of the pirates by the arms and threw him overboard, and the rest seeing his resolution jumped into their own boat and made off. The matter has been brought to the notice of the Hamburg Consul, the party attacked being subject to that flag, and we trust it will not be allowed to drop here."

On September 30th in the Bankruptcy Court Messrs. Maitland, Bush, and Co. passed their last examination, and applied for their discharge, which was granted, and will be delivered on November 1st provided no appeal is made in the meantime. In the same Court on October 1st a dividend of 8 per cent. was declared in *re* S. Clifton. A meeting held the same day *re* K. R. Mackenzie was, in consequence of the absence of the creditors' assignee, adjourned to the 9th October.

An event in the ship-building annals of Shanghai has taken place in the launch of the steam gunboat *Augusta* from the Old Dock Yard. The vessel is 145 ft. long and 22 ft. in the beam, and is fitted to carry a heavy pivot gun forward and four broadside guns.

The Grand Canal, which has been gradually drying up since 1857, has now become utterly impassable, vessels drawing a few inches only being unable to find water to float them.

The great event of the fortnight has been the ceremony of opening and dedicating the new Masonic Hall, lately erected on the Bund, some account of which we extract from the *North China Herald*:—

This handsome building, which has been nearly two years in course of erection, has been built entirely out of funds subscribed by the lodges working in Shanghai under the English constitution; and, exclusively of the land on which it is erected, has cost nearly tls. 40,000. The design for the building was originally prepared by Mr. Clark, but being found too expensive to be carried into execution as first proposed, the original drawings and specification were handed over to Mr. Kidner, on Mr. Clark's approaching departure from Shanghai, with instructions to make the modifications necessary to reduce the cost of the building to the sum at the disposal of the committee. The works were commenced on the 1st of April, 1866.

The style of the architecture is Italian. The facade to the Bund is divided by attached columns into seven bays, having double columns at the angles. It consists of a rusticated basement supporting two lofty Ionic and Corinthian orders. The windows have projecting balconies and are very deeply recessed. Extra height is gained by introducing a very deep frieze in the entablature. The whole is surmounted by an open balustrade, the entire height being fifty-six feet. The front portion of the building contains three stories and the block at the back only two, the total height of which is equal to that of the three storied part.

The ground floor contains the kitchens, servants' rooms, and cellars. At the back is the public hall, measuring 80 feet by 40, and 30 feet high. The first floor contains a vestibule 17 feet square, two rooms facing the Bund, originally intended for reading rooms, each 23 feet by 21, and a library 30 feet 6 inches by 23 feet 6 inches; a wide corridor connects the library, servants' lobby, and vestibule with the grand staircase, which occupies a space on the south side 22 feet 6 inches square, open the full height of the two stories, having a coffered ceiling resting on an entablature supported by Corinthian pilasters. Light is obtained from the centre of the ceiling, which is slightly coved and glazed.

On the second story is the banqueting hall, 61 feet by 23 and 23 feet high, which is by far the handsomest room in the building; it faces the Bund, and occupies the entire width of the front. The ceiling is coved and richly worked with mouldings and pierced ornaments. There are two large fire-places in the end walls, and ample ventilation is provided by means of the open-work in the ceiling. The windows command an ex-

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cellent view of the river. Adjoining this room are the servant's staircase and lift.

The lodge occupies the whole of the back part of the building, and is, therefore, the same size as the public hall, 80 feet by 40. It has an open wood roof stained and varnished, with the spaces between the principal timbers plastered. At night the lodge will be lighted by eight gaseliers of five burners each, suspended from the roof. Six fire-places are provided with grates cleverly contrived with sliding doors to shut off the fire when it is necessary to darken the lodge. The dais is recessed seven feet beyond the end wall, and raised three steps above the general level. The walls are effectively panelled, and the floor is painted to an appropriate pattern. The organ gallery is constructed over the entrance lobbies, and is ascended by a small staircase from the body of the lodge. In connection with the lodge are the preparation-room, candidates' waiting-room, cloak-room, and tyler's room, all conveniently arranged. Gas is laid all over the building, and electric bells are fitted to the rooms and corridors.

The ceremony of dedication, at which all members of the craft in Shanghai had been invited to attend, took place yesterday afternoon. The meeting of the Grand Lodge had been fixed for 4 P.M., and shortly after that hour it was opened in due and ancient form by R. W. Bro. Murray, the District Grand Master of English Freemasonry in China, with the assistance of the following officers:—W. Bro. A. R. Tilby, D.D.G.M.; W. Bro. R. S. Gundry, S.G.W.; W. Bro. J. H. Gibbs, J.G.D.; Bro. R. J. Fearon, S.G.D.; Bro. J. A. Maitland, J.G.W.; Bro. C. E. Endicott, G. Secy.; W. Bro. G. H. Butcher, G. Chaplain; W. Bro. J. Nutt, G.D.C.; Bro. R. A. Houstoun, G.I.G.; Bro. G. Jeffrey, G. Tyler.

BANKRUPTCY COURT.—IN RE DENT AND CO.

Mr. Mitchell and Mr. Lawrence appeared for the bankrupts.

The Court wished to know if the other partners of the firm concurred in any proceedings that might be taken, which was answered in the affirmative.

Mr. White appeared for Captain Bell (late in the employ of Dent and Co.), who claimed an amount of Tls. 2.900 for wages due.

G. Bell.—I was formerly in Dent and Co.'s employ. I left their service on the 18th February, when their steamers were handed over to Russell and Co. The amount claimed is for wages up to June, 1867. I had been in the habit of drawing money from time to time. I was not aware that interest was allowed, till I saw it put in my account current. I never kept account of what I drew. On the 16th of July, I went to settle up, but was informed that I could get no money.

The Court said that, as Capt. Bell left the service without taking out the money due to him, the said money became a deposit and could not therefore be claimed as wages.

The amount, 2.948 taels therefore would be proved as a debt.

G. A. Lambert—I am a ship-builder, I have been receiving 8 per cent. on my account. I claim 1,897 taels.

This was admitted, with interest from 30th June to 9th July.

Alex. Johnston claimed 467.72 taels for various taxes due to the Municipal Council, which was allowed, subject to revision by the official assignee.

P. Johnson claimed 273 taels for passage money home and wages till he reached London, as per agreement made. This was admitted.

Mr. Mitchell claimed on behalf of the bankrupts, that they had passed their first examination, and applied for a second meeting in 60 days from that date.

An adjournment was then made till Monday, December 2nd, at 12 o'clock.

FOOCHOW.

A memorial drawn up by the residents at Foochow, on the revision of the treaty, has been forwarded to the British Minister at Peking. The following is an abstract of the chief suggestions embodied in it:—

Transit Duties on Goods to be Adjusted.

By far the most important grievance under the treaty of Tientsin has been the systematic breach of the 28th Article of the treaty, regarding the "Lekin" duties. This evasion we believe to have been practised at all the treaty ports; but in the province of Fuhkien the illegal exactions which have been added to the already too oppressive legal impost have far exceeded the demands made in other parts of the empire. And, severely as these exactions have been felt in Amoy, they have been even more oppressive in Foochow.

We would suggest the following alterations in the treaty; and we think that anything short of these suggestions will fail to grapple effectually with the crying evils that are involved in the present system.

1st. That the "Lekin" duty on all goods, whether native or foreign, should be equalised at all the ports, at the rate of half the import or export duty on such goods.

2nd. That, while the local authorities collect these duties themselves, there shall be an appeal to the Consul and the Commissioner of Customs, for any irregularity committed in such collection.

British Tariff of 1842 to be Revised.

The principle upon which the duties were calculated in the treaty of 1842 was, that they should approximate as nearly as possible to an *ad valor em* duty of 5 per cent. But while silk now pays a duty of about 2½ per cent., and even when prices were low never paid 5 per cent., tea is charged with a duty of two taels five mace; being about 10 per cent. on the average cost. We trust, therefore, that in the revision of the treaty the boon of a reduction in the duty, so clearly in keeping with the intention of the treaty, will be accorded to us.

Travel into the Interior with Passports.—The Yantsze River to be open to British Trade.

Hitherto the 9th article has been interpreted with great stringency. Indeed so much so, that practically the allowance to travel for purposes of business has been a dead letter. We would suggest that foreigners should now be permitted to travel for business purposes, and should have liberty to rent houses and ground in the interior (without which the former right would be useless), and that assistance should be accorded to them instead of impediments thrown in their way; while the British Consul would always have the power of withholding a passport, if he were not satisfied of the propriety of granting it, in the particular case. Article 10 does not affect Foochow, but we may suggest that steamers on the Yangtsze might now be permitted to carry passengers and goods, for all places on the river, as far as Hankow. We would most strongly deprecate the opening of one or two more treaty ports, with settlements and concessions, as entailing considerable expense on the Governments of both China and Great Britain, without any commensurate advantages; and would much prefer that matters should remain as they are for another period of ten years.

Coast Duties.

We think that coast duties, both native and foreign, between two Chinese ports should be abolished altogether; and as the Chinese Government are now in receipt of a large revenue, they may perhaps be induced to give way on this point, which is so clearly for the benefit of their country.

Working Mines by Foreigners.

In consideration of the great demand for coal for mercantile purposes, with the prospect of an equal, if not a greater number of steamers running upon the coast and rivers of this country, we are of opinion that every inducement ought to be held out to foreigners to bore for coal, or any other mineral, under the direct sanction of their nearest consular authorities.

The popular dread of the "Fung-Shui," which has hitherto interfered with such improvements, could we think be overcome, if the high authorities would exert their great influence in persuading the people of the futility of their objections. The saving between the English and Chinese systems of obtaining coal would, we are convinced, make all the difference to many steam companies of paying a good dividend and sinking money.

Making of Roads.

The claim of a foreign community upon the Chinese Government to construct roads for its pleasure and healthful recreation may by many persons be looked upon as a secondary consideration; but in the altered state of trade, and the prospects of a large number of foreigners spending years in the country, it becomes an important question whether the local authorities could not, at a trifling expense to themselves (but what would be a ruinous outlay to foreigners, owing to the "squeezes" of landowners) construct good roads for riding and driving across the island. We think the large income derived through the residence of foreign firms at this port does away with any excuse the Chinese may make as to want of means. If spread over two or three years, the cost would amount to but a small fraction of the Government's receipts.

FORMOSA.

Reports of an interesting nature again reach us from and respecting Formosa. Captain Horn has returned to Amoy, having recovered from its Chinese ransomers the body of poor Mrs. Hunt, as well as the various items of property belonging to the shipwrecked crew of the *Rover*, hitherto in the hands of the savages. He has also rendered another service to humanity by bringing away with him eight Bashee islanders who had been shipwrecked in the same neighbourhood as the unfortunate American vessel. Thus far then there is cause for satisfaction, as no uncertainties or doubts respecting the fate of any of the massacred crew remain to distress the minds of their friends, and with the recovery of Mrs. Hunt's body ceases any necessity for further inquiry. The importance, however, of inflicting upon the barbarous savages of south Formosa a punishment which shall both avenge the past and be a warning for the future has not been lost sight of by the American authorities, and though doubtful as to the adequacy of the force employed, we are glad to learn that such is the case. General Le Gendre, the U.S. Consul at Amoy, has, after some solicitation, obtained from the Taotai of Taiwan a force of some 450 or 500 Chinese soldiers, and a promise that more shall be immediately despatched to the south cape—say a total force of about a thousand Chinese braves. These are to form the nucleus of an avenging force, which is, it is said, to be supported by an American squadron, which will both afford a reinforcement, in the shape of "Naval Brigades," and cover the landing and any other operations within range of its guns. Mr. Pickering accompanies the American Consul as interpreter, the latter taking the command of the force—a post for which his military experience well qualifies him.

HONG KONG.

Dates from this report are to the 15th October. The outward mail of Aug. 26 was delivered on Oct. 7, with London telegrams to Sept. 19. The *Great Republic* arrived on the 5th Oct., with 600 Chinese passengers, but brought no late telegrams.

The principal topic of interest is the occurrence of the second disastrous typhoon, the bare announcement of which has already been reported by telegraph. In another column will be found a detailed account of it, extracted from the *Overland China Mail*.

The following items of general news are from the same paper:—The colonists are naturally becoming curious to know when the long expected memorial respecting the revision of the treaty will see the light. We are able to state that, owing to

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public attention having been much occupied by the new Stamp-tax, it has been found difficult to convene a meeting of the Chamber of Commerce prior to the departure of the mail. The rough draft of the memorial is, however, finished, and it will be submitted to the committee shortly. We trust that the necessary discussions will be finished in time to forward the document by the next mail leaving Hong Kong.

We hear that Mr. Bowra, now serving in the Imperial Maritime Customs at Canton, has been appointed acting Commissioner at Ningpo, for which post he will leave shortly. Mr. Tainter will take his place as Customs Interpreter at Canton, Mr. Brown, the Deputy Commissioner at Shanghai, being ordered to act for Mr. Commissioner Glover during the absence of that gentleman at Pêking, whither he proceeded a short time since.

On the 2nd October some hundreds of tons of earth fell from a hill in the Chinese quarter of the town, knocking down and burying several houses and human beings—Chinamen, thirty at least. Several were taken out from the debris dead. An inquest has been held upon their bodies, and a verdict inculpating the Surveyor-General returned; but being only Chinamen who suffered, not much excitement has been occasioned by the catastrophe.

The colony's supply of gas was cut off in a somewhat novel manner on the evening of the 29th Sept. by the break and burial of about 50 or 100 yards of the main pipe. Excavations from the Praya landwards have been going on for some time past on the Battery-road, about half-way between the West Point Nullah and the gas works; and so dangerously near had those excavations come to the main that on the evening named about 50 tons of the hill gave way, and with it a large portion of the main pipe. Fortunately, no one happened at the time to be under the hill, else loss of life might have to be added to the regrets which follow such an accident. The gas was turned off at the works so soon as the accident was discovered, and consequently the street lamps and consumers' metres on the lower roads were very soon exhausted, considerably darkening the town. The damage has been repaired, and the supply of gas is secured again.

The Stamp Act came into operation on the 10th of October. Only one complaint has been publicly made respecting it, and that arose from the banks demanding a stamp of three cents or one dollar—they did not know which—on cheques. Cheques are not included within the schedule of the Act.

An insurrection is reported to have broken out among the Li savages inhabiting the interior of the island of Hainan, which is likely to give some trouble to the Chinese authorities, as these wild mountaineers are a peculiarly fierce and indomitable race.

The *China Mail* asserts that the operation of the "Gambling Ordinance" has led to some totally unexpected results, by arousing a desire for gaming among the European inhabitants of the colony. The *Mail* says:—

"The gambling houses are, undoubtedly contributing to results other than the demoralisation of the natives. Many Europeans visit them, and although their visits are passed off as the effect of mere curiosity to ascertain how the establishments are conducted, there is reason to believe that a hankering after a little quiet excitement is at the bottom of the causes which lead those who have once satisfied their curiosity to repeat their visits. Although licensed by Government, these houses are considered disreputable by all the respectable Chinese of the colony; and the feeling that one is patronising an establishment which is tabooed to your horseboy by the compradore who secures him, is not calculated to increase one's own self-respect. At some of the houses foreigners are shown into a sort of upstairs balcony or verandah, and the sums they stake are lowered down into the 'pit' by an attendant Chinaman. A few nights since a foreigner won $1,800 at a single swoop to the great dismay of the bank keepers, who refused to continue play any longer. We could, however, record losses, which if not as large as the sum above-named are sufficient to prove that the losers have thrown themselves into gambling operations *con amore*. We would also remind military men of the danger to which soldiers are now exposed since these shops have been opened. A large proportion of the foreigners present invariably consists of men of the regiments stationed here, and to these the taste thus fostered must necessarily be more pernicious than to the educated classes whose resources in the way of amusement are so far more varied and extensive. In conclusion we would warn our readers of two things. Firstly, that they cannot here, as at Macao, frequent gaming tables without fear of recognition, as the police and others employed make it their business to note as far as possible the individuals who visit them; and secondly, that however little they may object to the mere act of gaming, the heads of houses, commanding officers, and others in authority, are not likely to view with favour a habit which lessens Europeans in native eyes, opens the door to suspicions hitherto unthought of, and which, even by those who have most strongly advocated licensed gambling, is admitted to be both disreputable and ruinous in its eventual results."

THE SECOND TYPHOON.

Following the late typhoon, there came another storm, which though not so fierce in its fury, was more destructive to property on shore. The gale commenced on the evening of September 30, and reached its utmost fury shortly after noon on the next day. The heaviest gusts blew about 4 P.M., although the major part of the damage to the Praya wall took place between 12 and 1 P.M. Of this large portions of the coping have been washed away between Messrs. Lapraik's pier and the P. and O. office, while much havoc has been committed further to the westward. Most of the Chinese sampans and cargo boats were safely moored on the Kowloon side, as was also the Canton steamer. The results of the gale have proved even more disastrous on shore than had been anticipated.

Nearly the whole of the sea wall from Messrs. Lapraik's wharf as far as the H.K.C. and M. steamboat pier had it copings washed away, and the roadway has suffered severely, it being in many places cut up. The verandah of Messrs. Cama's house formed quite an imposing mass of ruin on the road. The houses situated on the old site of the Union Church had their verandahs ripped off, and the flagstaff of the Spanish consulate was blown down. The City-hall and Messrs. Augustine Heard's house were "as usual" after a heavy fall of rain and gale of wind; the scaffolding having suffered even more than in the late typhoon. The neighbourhood of Pedder's-hill and Wyndham-street suffered severely, the roadway being filled with broken tiles and roofing, our own office having suffered amongst the rest.

At Sowkewan one or two houses were blown down, and a large number unroofed. Several Chinese were killed in the fall, but we cannot ascertain the precise number. At Wanchi one or two houses were blown down, but no loss of life is as yet reported. At the Albany part of the house occupied by Mr. Sangster has been blown down, and the house of Mr. Masson has had its roof blown off and chimney carried away; several of the neighbouring houses have suffered to a similar extent. Seymour-road, Castle-road, and Upper-road have felt the effects of the gale severely. At Captain Thomsett's the retaining wall has been blown down, and the top of the cook-houses has followed its example. Three Chinese were killed by the falling debris. Part of the Reformatory wall has given way, as was expected.

We understand that the whole or a part of Messrs. Cama's house will have to be pulled down, the front portion being considered unsafe. Two houses in Mosque-street have been partially destroyed by the gale, and one of the houses erected on the scene of the late fire at Queen's-road West, is so seriously shaken, that it is hourly expected to fall down.

So strong was the fury of the gale, that at 2 P.M. the police party at the Praya were compelled for safety to lie down on the pier, where they were engaged in efforts to save the boats, &c., driving before the wind and waves. Experienced sailors have declared that they have seldom seen a gale of such fury. In its effect, it fully equalled those of a typhoon. We may note that the seaward and eastern faces of the clock tower were actually blown in by the force of the wind.

At the Aberdeen Docks the old engine-house fell about 2 P.M.; the blacksmith's shop also suffered, the roof being blown off, and one end having come to the ground. The boiler shed, iron store, coal store, and dock store buildings were all unroofed. The new engine-house has fallen as well as the old one. The damage done is very extensive, but its amount cannot be ascertained until the *debris* is cleared away. The two large matsheds built on the side of the hill for the accommodation of the men of H.I.M.S. *Guerriere* (at present in the Hope Dock) are also blown down. The Hope and Lamont Docks are uninjured, although the seas in some cases broke to a height of twenty feet over the caissons. Two Chinese were seen to go down just under the stern of the Hong Kong and Whampoa Dock Co.'s chop *Celestial*.

The casualties amongst the shipping were less than might have been reasonably expected. To commence with the latter, the U.S. ship *Rattler* was driven high and dry on Stonecutters' Island, and strange to say seems, except in her very awkward position, to be but slightly damaged. She has lost anchors, cables, &c., as a matter of course, but made no water during the night, despite the rough usage she encountered. A barque stated to be the *Lancaster* was ashore in Kowloon bay, and the steamer *Achilles* and the Dutch barque *Tonia* were both injured by other vessels coming into collision with them. An immense number of sampans, cargo-boats, and native junks have come to grief. Bodies of Chinese were seen floating past the naval yard at an early hour next morning, but it is (as usual) impossible to arrive at any of the statistics of the loss of native life.

The *Royal Saxon*, which vessel was not in a condition to resist so heavy a gale, commenced to leak seriously, and a gang of convicts have been kept on board her all day pumping. At 10 A.M. on the 1st, Inspectors Payne and Shead proceeded to the Praya to see if any assistance could be rendered to boats in danger. The first object attempted to be saved was the dockyard boat, but it was speedily smashed to pieces. Their next attempt was more successful; a boat and five Chinese being saved. The wreck of Messrs. Morgan, Lambert's cargo-boat, filled with cotton, afforded proof that the Chinese thieves have an eye to business in all weathers. The bottom of the boat came out, and the cotton "went to sea" in a manner quite foreign to the intentions of its owner. Everything was done to save it which was possible, but the masts alone rewarded the efforts at salvage. While the boat was sinking a Chinaman was apprehended in the act of stealing the cotton, and his person was forthwith appropriated by the guardians of the peace. The crew of a boat were saved by them near Dent's wharf. In one case a Chinese had been washed within reach and one of the inspectors grappled him by the seat of his trowsers. But alas! his tailor, or wear and tear, had prevented these garments from being of sufficient strength to bear a man's weight; they parted, and the unfortunate native sank to rise no more, while the shred of cloth remained in the grasp of the man who had pluckily endeavoured to rescue him.

PHILIPPINES.

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MANILA.

From Manila we have advices to the 8th October, confirming the telegraphic news already received of a destructive typhoon, earthquakes, and inundations. The mail steamer *Malespina*

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had been missing for 21 days, and was given up as lost. A correspondent writes as follows :—

We are getting very anxious as to the fate of the mail steamer *Malespina*, as we have advices that she was to leave Hong Kong (with our London mail of 10th Aug.) on the 18th ultimo, and would be due here on the 22nd at least; but as we have had several typhoons outside lately, it is possible she may have encountered one. If so she would have a very poor chance of weathering it, as her bulwarks are enormously high and with little or no outlet for any seas which may break over her.

For some time previous to August 23rd the weather had worn a most threatening aspect, the barometers falling and every appearance of something brewing. We were not deceived, for on the afternoon of that day it came on to blow from N.W. in earnest, with a perfect deluge of rain, and this lasted with more or less severity, wind veering westerly, until the 26th, during which time no less than sixteen inches of rain had fallen. The consequence was that some parts of Manila and its entire neighbourhood for miles was visited by one of the heaviest inundations ever known, the water being over the main roads just outside the town three to four feet deep. This has caused great distress amongst the poorer class of Indians, who have lost their houses, &c., which at all times are most light and fragile, being built of nepa and bamboo, consequently could not not stand the action of the elements.

The ship *Sooloo* from Hong Kong arrived here on the 23rd ult., reporting that the English mail of 10th August had arrived, and was to leave on the 18th for this port per *Malespina*. The ship *Ashburton*, also arrived on the same day, reports having encountered no less than three typhoons on the passage over. British ship *Sardinia*, hence to Australia, sugar laden, has returned to port, having encountered a heavy typhoon outside; she is leaky, and is discharging. She reports having been in company with the *Fort Regent*, hence to London, also sugar laden, the latter making bad weather of it. The British brig *Water Lily*, Amoy to Saigon, has put in here totally dismasted and decks clean swept. On the morning of the 1st October Captain Showers, with part of the crew (eight) of the British ship *Stuart Wortley*, hence to New York with a full cargo of hemp (11,000 pls.), arrived in the ship's long boat. Captain Showers reports the total loss of his ship on North Danger Reef, China Sea—all hands (24) saved; the remainder (14) elected to stay on the island in charge of the chief officer until assistance arrived. The Spanish Government here promptly placed their man-of-war steamer *Vencedora* at the disposal of H.M.B. Consul Ricketts (he providing coal, some 80 tons); she was despatched hence on the 3rd Oct. at 4 P.M. to the scene of the disaster, taking Capt. Showers on board; we trust they may have a quick run down and succeed in rescuing the poor fellows, who, no doubt, will be on the look out. Some Chinese were found located on the island (turtle fishers) and will be able to supply the shipwrecked mariners with fish maws, &c., as they had a stock. A cour of inquiry will be held by H.B.M. Consul into the loss of this ship on return of the captain.

On the morning of the 4th October, we experienced two rather severe shocks of earthquake, one occurring at 3.30 and the other at 4 A.M., doing no damage, but merely shaking the houses and rattling doors and windows; it is not, however, by any means pleasant to be aroused out of one's sleep by such visits as these.

STRAITS SETTLEMENTS.

SINGAPORE.

From this port we have advices to Oct. 23rd. The outward mails of Sept. 10 and 17 were delivered on the 16th and 20th Oct. respectively, the latter conveying London telegrams to Oct. 5. The *Straits Times* has the following summary of news :—

The Legislative Council has been pretty busily occupied since the return of the Governor from Malacca, having sat on no fewer than four days in one week. The chief result of these labours has been the passing of the Excise Act,—a measure of no interest to home readers, but which closely affects our revenue. The Act will do away with many anomalies, and clearly defining the privileges of the farmers and the rights of the public, will no doubt increase the value of the farms. Two bills affecting the practice and composition of the local bar have been referred to committee, and a feeling prevails that both these, and one which may shortly be introduced for the re-constitution of the Supreme Court, should be postponed, there being no pressing call for their enactment, until the Council can have the benefit of the long legal experience on the local bench of the Chief Justice, who is now on leave of absence at home.

The intelligence that Colonel Macpherson, resident councillor of Singapore for many years under the government of India, had been confirmed in the appointment of Colonial Secretary, which was made public after the departure of last mail, has given very general satisfaction. On the 14th instant, Colonel Macpherson's experience was availed of, and he was despatched in the colonial steamer *Peiho* to the west coast of the peninsula on a mission to the Sultan of Salengore, with a view to institute measures that would prevent disturbances such as those which prevailed in the Klang district some six months ago, to the interruption of trade. The mission proved entirely successful, and it is not likely that the valuable tin trade of that district will be again disturbed for some time to come. An arrangement has also been come to with the Rajah of Quedah, who has conceded to the reasonable demands of the local government, and had his pension restored to him. By this arrangement, too, the limits of Province Wellesley have been materially extended.

The fourth Criminal Session of the year was opened at the Court House on the 16th instant, by Sir William Hackett. No very important cases were on the calendar: but one which charged the second officer of the steamer *John Bright*, with the robbery of jewels from that vessel to the value of 5,000 dols., commanded a considerable amount of interest. This robbery was committed about a year ago on a voyage from Bombay to Calcutta, and all hope of discovering the perpetrator had been abandoned; it is most creditable, therefore, to the acumen of the Singapore police force, that, unaided by any official notification of the crime, and guided only by the reports of it in the local newspapers, they should have fixed xpon the real culprit during his passage through this place, for the men pleaded guilty when arraigned yesterday.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANNESLEY—On the 27th Sept., at Nagasaki, the wife of Adolphus A. Annesley, Esq., of a son.

BARING—On the 15th Nov., at 11, Cavendish-square, Mrs. Thomas Charles Baring, of a daughter.

BROADBENT—On the 25th Nov., the wife of J. F. Broadbent, Birkdale, Southport (late of Shanghai), of a son.

BUSH—On the 1st Sept., at Newchwang, the wife of Henry Edward Bush, of a daughter.

COUTTS—On the 6th Oct., at Shanghai, the wife of J. C. Coutts, Esq., of a son.

D'EGA—On the 28th Sept., at Hong Kong, the wife of Mr. D. A. d'Ega, of a son.

HALL—On the 18th Nov., at 2, Hope Villa, Southsea, the wife of Lieut. W. H. Hall, R.N., of a daughter.

HOOPER—On the 19th Nov., at Manor Park, Lee, S.E., the wife of John R. Hooper, Esq., of a son.

INNOCENT—On the 27th Sept., at Shanghai, the wife of the Rev. J. Innocent, of a son.

LITTLE—On the 20th Nov., the wife of J. M. Little, Esq., of Bonnington House, Vanbrugh-fields, Blackheath, of a son, stillborn.

RISK—On the 21st Nov., at 8, Sussex-terrace, Plymouth, the wife of W. B. Risk, Esq., R.N., Secretary to the Commander-in-Chief, China Station, of a daughter.

SHEPPARD—On the 21st Nov., at Brackley Lodge, Walton-on-Thames, the wife of Samuel Gurney Sheppard, Esq., of a son.

SILVA—On the 29th Sept., at Macao, the wife of Joaquim Peres da Silva, Esq., of a daughter.

MARRIAGES.

BORLASE—EADY.—On the 12th Nov., at Madron, Cornwall, by the Rev. George Nugee, M.A., vicar of Wymering, Hants, George Borlase, Commander Royal Navy, second son of the late Samuel Borlase, of Pendren and Castle Horneck, Esq., to Marian, youngest daughter of the late William Eady, of Campsbourne, Hornsey, Esq.

BROOM—WHITE.—On the 21st Nov., at the Parish Church, Brighton, by the vicar, George Broom, Esq., of Gaunt House, Wargrave, Berks, to Evelyn Margaret, second daughter of James White, Esq., M.P.

DEATHS.

CHAPMAN—On the 14th Nov., at sea, Henry Young Chapman, Esq., Surgeon of the Peninsular and Oriental Company's steamer Poonah, youngest son of the late Sir John Chapman, J.P., of Windsor, Berkshire.

FREEMAN—On the 30th Oct., at San Francisco, California, Simeon B. Freeman, aged 63.

PEARCE—On the 15th Oct., at Kong Kong, James William, the infant son of James and Louisa Pearce, aged 23 days.

PRICHARD—On the 7th Nov., at Suez, on his way home, after a short illness, John Bayley Prichard, Esq., of the Peninsular and Oriental Company's Service, aged 22, fourth son of the late William Taylor Prichard, Esq., of Inverness-terrace.

RITCHIE—On the 30th Sept., at Shanghai, the wife of Mr. John Ritchie.

RITCHIE—On the 3rd Oct., at Shanghai, John Ritchie, aged 50 years.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: For all counts but 28-32s demand has ceased, and a fall of $1 to 2 has been established. For 28-32s full inquiry continues, and prices are maintained. Grey Shirtings are in less demand, and prices weak, although no business has been done below quotations. Stocks are moderate. Dyed Cottons are in the same position as plain. Black Velvets maintain their position at an advance of $0.50. Stocks are light. These goods may safely be sent regularly to this market; they have become a staple. Taffachelass shows slight symptoms of recovery; a trifling advance on last rates has taken place. As we observed some time ago, the Japanese buy our yarns to make similar goods themselves. Camlets, S.S., in fair assortment, are wanted as usual. For the favourite colours the demand continues, and Black has advanced to $18-18 50.

SHANGHAI.—Soft Goods: The market has continued very quiet: very little doing in any description of goods except Grey Shirtings, in which a fair amount of business has been transacted during the fortnight at rates much on a par with those current last mail. At one time 8.4 lbs. Eagle Chop touched taels 2.67 per piece, but this figure was not maintained, and the closing quotations of 2.55 to 2.60 for ordinary to best makes may be taken as fairly representing the market; 7lbs. are still in small supply, and asked for at last rates. T-Cloths: Arrivals have been ample, and prices of fine cloth have a downward tendency; ordinary cloth is still worth taels 2 to 2.05 per piece. White Shirtings: Sales very small at last quotations. Fancy Goods: Have not improved in demand or value, and the usual inquiry for the northern markets has not yet set in. Woollens: Small sales are reported of Camlets and Long Ells, but the rates paid continue to be far from remunerative. Metals: Iron Nail Rod: The market is without change. The vessels arrived having added but little to stocks quotations realisable. Coals: The market generally is less active, and prices for most kinds rather depressed.

HANKOW.—Since our last report extreme dulness has characterised the trade of this port, and in almost every article lower prices have been es-

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tablished without leading to the demand usually current at the season. Money is very scarce among the natives, and the position of many of the banks and shopmen is considered precarious; in addition to which, advices from the inland marts are very unsatisfactory, due in a great measure to the failure of the crops through the long-continued drought.

CANTON.—The market has been very quiet, the only thing noticeable being a fall of about a dollar and a half in the price of Cotton. There is no Quicksilver in stock, and an advance on quotations would readily be given for it.

HONG KONG.—Last mail's report on Grey Goods, and Manufactures generally, must be confirmed and repeated by this. Holders have continued desirous to effect sales both of goods on the spot and "to arrive," and have submitted to a further decline in rates, which is more marked this mail than it was last, and amounts to $5 all round in Yarn, 5 to 10 cents. in 8.4 lb. Grey Shirtings (the heavier qualities remaining firm), and about 10 cents. in T-Cloths. The dealers have shown little or no desire to enter the market, and business has been stimulated more by the anxiety of holders to reduce stocks than from any "healthy" demand. White Shirtings remain as before, and nothing new to notice in Fancy Cottons save a sale of 1,000. pieces Turkey Red Shirtings at $3.40, which raises quotations slightly. Raw Cotton: Large shipments continue daily to arrive, and stocks are rapidly accumulating. Only a moderate demand is now found for the staple, and a further decline in rates of $1 to $1½ per picul has been established. No sales of China Cotton are reported. Woollens: Although there is generally a brisk market for woollen goods at this time of the year, there is as yet no appearance thereof. Dealers hold back, and, as is the case with Cotton Goods, to effect sales a reduction in price must be submitted to. Metals: Considerable settlements of iron of all sorts have taken place, but without weakening the market. Lead is now firmly held, as stocks are supposed to be reduced very low, and inconsiderable shipments on the way. No sales are reported at Hong Kong, but 800 piculs have been placed in Canton. Quicksilver is also in demand in that city. Coals remain very dull, and quotations nominal, no sales ex ship being reported. The only arrivals have been to consumers.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—We have to report a business a little in excess of last mail's, and prices, which looked weaker have recovered and close firm as at that date. Arrivals were of course checked to some extent by the bad weather, but less than was expected, and supplies are nowe oming forward freely. They consist almost entirely of Medium, Good Medium, and Fine descriptions. The stock at present is about 6,000 piculs—purchases have been nearly 4,000. The Conrad left for London on the 28th ult., were 294,506 lbs. Quotatations laid down in London are:—Finest on offer, 1s. 6½d. to 1s. 6¾d.; Fine, 1s. 5½d. to 1s. 6½d.; Good Medium, 1s. 3½d. to 1s. 5d.; Medium, 1s. 2½d. to 1s. 3½d.; Good Common (nominal), 1s. 2d. to 1s. 2½d.

SHANGHAI.—Black Teas: A very small business has been done in Congous during the fortnight, the reported telegrams being somewhat contradictory, and written advices not in any way confirming the desirability of operating. Prices for the teas bought, however, have been fully up to last mails. Settlements have been as follows:—Exchange 6s. 3d. and freights £3 per ton.; 3,400 chests common to fair Hohow and Oonam, at 11½d. to 1s. 1d.; 3,700 chests fair to medium Ningchow and Oopack, at 1s. 1d. to 1s. 3½d.; reshipments, 700 chests; stock, 30,000 chests. Green Teas: A very large business has been done, American buyers, anxious to have something in the first ships, having at length entered the market. Prices were at first the same as last mail, and one or two settlements were made on very favourable terms, but later there was established an advance of fully one tael on good and fine kinds. The demand has been chiefly for the latter; most of the best chops have been now cleared from the market, but fresh arrivals of fine Teenkais are expected. Seng Seng Mow Kee is among the settlements at 39 taels, but it is inferior to last year's, both in quality and proportion. The Moyune teas, which are coming down fast, seem much inferior to last season's quality. Shipments to England continue. The fortnight's settlements comprise:—11,400 half-chests Moyune fair to finest, 1s. 11½d. to 2s. 4½d.; 2,500 do. Fychow fair to good, 1s. 7½d. to 2s. 0½d.; 22,800 do. Teenkai good to finest, 2s. 0½d. to 2s. 3d.; 6,000 do. Pingsuey common to fair, 1s. 9½d. to 2s. 0½d.

HANKOW.—The latest date is 3rd October. The market had been quiet, but the stock being moderate in extent and unencumbered, the teamen had been able to hold for former prices, and for some parcels of the common grades had obtained an advance of nearly one tael per picul. Settlements, consisting chiefly of fair Oopack kinds, at 14 to 15.2.5 taels per picul, amounted to 8,400 chests, contracts and native shipments making nearly 6,000 chests more. Quotations are—Oopack, common to fair, 1s. 0¾d. to 1s. 3d. per lb.; Oonams, common to fair Oonfa, 1s. 1½d. per lb.; Oonams, common, 1s. to 1s. 0½d. per lb.

FOOCHOW.—Congou: The continued gloomy advices from home do not seem to have the slightest effect upon this market, and we have to report a large business for the fortnight at firmer prices. Teas are coming down freely, but the falling off in arrival is still some 35,000 chests as compared with same date last year. Souchong: In some demand for the Continent, at rates on a par with those previously ruling. Pekoe: Only one small chop taken for India. Oolong: The chief feature of the fortnight has been the opening of the market for New York on the 2nd October at taels 24 to 29. Buying has since become general and settlements amount to 73,000 half-chests. Prices are nominally 5 taels lower than last year, but taking into consideration the inferiority of the crop, we make them actually only taels 2 to 3 cheaper. Quotations are, fair to good cargo taels 19 and 20 to 23. Superior taels 20. Fine to extra fine taels 30 to 43. Extra finest taels 45.

KIUKIANG.—Black Teas: Nearly 7,000 packages had arrived during the fortnight, but no settlements had taken place, and all but 900 packages had been shipped to Shanghai. Green Teas: Arrivals had continued to a very considerable extent, but many of the teas merely passed through the port, not being offered for sale or even shown. In all, 10 chops had found buyers, medium to fine Moyunes at from 27 to 33 tls. per picul; holders being at the close very firm for fine to finest teas, but ready to accept a decline in medium kinds.

CANTON.—A steady business has been transacted at the reduced rates noticed in our last; buyers have bought leisurely and thus prices given have ruled very regularly. Country Congous: Two more chops have arrived, one of which is packed in half chests; one chop. or part of a chop, has found a buyer at 20 taels; little or no demand exists; stock is 5 chops or 3,040 packages, of which two chops are packed in half chests. Country Greens: There is nothing new to remark about these kinds; old stock remaining as last advised, 800 packages. Canton-made Teas: The decline noticed in our last has continued, and a moderate business has resulted. Stocks of both kinds of Scented Teas are small, about 10,000 boxes of each sort, and although freights are higher, tael prices compare favourably with those ruling at same date last year, while Canton statistics do not present an unhealthy appearance. Quotations:—Country Congous, tls. 20; Scented Orange Pekoes, tls. 17½ to 34; Scented Capers, tls. 12½ to 29; Gunpowder, tls. 20 to 24; Imperial, tls. 21.

SILK.

YOKOHAMA.—We were able to report a slight indication of weakness in this market at the close of last mail's business. A few foreigners having, however, been steadily buying, and arrivals having been to some extent checked by the rains, there is no further tendency downwards. We make no change whatever in quotations. As before, the bulk of the business has been done in Best and Good Medium hank sorts, Oshus and Koshus. The first Achezan silk has appeared, and a few bales of superlative quality have been bought for America at the high price of $737 50. A slight advance is demanded for what remains. Total settlements we estimate at 450 piculs, and the unsold stock at 825. The weather having changed for the better, with every prospect of continuing fair, we anticipate free arrivals. The reports of a larger crop than last year's are confirmed.

SHANGHAI.—Early in the mail but little business was transacted, with the exception of about 150 to 200 bales, supposed to have been bought for the Bombay market, foreigners steadily holding off for a material concession in rates, which the natives were unwilling to submit to. Subsequently, however, observing the determination on the part of intending purchasers not to operate unless prices were much lower, the Chinese reduced their quotations, and in consequence a fair business has resulted, the settlements being estimated at 1,500 bales. Prices paid show a reduction of,—10 to 20 taels for chop tsatlees; 20 to 30 taels for market and common tsatlees; 10 to 20 taels for Karshing taysaams; 10 to 15 taels for Hainings and Yuenfas, and the market closes weak. The advance in prices paid last mail for good silks has induced large arrivals, and consequently the unsold stock has increased to 5,000 bales.

CANTON.—This market continues very firm. The more discouraging home advices appear the firmer silkmen seem to be, while on account of the season getting so far advanced (most of the fifth crop being now at market), with only a small sixth crop to look forward to, the various district markets seem actuated by the same strong desire to hold back for still more absurd rates. Hence the very limited business that has been transacted during the fortnight. Stocks, however, are decidedly heavy (with the exception of Loong-kongs), and it remains yet to be seen how far native holders will give way to meet intending purchasers' ideas.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to Sept. 30, 1867	294506	36339249	29211699		7474284	73309738	94091
Corresponding period last season.....		34730760	29227878		8641023	72599661	16908

SHIPMENTS SINCE.

	Ship.	From		
Sept. 7 ...	Amazone	... Foochow	... 377,600*	
— 22 ...	Conrad	... Yokohama	... 294,506*	
— 25 ...	Achilles (str.)	... Shanghai	... 838,385*	
— 26 ...	Georges	... do.	... 630,838*	
— 27 ...	Prudhoe	... Foochow	... 767,900*	
— 27 ...	Delhi (ml. str.)	... Shanghai, &c.	... —	1,220*
Oct. 3 ...	Achilles (str.)	... Hong Kong	... 76,804	
— 3 ...	Canadian	... Foochow	... 962,900	
— 4 ...	Albuera	... Shanghai	...1,037,917	
— 5 ...	Ettie	... Foochow	... 803,700	
— 5 ...	Naomi	... do.	... 937,800	
— 5 ...	Allendale	... Shanghai	... 591,901	
— 15 ...	Sunda (ml. str.)	... do., &c.	... —	2,843

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1867	...	...	...	...	...	1291186	278½
Corresponding period last season.....	...	...	...	...	...	4367372	138½

SHIPMENTS SINCE.—None.

TO THE CONTINENT

							Bales
From June 1 to Sept. 30, 1867	...	...	...	...	...	260300	—
Corresponding period last season.....	...	...	...	...	...	967500	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to Sept. 30, 1867 ... ... 6,689,580 lbs.
Corresponding period last year 6,494,718

SHIPMENTS SINCE.

	Ship.	From.	
Oct. 8 ...	Greyhound	... Foochow	... 244,295

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EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 4¼d.	4s. 5¼d.	4s. 5¼d.	4s. 6¼d.
Shanghai	6s. 1¼d.	—	6s 1¼d to 6s 2¼d	—
Canton, Hong Kong, Macao	4s. 4¼d.	4s. 4¾d.	4s 5d to 4s 5¼d	4s 5¼d to 4s 5¾d
Singapore	4s. 4¼d. to ⅜	—	4s. 5¼d. to ⅜	4s. 5d.
Manila	—	4s. 3d.	—	4s. 4d.

At Shanghai, bills on India, Rs. 303 to 304 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, taels 111; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 72.3.7.5 per 100; and exchange on Hong Kong, 28¼ discount. Ichibous at Yokohama, 322 to 323. Hong Kong and Shanghai Bank shares, new, 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 8 to 14 per cent., prem.; Union Dock Company, 35 per cent. dis.; China Traders' Insurance, $250 per share premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 27, Fontenaye, Swanley.

At SHANGHAI.—From London, Sept. 30, Cora Linn; Oct. 2, Tamerlane; from Cardiff, Sept. 30, John C. Munro, Island Queen: Oct. 2, Ensign; from London, previous to Nov. 5, Dilpussund (reported by telegram).

At HONG KONG.—From Plymouth (via Cape, &c.), Oct. 3, H.M.S. Rodney; from Cardiff, 10, Bourse d'Anvers: from Hamburg, 12, Merida, from New York, Sept. 21, Golden State; Oct. 10, Game Cock.

At MANILA.—None.

At SINGAPORE.—From London, Oct. 21, Osaca; 22, Florence Nightingale; from Liverpool, 4, Coila; from Swansea, Allegonda Jacoba; from Cardiff, Rotterdam; 10, Willem Kroon Prins der Nederlanden, Luctor et Emergo; 11, Aria and Betsy; 11, Joachim; from Shields, 9, Whampoa, Pauline; from Rotterdam, Julia; from New York, 8, New York (st.).

At PENANG.—From Hamburg, Oct. 5, Emma.

DEPARTURES.

From YOKOHAMA.—For London, Sept. 22. Conrad.

From SHANGHAI.—For London, Oct. 4, Albuera; 5, Allendale.

From FOOCHOW.—For London, Oct. 3, Canadian; 5, Naomi, Ettie.

From HONG KONG and CANTON.—For London, Oct. 3, Achilles. (steamer); for Liverpool 10, Veronica; for Havana, Oct. 3, Clarie; 5, Samatave; for New York, 9, Ethel.

FROM MANILA.—For Havre, Sept. 30, Ille and Vilaine; for New York, Oct. 4, Norval.

FROM SINGAPORE.—For London, 12th Oct., Achilles (st.),; 14, Sebastian Cabot, for Channel for orders; 12, Carl Wilhelm, for Bordeaux; 7, Java; 17, Imperatrice Eugenie, for New York; 3, Kalahome; 10, U.S.St. Wachusett, U.S.St. Wyoming, Benvoirlich (*via* Padang).

FROM PENANG.—For London, Oct. 15, Achilles (St.).

VESSELS LOADING.

At YOKOHAMA.—For United States, Pauline, Caractacus.

At SHANGHAI.—For London, Douglas Castle, Weymouth, Elmstone Dartmouth, Ethiopian, John Lidgett, Zodiac; for New York, Amicus, Onsuri, Resolute, Burnside, Caller Ou, Fairleader, Silome, Wild Gazelle, Madura.

At FOOCHOW.—For London, Cleveland, Belle, Laurel, Finzel.

At AMOY.—For New York, Stanley expected, N. B. Palmer, Golden State, Joachim, Christian.

At HONG KONG and CANTON.—For London, Kelso, Chetah, Corea; for New York, Magnet.

At MANILA.—For London, Fortuna; for Cork, Doriga, Ercilla; for Hamburg, Voladora; for Cadiz, Concepcion; for Boston, Herald, Sooloo; for New York, Asa Eldridge, Ashburton.

At SINGAPORE.—For London, Unrivalled, Flora, Napoleon; for Liverpool, Eastern Chief, Panic; for Bordeaux, St. Vincent de Paul; for Boston, Bessie Stanton.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: cotton and tea, £3 to £3 10s. per ton; silk, £4 to £4 10s. of 50 cubic feet. To San Francisco, per steamer, $45 per sailing vessel £3 5s. to £3 10s. per ton of 40 cubic feet.

At SHANGHAI.—The rate to London remains at £3, but vessels are filling up slowly. Several charters have taken place for New York at £3 per ton of 40 cubic feet. To the Northern ports there exists a better inquiry.

At FOOCHOW.—To London: £3 10s. to £4.

At HONG KONG and CANTON, for London direct there is no business to report. The Chetah and Corea are expected to take the berth at Whampoa at £2 15s. per ton.

From the Philippine Islands (Zebu) to United Kingdom, the Noranside and the Craigie-lea found employment at about £3 10s., and for medium-sized vessels similar charter are still offering.

For New York via Amoy and Foochow three charters have been effected at £3 and £3 2s. 6d. respectively, and the Adelia Carlton and the Lizzie have taken the berth at Whampoa for the same port at £2 15s. per ton of 40 feet.

For coasting purposes there is but little inquiry. There are, according to the circular of George Holmes, 24 disengaged vessels in harbour (exclusive of Siamese), representing 16,124 tons.

MANILA.—The only settlement is the Spanish barque Doriga, 554 ton dry sugar, to Cork for orders, at £3 10s. if to discharge at Liverpool, Bristol, or Glasgow, and £3 12s. 6d. if discharged in London.

AT SINGAPORE the Unrivalled and the Flora are on the berth for London, and the Panic for Liverpool at £3 per ton for dead weight and light freight; the steamer Achilles from Hong Kong to London found some cargo at £3 15s. for tin, and £5 for light freight. The following charters have been made:—Bessie Stanton (Brit.) 356 tons, to load for Boston for £1,650 in full, 25 lay days; screw steamer Far East (Brit.), 1,062 tons, to load at Penang and Singapore to Hong Kong for $13,200 15 lay days.

CASUALTIES.

The Philomela, Yokohama to Foochow, has been lost on the Formosa coast (reported by telegram).

The schooner Restless, Foochow to Sydney, was picked up about 60 miles to the southward of Swatow dismasted, and towed into Hong Kong by the steamer Cadiz.

Maggie Leslie, from Foochow, reported lost in Gaspar Straits, has arrived at Batavia, towed in by the Fusiyama, from Shanghai to London.

HONG KONG.

The British ship Polmaise reports having left Shanghai on the 14th Sept., bound to London, and that on the 22nd, when off S. end of Formosa, encountered a heavy typhoon, in which she lost boats, sails bulwarks, and sustained other damage; put into Hong Kong for repairs and to overhaul the cargo to see if it is damaged.

The steamer Achilles, from Shanghai, reports that after clearing the mouth of the Yang-tsze on the 25th of Sept., she fell in with a heavy typhoon from the N.E. with a terrific sea, the vessel steaming dead slow all the time. On the 29th, at 4.30 P.M., when about thirty-five miles off Hong Kong, fell in with the British ship Eastward Ho, on fire and partially dismasted. Took her in tow and brought her into port.

The British ship Eastward Ho! reports having left Sydney Aug. 1, bound for Shanghai. Experienced a favourable time until the 10th Sept. in lat. 30 deg. N., lon. 140 deg. E., when fire was observed issuing from the forehatch. The force-pump was immediately set to work, all ventilation stopped, holes cut in the deck and water poured down, and every effort made to subdue the fire, but without effect. It gradually increased. Kept before the wind to confine the conflagration to the fore part of the vessel. From that time until the 23rd experienced moderate east-north-easterly winds and fine weather, when the south end of Formosa was sighted. Next day the breeze increased, with heavy squalls, and the sea began to rise. Hove the ship to at three P.M., and at five noticed the foremast settling down through the deck and the rigging slackening up, the mast surging about from side to side. It still continued to settle down, and preparations were made to cut it away. At 6 P.M. cut the rigging, and the mast went over the side, having been completely burnt through below the deck, carrying with it the main and mizzen top gallant masts and main topmast head; the main stays being all adrift by the fall of the foremast, and the ship rolling heavily, the main-topmast soon followed, taking the mainmast head. The fire increasing all this time and all hands continually employed in trying to keep it under, but it became so hot as to burn through the port side of the vessel just above the water's edge. On the 27th managed to rig a jury-foremast so as to get the vessel under command, and having a fine E.N.E. breeze, sighted Hong Kong on the 28th of September, and arrived at 4 A.M. next morning in tow of the ocean steamer Achilles.

The French schooner Mouette, Captain Catherineau, arrived in Amoy October 4, reports that on September 22, in lat. 19.50 N., lon. from Paris 117.18 E., she spoke the American barque Penang, of Bath, apparently deeply laden, with boats, masts, and part of bulwarks carried away. She was from Ningpo bound to Hong Kong. Captain Catherineau offered assistance, but was told that none was required, as jurymasts could be rigged, and the vessel by that means be enabled to reach Hong Kong. The Mouette experienced a severe typhoon on the 21st of September, in lat. 19 N., lon. from Paris 117.40 E.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Sept. 24	Queen of the Age	Fowchowfoo	London
— 25	Jane Avery	Newcastle	Hong Kong
— —	Samuel	Cardiff	Foochow
— 26	Chillingham	Newcastle	London
— —	Louise	Reunion	Saigon
— 27	Baron Kellner	Macao	Falmouth
— —	Chanticleer	Do.	London
— —	Niagara	Saigon	Bourbon
— —	Sovereign of India	Hong Kong	London
— —	Marie Lucie	Macao	Hamburg
— —	Galatea	Manila	New York
— —	Jason	Batavia	Rotterdam
— —	Art Union	London	Hong Kong
— —	Cavanagh	Foochowfoo	London
— —	Ortelius	Amsterdam	Batavia
— —	Bella Donna	Swansea	Shanghai
— —	Kosmopoliet I.	Rotterdam	Batavia
— 29	Marie	Padang	Do.
Oct. 1	Grasmere	Foochowfoo	London
— —	Gica	Havana	Macao
— —	St. Gramaine	Saigon	Bourbon
— —	Mathilda Atheling	Singapore	London
— —	Hokuloa	Hamburg	Hong Kong
— 2	Overmann	Do.	Do.
— —	Isabella	Newport	Singapore
— —	Dionysia Catharina	Batavia	Amsterdam
— 3	St. Eugenie	Mauritius	Nagasaki
— —	Jeanie	Hong Kong	New York
— 4	Jubilee	Shanghai	London
— 5	Pak Wan	Foochow	Do.
— —	Daniel Rankin	Madras	Batavia
— —	Drie Gezusters	Amsterdam	Do.
— —	Soerabaya Packet	Soer. v. Bat.	Holland

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COMMERCIAL POSTSCRIPT.

The Stock Exchange Committee have granted the Hong Kong and Shanghai Banking Corporation a quotation for both their old and new shares on the official list.

The limited amount of bar silver brought by the West India packet has been disposed of at 60½d. per ounce, showing a fractional advance on the previous rate.

The loss of the steamer *Thunder*, from Hong Kong to Calcutta, is now considered as certain.

ARRIVALS NOT IN THE TABLES.—Nov. 24, at Liverpool, from Singapore, Twilight; 21, off Falmouth, from Rangoon, Dovercourt; 9, at New York, from Manila, Wild Rover; 12, off the Eddystone, from Colombo, Ravensbourne; 25, at Falmouth, from Akyab, Ravensbourne; 25, at Scilly, from Batavia, Copernicus; 26, from Ceylon, Cape City.

DEPARTURES.—Nov. 23, from Penarth Dock, for Galle, Solid; 24, from Sunderland, for Singapore, Queen's Own.

LAID ON.—At Liverpool, for Singapore, Twilight and Moss-trooper.

FREIGHTS AND CHARTERS.—The Admiralty have invited tenders for the conveyance of 14 tons naval masts and spars, 35 tons naval timber, 97 tons weight, and 95 tons measurement naval common, 16 tons naval bricks, 3 tons naval iron cables, and 60 tons naval cordage from the Thames to Hong Kong.

SPOKEN.—Abenanillo (?), Singapore to Liverpool, 80 days out, Sept. 29, 20 S., 8 W.; Cairo (?) (barq.), Colombo to London, Nov. 12, 49 N., 12 W.; Cornelia, Batavia to Amsterdam, Oct. 13, 5 N., 18 W.; Almelo, Amsterdam to Samarang, Oct. 8, 11 N., 27 W.; Barien, Amsterdam to Batavia, Oct. 8, 11 N., 27 W.; Lennox Castle, Shanghai to London, Aug. 19, lat. —, lon. 108 E.

LEGAL.

—o—

BANKRUPTCY COURT.

IN RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN.—This was a motion for an order to dissolve an injunction granted in the vacation by Vice-Chancellor Sir R. Malins, to restrain the issuing of certain executions for costs. The facts were shortly these. The official liquidator of the company had sued several of its debtors at law, and had failed in the actions. Judgments had therefore been entered up in favour of the defendant-at-law, and executions issued for the costs. The company was being wound up voluntarily, under the supervision of the Court; and the right to have the injunction dissolved depended on the construction of the Companies' Act, 1862, sects. 87 and 163, relating to the issuing of processes against a company, after the commencement of proceedings to wind it up. Mr. Dickenson, Q.C., and Mr. Eddis supported the motion; Mr. Greene, Q.C., and Mr. J. N. Higgins supposed it. The Vice-Chancellor dissolved the injunction, with costs.

ADMIRALTY COURT.

THE "NINA." — In this case the *Nina*, a Portuguese ship, was arrested at Cardiff at the suit of Charles La Blache, for wages and disbursements, and the Court was moved to order a release of the vessel with costs and damages against the plaintiff. The plaintiff's case was that he was at Havannah in March this year, and was engaged to navigate the *Nina* from that port to Glasgow, thence to Hong Kong and Macao, and from Macao back to Havannah with a cargo of coolies. That his wages were to be £18 per month, and an allowance of 10s. for every coolie landed at Havannah. That, in consequence of being a British subject, he could not by the commercial law of Portugal command the ship; therefore it was arranged between him and the nominal captain, F. D. P. Almeida, the plaintiff, should sign articles as "piloto" or mate; but that he, in reality, was to command the ship, and that he had the entire control of her during the voyage from Havannah to Greenock. At Greenock disputes arose between Almeida and the plaintiff, who left the ship and sent in a claim for the sum of £324 for wages, and £285 bonus upon the 570 coolies, it was proposed to take from Macao to Havannah. This claim being disputed, the vessel was arrested by process issued in Scotland, but the vessel was afterwards released with costs against the plaintiff, who, when the vessel arrived at Cardiff, again arrested her upon a warrant from this Court. The defendant denied that the plaintiff was engaged to navigate the ship, or that he ever acted in any other capacity than as second mate, and put in evidence a copy of the "matricule" or "roll," which had been duly executed by the plaintiff and others, in the presence of the Portuguese Consul at Havannah, before the commencement of the voyage, by which the plaintiff bound himself to submit to the provisions of the Portuguese Commercial Code, by the 1,489th article of which he bound himself not to commence proceedings against the *Nina* or her master (before the termination of the voyage), and in case of any dispute between him and the master it must be settled by the nearest Portuguese Consul who should have exclusive jurisdiction to try and determine any dispute according to the laws of Portugal. The plaintiff left the ship at Greenock of his own accord, and had not made any attempt to have the question in dispute settled by the arbitration of any Portuguese Consul.—Mr. V. Lushington, for the plaintiff, contended that the Court had jurisdiction in this suit, and that the 10th section of the Admiralty Court Act, 1861, took away the discretionary power which the Court had before the passing of the Act, and gave absolute jurisdiction. Sir R. J. Phillimore: I am of opinion that it is still competent for the Court to exercise now the same discretion with reference to suits for wages by foreign seamen that it did before the passing of the Admiralty Court Act, 1861. It is expedient, upon considerations of national comity, that the Court should not as a universal rule interfere so as to disregard the law of foreign countries in disputes between foreign seamen. The Court does not hold that it will not interfere in such cases, but it will exercise a discretion according to the circumstances of each case. In the present instance this is a suit against a Portuguese ship by a foreigner, who has undertaken to be bound by the decision of the Portuguese Consul, who is willing to adjudicate upon the matter. I therefore decree a release of the ship, and, under all the circumstances, and especially as the plaintiff has previously arrested the vessel in another court for the same object, I accompany the decree with costs and damages.

PARLIAMENT.

—o—

THE MAIL CONTRACT.

In the House of Lords, Lord STANLEY of ALDERLEY asked a question with reference to the contracts between the Post-office and the Peninsular and Oriental Steam Company. He feared the Government had not given sufficient time to allow tenders to be sent in, and objected to the twelve years' duration of the contract as too long, and to the absence of preparations for conducting the service by Brindisi.—The Duke of MONTROSE said that no objection to the short time allowed for tenders had been made by any companies likely to perform the service. He gave an account of the negotiations of the Government with the Peninsular and Oriental Company. They offered to undertake the service for twelve years for £400,000, instead of the £500,000 per annum, which they required if the contract was to last only six years. The company had opened their books to inspection, and showed that they could not continue the service at the old rate. Lord Stanley of Alderley had said that by the Brindisi route a saving of thirty-six hours would be effected; but the railway was a single line, which could not be worked with punctuality, and by the arrangement now proposed, that vessels should not call at Malta, but go direct *via* Messina, a saving of twenty-four hours would be effected. Besides, there was a clause in the contract that if the Government thought it desirable before the expiry of the twelve years to change the Marseilles for the Brindisi route, the matter should be referred to arbitration.

In the House of Commons, Sir H. RAWLINSON asked the Secretary to the Treasury whether, in the event of the new proposed contract with the Peninsular and Oriental Company for the mail service in the East being approved of by the Legislature, it was the intention of Her Majesty's Government to increase the rates of postage on overland letters between England and India.—Mr. HUNT said the same question was put to him last session, and he then intimated that it was the intention of the Government, when the new service commenced, to increase the rate of postage to 1s. 3d. per half-ounce, and that intention still continued.

*** We have authority to state that it is not intended to disturb the present rates of postage on correspondence for China.

THE NEW MAIL SERVICE.—The *Malta Times* protests against the new plan, by which the Marseilles steamers proceed direct to Alexandria without touching at that island. "After all," says the *Malta Times*, "this is a mail for the benefit of British colonies, for which a heavy subsidy is being paid, and we can hardly suppose that a hypothetical saving of five or even double that number of hours in the several weeks required for the transmission of mails to and from India is a justifiable reason to put aside such an important British possession and naval and military station as Malta, especially when the most pressing political, commercial, and social wants concerning India can be made known by the rapid means of communication afforded by the telegraph. We are glad to hear the matter has been taken up by the Chamber of Commerce; but it must not be lost sight of that this is a question not only affecting local interests but imperial interests also, and should be maturely considered before it is definitely settled."

POSTAGE ON LETTERS FOR OFFICERS OF THE ARMY SERVING IN THE COLONIES.—On the 1st January next, and thenceforward, prepaid letters, posted in the United Kingdom, addressed to officers of the army serving in a British colony, and conveyed direct, without passing through a foreign country, will be chargeable with a postage of sixpence only per half ounce, although the postage of ordinary letters sent to such colony may be higher than sixpence. When the letters pass through a foreign country they will be liable, in addition to the British rate of 6d., to the same transit rate as other letters. Thus, officers' letters addressed to Penang, Singapore, Hong-Kong, Labuan, the Cape of Good Hope, or Natal, when sent *via* Marseilles, will be chargeable with a total rate of 10d. per ½ oz. Officers' letters addressed to British Columbia, Vancouver's Island, or Honduras, being sent through the United States, will be chargeable with a total rate of 8d. per ½ oz.; and officers' letters for Bermuda will be liable to the same rate of 8d. per ½ oz. when sent *via* New York. The superscription of each letter must specify the rank and regiment, corps, or detachment in which the officer to whom the letter is addressed is serving, or the department to which he belongs.

CHINA GRASS.—Those who have been looking forward to the time when this article would rank amongst the staples exported from China will be disappointed to learn that the demand for it has nearly ceased. So long as high prices were maintained for cotton, wool, and silk, it was taken for mixing with these fibres, and prices reached £85 to £90 per ton for best white, and £70 to £75 per ton for best green, which we believe to be about its cost laid down in England; but since the fall in the value of the above-named fibres our manufacturers do not appear to have found any fabric in which they can satisfactorily introduce it. Although the stocks are now very low, as probably in Liverpool and London not more than 250 to 300 tons of white and green inclusive can be found, we hear that China Grass is offering at £50 per ton for fair white, and £35 per ton for common green, without inducing business. The transactions of the past eighteen months seems to have been confined to little odd lots sold at about present quotations, to close shipments.

THE LABUAN COAL COMPANY.—The case of this company came before the Master of the Rolls again on the 25th, when an order was made to set aside a sum to meet the claims arising in respect of the steamer *Mona*. We understand it was also arranged that the business of the company should be carried on for a stated period, to afford opportunity for a sale of the property, or for some new arrangement to be entered into by the shareholders.

EXPORT OF TREASURE FROM SAN FRANCISCO TO CHINA AND JAPAN.—The following statement has been published of the quantity of bullion exported from San Francisco to China and Japan during the first ten months of 1867:—In January, 827,761 dols.; in February, 386,206 do.; in March, 112,881 do.; in April, 1,081,513 do.; in May, 762,872 do.; in June, 698,933 do.; in July, 1,747,178 do.; in August, 385,540 do.; in September, 1,190,308 do.; in October, 1,000,000. Total, 8,193,196 dollars.

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Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 23.

The general discussions about the Budget have been brought to an end in two sittings; they were very short, but, nevertheless, very acute, and the opposition is nearly general with regard to the behaviour of the Ministers of the financial department, that of foreign affairs, and last, not least, the colonial department. The debate about the Budget of Mr. Van Zuylen has now begun, and it was so smart, so severe, and the Minister has answered in such a manner that I think it impossible that it wil pass. Perhaps the fate of it will be decided on Monday next. The position of the cabinet is, in the meanwhile, critical in the highest degree.

A general bitterness prevails amongst the Catholics, in consequence of the behaviour of the Liberal papers when speaking of the Pope. I have already told you that a great many young men started and still start to Rome, with the purpose of being enrolled amongst the Papal zouaves. The papers now are warning them that by doing so they lose their rights as Dutchmen. This offends the Catholics, and they are now organising demonstrations against the non-Catholic papers—the more so because they speak about the Roman affairs in a manner which they do not like. That the excitement is general may be proved by the fact that in a few days 80,000f. was subscribed by the Catholics, through an appeal made by the Tyd, on behalf of the Pope.

Several traders connected with Japan commerce have addressed themselves again to the Second Chamber of the States General, claiming that they should be indemnified for the losses they sustained by the late war.

The rumour that our actual Minister for Foreign Affairs should be appointed Ambassador at the Court of St. James's is contradicted.

It causes generally a good deal of satisfaction that the condition of our East Indian colonies becomes more and more known abroad. Without any doubt, the translation of the May Havelaar in the *Revue Moderne* will tend to increase this knowledge; indeed, Mr. Nieuwenhuis deserves thanks for his translation.

COMMERCIAL.

COFFEE.—The market is very firm, in consequence of the favourable result of the auction, which was held on the 20th by the Dutch Trading Company, and at which 110,487 b. were offered. The total quantity was sold, almost above the valuations. Preanger Yellow was paid with 47 to 54½c.; Padang, 43½ to 45½; Java, yellowish to white, 41 to 45½; Tjilatjap, 41½ to 45¾; White, 39 to 41; Kadac, 39 to 39¼; Preanger, greenish, 38¼ to 39¾; West India sorts, 39 to 41¾; Malang, 36½ to 39¼; Macassar, 33 to 39¼. There is now a good demand for good ord. quality at 38c., but there is a want of this sort. Of course the private transactions were of but little importance, and they only included 1,800 b. Java, ex President van Ryckevorsel, at 43½ to 37½c.; 1,560 b. Java, W. I. quality, at 42¼c., and 800 b. ord. to good ord. at 35 to 38c., and 1,300 b. Coro, ex Santa Rosa.

SUGAR (RAW).—The valuation of the 28,180 b. Java, which will be offered for sale on the 26th inst., is for No. 12, 32½f., being 1¼f. above the September sale; for No. 13, 33½f.; No. 14, 34¼f.; No. 15, 33¾f.; and No. 16, 34¼f. The market is very firm, but the transactions are unimportant, in anticipation of the sale. For 860 b. Passaroeang, ex Carolina, No. 18, very firm steam sugar, 35½f. was paid; for 366 b. Java, floating per Henrietta Maria, No. 13¼, ord. to good quality, 32¾f.; and 1,179 b. Java, at prices that did not transpire.

RICE and SPICES quiet, but firm. In auction were sold 41 cases nutmegs, and 10 chests mace.

Of TEA 1,965 ¼-chests, and 112 ½-chests Java, of the Plantation Bagelen, were sold as follows:—Boei, 61c. to 63c.; Congo, 70c. to 71c.; Souchon, 82c. to 122c.; Pecco Souchon, 196c. to 197c.; Pecco, 300c. to 325c.; and Souchon, 101c. to 132c.

TOBACCO.—Imported, per Corsock and Amazone, 4,361 b., and sold for private account 169 b. Java Tandem, and 55 b. A. M. Of the 3,435 b. Taul in auction, 1,214 b. were sold from 29c. to 152c., and 221 b. bought in from 25½c. to 150c. At the several auctions which were held during the last days there was much demand, and high prices were paid for good quality, whilst for the trade mark M rather exorbitant prices were paid. After the sales 1,117 b. Soekowono, and 514 b. f. v.d. P., bought in at the sales, were sold at private terms, likewise 1,283 b. S. R., and 212 b. Djarit, ex Corsock. 40 b. Manilla, offered in auction, were partially sold at 67½c. to 168c. Holders of the very unimportant stock, however, decline to operate at these prices.

INDIGO.—Fine quality Java with a good demand at firm prices; ordinary quiet; only 50 ch. were sold.

SAPANWOOD.—6,000 kilo Bimas brought firm prices.

COTTON.—Market very dull; 400 b. were sold at lower prices.

MANUFACTURES.—Quiet; 6-4ths Madapollams and Calicots 4.30f. to 4.40f.; No. 28 Warps 12¼d.; No. 30 Cops 10¾d.

TIN.—The market is very firm; 4,300 slabs Banca brought 53¼f., 300 slabs ditto 53¾f.; nothing can be bought now under 54f.; 400 slabs Billiton from 52¼f. to 52½f.

HIDES.—450 p. Batavia Buffalo 11 to 11½ kilo, per Cortgene, were sold at firm prices, and by inscription 2,593 p. Padang Rinder and 1,579 p. Buffalo imported per Gerredina Wilhelmina, and 769 p. Sourabaya Rinder ex Yokohama.

MISCELLANEOUS.—Rattans 76 pic. ex Betsy, and 129 pic. ex Jupiter, were sold. Camphor firm, and held a little higher. Cassia Vera, fine Padang sort to be obtainable at 45c. in bond. Cubebs dull. Gum Benzoe, 45 ch. were sold per Gerredina Wilhelmina. Gum Damar scarce. India-rubber unaltered. Of Gutta-percha the imported lots will soon be brought into the market.

MONEY AND STOCKS.—The Bank rate of discount remained unaltered, and there was a steady demand; in the open market the supply of capital is rather diminishing. The principal business in the market for public securities is in foreign bonds, which in most cases continue to show more strength. The tendency of the Bourse is favourable. The home funds remain unaltered. Dutch Two-and-a-Half per Cents., 53; Three per Cents., 62¾; Four per Cents., 84; Trading Company, 137; Netherlands Bank, 248; Neth. India Trading Bank, 73; Rotterdam Bank, 99½, ¾.

EXCHANGE.—London, 3 mo., f.11.85; 2 mo., f.11.86½; short, f.11.92½. Paris, 3 mo., f.47.12½; 2 mo., f.47.17½; short, f.47.50. Hamburg, 3 mo., f.35; 2 mo., f.35.05; short, f.35.20.

SHIPPING.

ARRIVALS.—Nov. 17, at Flushing, from Batavia, Dordrecht; Nov. 20, at Brouwershaven, from Batavia; Hendrika, Gerradina, Susanna.

DEPARTURES.—Nov. 18, from Brouwershaven for Batavia, Patriarch, Samhiri, Bezoekie. The Trading Company chartered the Juno, Mathilde, and the Mina, to convey produce from India to Holland.

PASSENGERS OUTWARD.—For Java, per Koning Willem III.: Mr. P. Van Leeuwen and family, Mrs. Van Thalbitsen, Mrs. Geus, Messrs. De Lange. Per Bezoekie: Mrs. J. C. Eweg and four children, Misses M. H. Van Gennep and C. Char, Messrs. J. B. De Graaf and family, J. De Graaf and family, A. J. Fleury and family, J. C. Bouman, J. H. Schmidt Weymans, Van Vlaanderen, Bletterman. Per Patriarch Samhiri: Mrs. Van Dommelen, Mr. Muysenberg.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 23.

A learned Theban—by name Franz Maurer—has just published a pamphlet at Berlin recommending Prussia to take and colonise the Nicobar Islands, as a central pivot for the further extension of German territory in the Far East. It is true that the group in question are only inhabited by savages, but experience shows they are of a very warlike character, and it would cost a deal of money and trouble to subdue them. Besides, they produce nothing but cocoanuts, a few cargoes of which are annually fetched from Penang and Singapore; and as the islands are totally clothed with impenetrable jungle, it is impossible to say if the soil is adapted for cultivation by colonists, especially by raw Germans without any colonial experience of a tropical climate. At the end of the last century the Danish Government took possession of the group, and sent out a dozen Moravian missionaries; but partly from the unhealthiness of the situation they selected, and partly from the hostility of the natives, they all came to grief, and only two returned to tell the sad tale of their misfortunes. After this disaster the group was formally abandoned, the Danish flag being hauled down by the commander of the corvette sent out from Europe for that purpose. After the return or the Novara expedition it was under the consideration of the Austrian Government to take possession of those islands, but they appear to have thought better of it—certain it is that if the plan was ever seriously entertained it was never executed. Thornton's Gazetteer says that the Nicobar Islands are comprised in the territory belonging to the English East India Company, and which has now reverted to the Crown; the natives hoist the Union Jack, and have placed themselves under British protection.

When the late Colonel von Siebold died in October last year he had just concluded an agreement with the Bavarian Government for the purchase of the valuable museum of Japanese works of art and other curiosities that he had spent a great part of his life in collecting, for the sum of 60,000 florins under the condition that it should bear his name, but he died before the transfer was completed. Nevertheless, the collection was handed over to the Government of Bavaria, and by them removed from Wurtzburg, where the colonel resided during the latter period of his life, to Munich, and placed in one of the galleries surrounding the Hofgarten. In consequence of the depressed state of the Bavarian finances that occurred subsequently—the war indemnity to Prussia alone was 30 millions of florins, or £2,500,000—the Finance Minister would not take upon himself the responsibility of placing such a large sum as 60,000 florins on the estimates, however desirable the acquisition of the collection might be for a capital where so much is done for the cultivation of the arts and liberal sciences; and negotiations were opened with the heirs of the deceased colonel, which have just terminated in a fresh arrangement by which the Government retain possession of the Siebold Museum and agree to pay the original price though not in one sum, but in yearly instalments of 5,000 florins each year with interest till the debt is totally liquidated.

The collection consists of eight divisions, containing collectively more than three thousand different objects, viz.: 1. Numerous articles illustrative of the Japanese religious worship, such as pictures and statues of their deities, partly of bronze, but for the greater part carved in wood and gilt, sacrificial altars, vases, candalabras, bells, praying desks, sacerdotal robes, prayer-books, &c. 2. A collection of Japanese coins, above 1,200 in number, in bronze, copper, silver, and gold, arranged chronologically and extending over the period of more than two thousand years—from B.C. 221 to A.D. 1862. 3. Books, paintings, works of art, and maps, giving a good idea of the present state of civilisation in Japan. 4. Lacquer-ware on wood and copper, manufacturers of straw, ivory, tortoise-shell, silk, ornamental garments, &c. 5. Weapons, armour, and horse-furniture. 6. Miscellaneous objects and curiosities. 7. Different sorts of paper and articles made of that material. 8. Raw produce. Col. von Siebold collected these valuable curiosities during his last residence in Jeddo (1859 and 1860), and it was only in consequence of his intimate relations with the Shiogoon and his status as political agent of the King of the Netherlands that he was enabled to export them, especially those articles relating to religious observances, which are strictly prohibited from being sent out of the country

COMMERCIAL.

In the produce market great calmness prevails, but the prices of most articles are firm. The transactions in rice were confined to small purchases of cleaned grain to the trade. none having been made for shipment. Cassia lignea continues in much request at rising prices; 500 chests of the cargo lately arrived from China by the Peru have been sold by private contract at 12½ Sch. Bco. Pepper firm, with but limited sale. In Spelter no alteration to report. Discount 2½ per cent.

SHIPPING.

SAILED.—Wanja, to Hong Kong.

READY TO SAIL.—Friesland, for Batavia; Amaranth, for Hong Kong; Schwan, for Singapore.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: WEDNESDAY, NOV. 27, 1867.

THE MAIL CONTRACT.

THE terms of the new contract entered into by Her MAJESTY'S Government with the P. and O. Company (particulars of the future working of which we gave in our last issue) have now been laid before Parliament; the matter, however, has not yet been discussed in the House of Commons. The Parliamentary paper contains also the negotiations which led to the conclusion of this contract, the terms of which may be briefly summed up as follows:—The Peninsular and Oriental Company engage to convey the mails to and from India and China, including a weekly mail to Bombay, and a fortnightly one to China and Japan, for a subsidy of £400,000 per annum during a period of twelve years. Should the dividend of the company in any year exceed 8 per cent., it is stipulated that one-fourth of the excess shall be credited to the Treasury; and in case of the dividend falling below 6 per cent. from "causes not within the company's control," the subsidy will be increased by the amount of the deficiency.

The series of papers commences with a memorial from the directors of the company to the Treasury, setting forth their "surprise and alarm" at the overtures said to have been made to the French Company, and pointing out the injustice of placing them in competition with what, in fact, is an organised branch of the French navy. Mr. HUNT, on behalf of the Treasury, states in reply to this that "H.M.'s Government "felt it their duty to open the service to public competition "without reference to nationality," thus evading the charge of having made direct overtures to the Messageries Imperiales. But Mr. HOWELL (Secretary to the P. and O. Company), would not allow the matter to be set aside so easily, and wrote again, pointedly taxing the Government with "having made "a special communication through the British Minister in Paris, "inviting the French company to execute a postal service with "China and Japan once every four weeks." This remained unanswered; the Treasury being unable to deny an act they were apparently ashamed of, took refuge in an undignified silence.

To this episode succeeded some comparatively uninteresting correspondence between the POSTMASTER-GENERAL and the Treasury, terminating in the announcement that but one tender had been received by the former for the proposed contract—namely, that of the P. and O. Company, which offered to perform a complete service for six years, for the round sum of half a million sterling per annum. This sum—a very round sum indeed it appeared at first, when compared with the former subsidy of £230,000—was demurred to. On the part of the Government it was contended that the original terms of the service had not been insufficient. As the Peninsular and Oriental Company had been dividing up to the year 1866 a *minimum* of 7 per cent. profit, they could not have been doing a bad business, and as the Post-office actually lost by its bargain, or, in other words, as the amount received for postage did not cover the cost of carrying the letters, it was obvious to infer that the terms could not prudently be raised. But the company showed cause against these arguments. Its business had recently declined, and its dividend had failed. The competition of the French line had carried away a share of the traffic (which of itself was falling off), and the expenses of the service, especially in the cost of fuel, had greatly increased. Under these circumstances, the directors thought that a payment at the rate of 10s. per mile was necessary for a remunerative performance of the service in future. This was admitted to be a large advance upon the terms previously subsisting, but the directors expressed their confidence by offering to open their books and estimates without reserve to the Post-office authorities. The offer was accepted, and Mr. SCUDAMORE, one of the assistant secretaries of the department, was deputed to conduct the inquiry and report his conclusions. After a careful examination of the company's books Mr. SCUDAMORE found the calculations on which their offer was based to be just; but found them willing to abate one-fifth of their demand, if the duration of the contract were extended from six years to twelve. Eventually the conditions above specified were agreed to, Mr. SCUDAMORE expressing his satisfaction with them in these terms:—"The question "cannot be dealt with on commercial principles, because the "conditions of the postal service compel the contractors to "disregard commercial principles. If they were guided solely "by commercial principles, the Peninsular and Oriental Com-"pany would not sail as many ships in the dull as in the brisk "season; would not sail on fixed days, when by sailing a little "sooner or later they could secure a good freight; would not "go at full speed when half speed would serve their turn; and "would build no bigger and no better ships than their trade "absolutely required. For the sake of keeping up such a com-"munication with the East as the nation requires, they must "set commercial principles at defiance, and, cost what it may, "the nation must either pay them what they lose thereby, or "forego the communication."

While these negotiations were pending, the company, with a praiseworthy determination not to be bullied, forwarded a "memorandum" to the CHANCELLOR of the EXCHEQUER, stating that the directors felt they had reason to complain of the manner in which their first offer had been dealt with, it having been denounced in the House of Commons, and consequently to the world at large, as "exorbitant and inadmissible," but without any explanation of the facts by which it was justified. In this memorandum the Secretary points out—

"That the cost of the company's navigation is nearly 40s. per mile leaving after deduction of even the 10s. (considered exorbitant), three-fourths of that cost to be obtained from freight and passage money, sources now being much reduced by the competition of the French Company.

"That the 10s. per mile is scarcely more than half the rate of subsidy paid by the French Government to that company with which the Peninsular and Oriental Company have to compete, and that is only 6d. per mile above that paid by the British Government to the West India Mail Company, namely 9s. 6d. per mile for a service in which the cost of fuel and other items of expense are very considerably less than those required for the performance of the India and China service.

"That the annual income required to enable the Peninsular and Oriental Company to cover its expenditure, and to yield a moderate dividend to its shareholders, is about two millions and a half sterling, and that therefore the amount they receive for the postal service is but a small proportion of this sum."

with other statements equally cogent and indisputable; to which no reply or justification seems to have been attempted. Clearly, in all cases where Mr. HOWELL and the Government have come into collision, "My Lords" have had the worst of it.

The arrangement by which the company is guaranteed a minimum dividend of 6 per cent., while one-fourth of any excess over 8 per cent. is claimed by the Post-office, virtually establishes a partnership between that Department and the company, and appears to us the undesirable result of a very undignified process of bargaining. It is clearly beneficial to the company, for its shareholders are assured of a permanently remunerative dividend, while they cannot be called on to relinquish even 1 per cent. of their profits until the surplus reaches 12 per cent. Instead of giving the company an advantage in this way, it appears to us that a more straightforward and dignified course would have been to increase the subsidy say to £450,000; even at the expense of having a larger figure to put in the estimates. Mr. SCUDAMORE, however, seems to think this clause will be a profitable one to the Post-office, for he says—

"I believe that if the arrangement which I have sketched out be adopted, it will be fair to the Post-office and to the company. I think that the maximum payment to the company will be £400,000, for I do not believe that their dividend fund will ever fail to produce 6 per cent. But, as no more than £26,000 are needed to produce £1 per cent. of dividend, it will follow that if the dividend fund would only yield 5 per cent., we should have to pay £426,000, and that if it would only yield 4 per cent. we should have to pay £452,000. We should not have to pay £500,000, the sum which they asked at first, unless their dividend fund would only yield £2 per cent. I believe, however, that, as a rule, we should share profit

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with them, and that our share would range from £12,000 to £25,000 per annum. If my view be correct, our payment to them would not be £400,000 per annum, but from £388,000 to £375 000 per annum."

The papers before us include an interesting statement in a tabular form (prepared by the Secretary to the Post-office) of the estimated expense of the new service, and the apportionment of the deficiency. To the £400,000 payable under the contract is added a sum of £20,645 for "incidental expenses;" so that after deducting £50,633 as chargeable to the Australian service, £370,012 is left as the total cost of the India, China, and Japan services. [By the way, this is without any provision for a possible contribution to make up a deficient dividend.] Omitting the figures relating to India and the Mauritius, we find that the share of Ceylon is estimated at £8,385, of which only £2,383 is recovered in postage, leaving a deficit of 6,002, "which may be met either by raising the postage or requiring a "payment in aid from the Ceylon Government." The China and Japan mails are charged with a total of £55,278, which, after deducting the postage received—£22,065—leaves a loss of £33,213; regarding which, the SECRETARY says, "The "postage could not be raised to meet this loss. There are no "means at present of separating Hong Kong correspondence "from the mass, so that no idea can be formed of the sum "which that colony should contribute; but the sum would "assuredly be small." Then follows a suggestion that £10,000 each should be levied on Ceylon and Hong Kong—a proposition that will not find much favour in either of those colonies.

A proposal on the part of the Government to abolish the lines between Bombay and Galle, and Galle, Madras, and Calcutta, was rejected by the company on the ground of the necessity of making use of the company's extensive repairing establishment at Calcutta and Bombay to keep their vessels in efficient order. A few other facts will complete our explanation, which we have endeavoured to render as concise as possible. The Australian mails will start once every four weeks, not fortnightly, as we inadvertently stated in our last issue. The steamers will not call at Penang, as it is anticipated that in future there will be a local service between that port and Singapore; and they will remain only twelve hours at the latter port. And finally, the time-tables will be based on an average speed of ten knots an hour on this side of Alexandria, and nine and a-half knots on all lines eastward of Suez.

THE ANGLO-INDIAN TELEGRAPH.

IN our issue of the 8th July last we published the prospectus of this company, which was started for the purpose of establishing a direct and independent line of telegraph to India, *via* Egypt, on a plan based on the recommendations of the Select Committee which last year sat, under the presidency of Mr. CRAWFORD, to inquire into the questions of postal and telegraphic communication with India. On the 13th of August we again referred to this subject, and, comparing the merits of various rival schemes, pointed to the Anglo-Indian Company as the one most likely to achieve success. Since then however the undertaking has languished, not from any inherent weakness or demerit of its own, but owing to the distrustful and apathetic condition of the public mind, which has rendered it most difficult to procure support for any new enterprise, however legitimate or promising. To overcome this difficulty, the projectors wisely resolved to endeavour to obtain a guarantee from Government, which it was felt could not fail to remove all obstacles in the way of raising the necessary capital. A memorial has accordingly been addressed to Sir STAFFORD NORTHCOTE, the Secretary of State for India, asking Her MAJESTY'S Government "to support the undertaking by a guarantee of "interest at the rate of five per cent. per annum on a capital of "one million sterling, to be applied to the special purpose of "establishing the proposed line, upon the understanding that the "company shall lease the Persian Gulf line from the Indian "Government, at a rental of 5 per cent. per annum on the cost "of its construction, and adopt as between itself and Her "MAJESTY'S Government the liability of relieving the exchequer "of the burden of the Red Sea annuities, amounting to £36,000 "per annum, the company accepting the same as a first charge "upon the net profits from the working of the lines."

It is satisfactory to find that the cause of the company is warmly supported by a large number of influential merchants in the India and China trade, who have themselves addressed a letter to Sir STAFFORD NORTHCOTE pointing out the advantages of the proposed line, and strongly urging the Government to accede to the very moderate request of the memorial above quoted. The letter concludes thus:—"Considering the magnitude of the political, social, and other interests than those of "commerce, which are bound up in the maintenance of the "existing relations between this country and India, we humbly "submit that the policy of establishing a complete and effective "system of telegraphic communication, such as that suggested, "may be advocated upon grave and important grounds of an "Imperial character, and we pray, therefore, that the proposal "may receive the earnest and favourable consideration of Her "MAJESTY'S Government." Among the signatures to this letter we observe, besides the names of ROTHSCHILD and SONS, CRAWFORD, COLVIN and Co., &c., the following firms more specially connected with China:—MATHESON and Co., F. HUTH, ASHTON and Co., T. A. GIBB and Co., BROWN, SHIPLEY and Co., GREGSON and Co., HARVEY, BRAND, and Co., J. W. CATER, SONS, and Co., H. W. EATON and SONS, and GLEDSTANE'S and Co., as well as the P. and O. Company, and the following banks:—Oriental, Chartered Mercantile, Chartered of India, and Comptoir d'Escompte. The question, we understand, will be submitted to Parliament before any definite reply is given to the memorial; and there are few of our readers, we believe, who will not join with us in hoping for a speedy and favourable decision.

THE NEW CHINESE UNIVERSITY.

OUR readers, or at least a considerable number of them, will probably be surprised by the title which we have affixed to this article. Truth, however, is often stranger than fiction, and as if in illustration of the old adage, the Chinese Government has entered upon a course which the most sanguine believers in the destiny of nations could not have anticipated, and which must for ever close the mouths of those who love to assert the incapacity of the Chinese race for beneficial change and advance. Under the influence of the present Inspector General of Customs many important improvements have from time to time been introduced into the administration of foreign affairs, the old barriers to progress have been gradually removed, and the minds of the members of the Regency have been accustomed to foreign modes of thought and foreign principles of action. The diplomatic representatives at the Court of Peking have sedulously fostered every tendency to advance as it was manifested, and well-meant aid, honestly tendered and faithfully supplied, has proved that our designs upon China are not such as were originally supposed, but that we desire to raise her to an equality with ourselves, and make her worthy of a more equal alliance than she now enjoys. Up-hill work it doubtless was, and often must those most interested in the emancipation of the empire from the trammels of prejudice have despaired of ever reaching the wished-for object. Some hope was excited when a solitary native here and there repaired to Europe or America to study Western law, and bring his experience to bear upon his countrymen. But anticipations based upon these unfrequent occurrences were doomed to disappointment. Young men educated in European colleges were simply denationalised, and, without becoming good Europeans, were transformed into bad Chinese. Their ignorance of the literature of their own country exposed them to contempt, while their affectation of superiority laid them open to suspicion. Incapable of competing for the degrees, through which only is admission to be gained to the offices of the State, they were excluded from every position wherein their newly-acquired information could be put to practical use. So far, then, it was evident that to encourage the education of Chinese in Western schools was but to cast another stumbling block in the road along which we were endeavouring to urge the nation. To Mr. HART it at once suggested itself—Why not educate Chinese in China, combine native with foreign learning, and endeavour to turn out men versed in modern science, but also fitted by literary attainments to fill magisterial offices, to become provincial governors, and perhaps eventually presidents of boards? The conception was admirable, but the difficulties to be surmounted before it could be carried into effect seemed positively hopeless. Gradually but surely they were smoothed away, and now the Imperial University stands an accomplished fact. The doors of the Peking College are already open and the courses of instruction have actually commenced. It is well worth remarking that at the *first* matriculation examination, held on the 21st June, before any judgment other than one *à priori* could have been formed regarding the merits of the scheme, thirty candidates were admitted, some of whom were *Chin shi*, some *Chii jen*, and some *Hsiu tsai*. That literary graduates of the third, second, and first grades should voluntarily submit to instruction at the hands of European professors proves conclusively not only that

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the old established prejudices are fast disappearing, but that a conviction has obtained ground that the road to public distinction lies through the college. The scheme bears the most minute examination. In it a just place is given to native learning, the studies are persecuted under the superintendence of a Minister of State, to whose history we shall presently refer, and the centre of instruction is at Peking, removed from all exclusively foreign influences, and subject to the direct supervision of those most interested in maintaining the integrity of the institutions of the empire. The Provost is SEU KE-YU, who was formerly governor of Fuhkien, and who was degraded some twenty years ago for compiling a little work on geography. He is now an octogenarian, but the interest he once took in Western affairs has grown with his years, while his influence is very great among the Liberal party.

As to the curriculum of study, about which our academic readers will naturally be curious, we have little to say. Indeed, it speaks for itself, and recommends itself by its comprehensiveness, and especially by its subordination to practical uses. The students will learn English or French, and in both these languages lectures will be delivered upon the several branches taken up. The classes will therefore be double—on one side English or American professors directing the studies, upon the other Frenchmen or Germans. After a thorough acquaintance with either English or French shall have been acquired, the students will come under the charge of the Professors of the Experimental, Mathematical, and Political Sciences. Having passed through an extensive course in each of these subjects the general education of the students will be considered as completed, and special subjects will then be introduced. These latter will include Civil Engineering, Surgery, Astronomy, International Law, and others, according to the taste of each student. It is difficult to conceive a scheme more elaborately finished in its details, more general in its scope. The whole civilised world has a stake in its success, and we are, in truth, much mistaken if every support be not given to it by the Governments of European States. Diplomatic difficulties, as the expression is understood in China, will disappear as the parties to a negotiation learn to refer their principles to a common standard of right and justice, compulsion will cease, for it will no longer be necessary, and although misunderstandings must from time to time inevitably arise, and war may again cloud the scene of Eastern relations, this at least is certain, that these calamities are rendered less likely to occur as the *morale* of the Chinese nation is raised nearer and nearer to a level with our own. It is hardly presumptuous to risk a glance into the future, and contemplate the condition of China twenty years hence, when the College at Peking shall have given to the public service some hundreds of perfectly educated men with their native sympathies unimpaired but infinitely refined. In the provinces we shall then find nuclei of civilisation—in every large city a preparatory school—in every district a body of enquiring men. Moral training does not always march hand-in-hand with intellectual culture, but we may hope much from the all-pervading influence of intelligent public opinion. We find it hard to avoid conjuring up what to some may appear too flattering and highly coloured a picture, yet if the scheme be carried out to the extent evidently designed by its projector there is no necessary limit to the good it may accomplish. Of course difficulties will be encountered; but difficulties are made to be overcome. We cannot reasonably expect that a change so radical, albeit so salutary—a revolution so much more thorough than any mere political convulsion could bring about—is to be effected by mere contriving and talking. There must be clever heads, honest hearts, and ready hands to meet—nay, more, to anticipate—obstacles, and make of them stepping stones to further and higher aims. The sketch that we have given above implies the highest eulogium which we can pass upon the exertions of Mr. HART.

PROGRESS IN CEYLON.

JUDGING from the address delivered by Sir HERCULES ROBINSON at the opening of the Legislative Council, the colony of Ceylon appears to be steadily advancing towards a prosperous future. When we take into consideration the universal depression in commercial affairs, both at home and abroad, throughout the whole of last year, and the consequent low quotations ruling during that period for colonial produce, it is a matter for surprise that Ceylon has been enabled to produce so favourable a balance-sheet. In the first place, the colony must be congratulated upon the possession of a railway, which by rendering the means of communication more certain and effective, cannot fail to add greatly to the advancement of both commercial and agricultural interests. The estimated cost of this undertaking, however, reaching the large sum of £23,300 per mile, appears to us enormously heavy; in fact, we cannot call to mind any instance where a colonial railway has required so large an expenditure of capital for its construction. We should have imagined that £4,000 per mile would be the utmost limit of the cost, even had the line been carried out in the costly way in which railways are usually constructed in this country, where two-thirds of the capital is expended merely to secure the command of the remainder. We also perceive that it is in contemplation to entrust the extension of the line to Grampola to the Public Works Department, a course of procedure which we strongly deprecate. Estimates for works of this description can never be made, even by an engineer, with absolute certainty as to the ultimate cost, and we are of opinion that a much safer course would be to invite contracts for the necessary works in the customary manner. If the Government persists in its endeavours to carry out the undertaking, the expense will in all probability far exceed the original estimate, and there will then remain but the choice of two evils; either the entire abandonment of the scheme, or the issue of debentures to an extent far beyond the limits which prudence would dictate. We perceive that the Crown Agents for the Colonies have already invited tenders for £100,000 six per cent. debentures, redeemable at par in sixteen years, which is stated to be the final instalment of £700,000 issued for the construction of the original line from Kandy to Colombo. The policy of imposing an additional burden upon the revenue by a further issue of debentures to cover the cost of the new branch is, in our opinion, an extremely doubtful one. There is another subject to which there is no allusion made in the address of his EXCELLENCY, but which is, notwithstanding, one of the leading topics of interest in Ceylon affairs; we refer to the pressure of the present system of taxation upon the agricultural classes. Complaints have from time to time reached this country of the excessive duties levied upon imported grain, and it is high time that some remedial measure was brought forward. Agriculture in the colony, so far as the cultivation of grain is concerned, has been the reverse of progressive, and the quantities produced are every year becoming less and still less. Into the circumstances which have brought about this result it is not our present intention to enter, but it is sufficiently obvious that a different system of taxation must be adopted without delay; or if this cannot be done a scheme of retrenchment will have to be brought forward and carried out. Railways which entail the expenditure of a million and a half sterling must cease to appear among the items of expenditure, and the estimates for public buildings must be cut down with unsparing economy. The progressive sentiments contained in the closing sentences of the address are admirably expressed, but the Government must increase the revenues of the colony by legitimate means, and cease in its endeavours to secure advancement by the imposition of an unpopular and oppressive system of taxation.

THE CHARTERED MERCANTILE BANK.

The half-yearly meeting of the Chartered Mercantile Bank was held on the 19th inst., when the accounts and report, noticed in a previous issue, were read by the secretary, Mr. Ormiston. The chairman, Mr. G. G. Nicol, remarked that although no formal resolutions would have to be submitted, he was glad to lay before the shareholders some information as to the position of the bank. He regretted that the estimate of the losses made at the end of last year had proved insufficient, and that this year's profits would, to a large extent, be absorbed in squaring them off. It would serve no good purpose to name the houses by whom the losses had been chiefly made, as they were well known. He considered that satisfactory as their business had been this year, it had been much curtailed by the four months' usance for bills in India and China, and he estimated the difference had been quite £30,000. He still considered the four months' term safer, and their bank would always give a preference to it in negotiating bills. Considering that nineteen Indian banks had succumbed, he thought they had not done badly; and with regard to the present managers, they were all highly satisfactory, and not to be blamed for the losses of the firms in India and China. In reply to a shareholder, he stated that all the losses would certainly be provided for in this year without touching the reserve

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fund, and that a dividend would be declared for the 1st January next. The amount of Royal Bank credits held was only £13,000 and of cotton bills £100,000, but all were drawn by undoubted houses. Their loss by Balfour and Co., Calcutta, and Small and Co., London, had been already provided for. With respect to the reports circulated, the bank was too strong to notice or care for them. They might have heard it reported that this bank was indebted to the London Joint-Stock Bank £300,000; but so far from that being the case they had the return week by week, and up to last night this bank was £330,000 to the good, so that would show what these reports were worth. (Cheers.) He had also heard reports that the directors had jobbed in the shares to keep them up, but there was not the slightest foundation in the report, for since the bank was transferred from Bombay to London not a single share had been purchased by the directors, directly or indirectly, to influence the market one way or other. The shares found their proper legitimate value, and there they remained. On the motion of Mr. Balfour, a vote of thanks was passed to the chairman and directors, and the proceedings terminated. The report and balance-sheet will be found in another column.

The meeting of the shareholders in the Chartered Mercantile Bank draws attention to the insolvent estates now current. The chairman, in reference to Messrs. Robert Smith and Co., and Messrs. Finlay, Campbell and Co., said :—

"The shareholders would remember that at the last meeting he stated that a house in China had failed, by which the bank had incurred probably considerable loss. That actually did take place, as the securities which the directors at the time estimated were good for the amount had realised less. The shareholders would also remember that he had stated that the directors had also over-estimated the bad debts in Bombay by £20,000. That, he was sorry to say, had proved fallacious. The principal loss arose from a firm which he need not name, as it was known, no doubt, to all the gentlemen present. At the last meeting he (the chairman) was asked whether the directors had provided for everything, and he replied that they had, and at the time he was perfectly justified in saying so, for arrangements had been made by the House in Bombay to which he had referred to carry on for two years, assigning to the creditors the profits for the two years. But since then the arrangements had fallen through, and an amount would have to be written off on account of that loss, but what the amount would be he could not at present say. The directors were watching it narrowly, and, as one of the directors was also a trustee of the estate, they might depend upon every attention being given to the subject."

THE LABUAN COMPANY, LIMITED.

ONE of the provisions of the Limited Liability Act takes the form of a gross injustice to the directors and shareholders in the "China Steam Ship and Labuan Coal "Company." This company, it appears, with a view to reduce the amount of the shares from £20 to £15, and to alter its title, placed its affairs in liquidation under the voluntary supervision of the Court of Chancery, the latter being simply a nominal matter, in order to comply with legal forms. The directors have now found, however, that this process has deprived them of all power, and opened the door to discontented shareholders to upset the whole affair and inflict ruin on the company, which has made a vast outlay during the past ten years in bringing the mines to proper working order. The mal-contents in this case are not of the class usually denominated "wreckers," who make as much plunder out of the funerals of companies as the birth, but are men of first-rate position, the Messrs. LAIRD, shipbuilders, of Birkenhead, who hold some 150 shares, on which the calls are, however, not paid, besides some debentures obtained (we believe) in satisfaction of their claims for the steamers which they built. Now, considering that these gentlemen were the first to benefit by the old company, we think it most unreasonable conduct on their part to take the proceedings they have, and in consequence of which Lord ROMILLY has refused his sanction to the proposed reconstruction of the company, and insists that it should be absolutely wound up by the realisation of all its property. This is nothing short of a scandal on the working of the law, and one of the greatest pieces of injustice ever inflicted on shareholders. How the Messrs. LAIRD can have lent themselves to such a transaction is certainly an enigma, and it appears to us that some motive must exist in the nature of a grievance which the public are not aware of, and it would be certainly more satisfactory if the facts were made known.

"Sir,—It is not generally known that the British colony of Labuan was established in December, 1846, in order to become a coal depot for steam navigation, a harbour of refuge for ships disabled in the China seas, and as being in a commanding position in the event of a naval war.

"The island lies on the north-east coast of Borneo, 700 miles from Singapore and 1,000 from Hong Kong, and is the only other British port of refuge within the wide limits of the China seas.

"Its name, derived from the Malay 'Laboo,' or Anchor, describes how well it is adapted to be a place of resort for shipping either to or from China; and as, in place of its being merely a coal depot, it has proved to be one great coalfield, the island may well be deemed an important addition to the British Empire.

"The Colonial Government, however, has taken no other steps to develop the valuable resources of the island than that of granting leases to companies, which have thereby been successively encouraged to expend upwards of £300,000 in securing to the country, with the hope of a fair profit to themselves, the advantage inestimable in these days of steam-propelled shipping, of an inexhaustible supply of first-rate steam coal at the spot where it was most needed.

"After struggling with many difficulties, the company has now completed works which admit of a daily supply of from 200 to 300 tons of valuable steam coal. The company, in order to legalise a proposed reduction of capital from £20 to £15 per share, now no longer possible, was placed last year in 'liquidation,' and in consequence of some small shareholders objecting to pay calls, 'under supervision of the Court.' The company has consequently been obliged to ask the Court's permission to send out its own funds to continue operations. This consent on the part of the Court has been refused, and the question remains whether the entire property of the company is therefore to be sacrificed.

"Should this country again be involved in war with a naval Power, the value of the Labuan coal-fields as now developed cannot be over estimated, coal being contraband of war, and its supply for naval purposes from this country liable to dangerous interruptions.

"During peace a sum equivalent to the entire cost of the Labuan Government establishment would be saved if 5,000 tons a year only were taken of Labuan coal by the navy at the island at 20s. per ton, the stipulated rate.

"Is it then fair that shareholders holding 150 out of more than 18,000 shares should by their opposition in court have the power to extinguish the interest of their fellow-shareholders in a property on which they have expended so much, and a return for which appears at length to be within their grasp?

"I have the honour to be, Sir, your obedient servant,

"FIAT JUSTITIA."

VISIT OF THE SHIOGOON'S BROTHER TO MALTA.

FROM Malta we have some account of a recent visit to that island by Prince MIMBOU-TOYOU, brother of the SHIOGOON of Japan. The PRINCE had previously made a short stay in Italy, and was brought from Leghorn to Malta by H.M.S. *Endymion*. On his arrival Rear-Admiral KELLETT waited on him, and he shortly after left the ship under a Royal salute from the *Endymion* and, disembarking at the Custom-house, proceeded to visit his Excellency Sir PATRICK GRANT, at the palace. He was received with regal honours by the GOVERNOR, and dined at the palace with all his suite, and in the afternoon witnessed some target practice from Forts Ricasoli and St. Angelo. On the following day he paid a return visit to Admiral KELLETT, who showed him over the naval arsenal, and the new naval dock in course of construction. A brilliant reception was held by Lady GRANT in the beautiful hall of St. Michael and St. George in the palace, which was splendidly fitted up for the occasion, followed by a grand banquet given in the spacious saloon containing the ancient armoury of the Knights, and other objects of historical interest. At the ranges at Pembroke Camp the PRINCE tried his skill as a rifleman, and proved himself by no means an indifferent shot. He is said to be very intelligent, and, like most of his countrymen, to take a special interest in guns and gunnery. His visit to Malta was at the special invitation of Her Majesty the QUEEN, and instructions were given that he should be received with all the honours due to a Royal personage, which instructions have been fully carried out, and it is understood that he expressed himself highly pleased with the attention he had met with. The young PRINCE took his departure in the *Endymion* on the 17th for Marseilles, *en route* to Paris and London.

THE SUEZ CANAL.

A CORRESPONDENT who has just completed an examination of the works in progress between Ismailia and Suez sends us the following as the result of his observations:—"The ship canal is so far finished to Ismailia (Lac Timsah) as to admit vessels drawing not more than eight feet. A small steamer intended for the transport service between Suez and Zoola came through on the 17th inst. She unshipped her screw in navigating the shoals near El Guisr, but the work of deepening this part of the canal is progressing rapidly, and there will be no difficulty in navigating the canal with this class of vessels in a few months. From Ismailia to Suez the work is progressing favourably. The heavy blasting and cutting at Serapeum (the heaviest section on the whole work) being pushed with a force of about 7,000 men and heavy machinery. M. LESSEPS, who is expected from Paris shortly, and the resident engineers express their determination and ability to complete the junction between the two seas by June, 1869. Passengers are now carried through

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the canal by steam from Port Said to Ismailia in eight hours, and thence by dahbiak to Suez in ten to twelve more. In my opinion there are no difficulties to be encountered greater than have been already overcome, certainly none but what time and money will easily remove. Suez I found quite busy; Alexandria unusually dull."

THE CASE OF MACKELLAR AND CO.

MUCH surprise has been expressed here at the extraordinary nature of the decision given by Mr. GIBSON in the bankruptcy case of MACKELLAR and Co., of Hankow (published at length in our last issue). Not only is it conveyed in language that reads more like a literal translation from some Chinese document than ordinary "Queen's English," but the judgment itself is unsound and unpractical in the extreme. An award of one-half of the "profits, salary, emoluments, or "properties hereafter to be acquired by the bankrupts" during a term of four years, exclusive of their family expenses, cannot, we should think, be very satisfactory to the creditors, more especially when there seems to be no precise limit fixed to the said "family expenses." Indeed, should it so please them, the partners in any firm thus dealt with may contentedly settle down for four years to some occupation such as will just pay their expenses, and in the meanwhile gather fresh strength and lay new plans to embark on another career similar to that which Messrs. MACKELLAR and Co. have just brought to such a brilliant close; while the creditors will be no better off than they are now. To us it seems that the old-fashioned measure—a simple suspension of certificate—would have been the best after all. It is strange, by the way, that the decision (as published) only bears the signature of Mr. GIBSON, as "Judge of the "Court," although he had three assessors, Messrs. PRICE, WOOD, and RINGER. Did they agree with the decision?

THE DUTCH MARINE INSURANCE COMPANIES.

WE have received the following letters regarding some observations made by our Rotterdam correspondent on the heavy losses experienced last year by certain Dutch insurance companies. We gladly give insertion to these explanations, but at the same time would remind those interested in them that our correspondent distinctly stated in his letter that the statements in question were derived from the local (Dutch) newspapers. Those journals, therefore, are responsible for the inaccuracies complained of:—

(To the Editor of the *London and China Telegraph.*)

SIR,—Having read in your paper of the 10th August last, under the head of "Holland," an article concerning the company we are representing, we beg to furnish you with some further particulars concerning this company, which will certainly modify in some way the tenor of the above-mentioned article, and of which please take due note. The Java Sea and Fire Insurance Company's capital amounts to 3,000,000f., of which 10 per cent. or 300,000f. have been furnished. The shareholders are not only liable for the paid-up capital, but for the full amount of 3,000,000f. When shares are transferred the credit of buyers is duly considered, in order to avoid involving the company into difficulties from that quarter.—We are, Sir, The Java Sea and Fire Insurance Company,

Batavia, Sept. 27, 1867. W. SUERMOND.

(To the Editor of the *London and China Telegraph.*)

SIR,—We beg to inform you that in the *London and China Express* of the 10th August last, we find under the head of "Holland" a statement of several Dutch insurance companies, amongst which we also observe the Batavia Sea and Fire Insurance Company This company lost, according to the above-mentioned statement, 50,000f. of its capital of 180,000f. This is not correct. The capital of the company amounts to 3,000,000f., of which 10 per cent. or 300,000f. have been paid. Besides this, there is a reserve fund of 180.000f., of which indeed 50f. per cent. were lost, whilst the paid-up capital remained intact.

We therefore kindly request you to redress the mistake of your "special correspondent for Holland" in the first number of your journal to be published after receipt of the present.

As your paper is much read abroad, especially in British India and China, where we have established numerous agencies, you would much oblige us by stating the above-mentioned corrected facts in a rather ostensible way, so as to attract the attention of the readers of your esteemed journal.

We trust that you will readily comply with our request, the more so as there can be no doubt about the article having injured the credit of the company we are representing.

We still wish to state that the shareholders are liable for the full amount of the company's capital, and that by the transfer of shares due attention is paid to the credit of the buyers, so as not to expose the company to any loss from that quarter.—We remain, Sir,

The Batavia Sea and Fire Insurance Company,

Batavia, Sept. 27, 1867. L. W. GRIBLING.

"THE EFFECTS OF USURY ON TRADE."

(To the Editor of the *London and China Telegraph.*)

SIR,—Your paper of the 16th contains an article with the above heading, in which you review my pamphlet on the subject, and you state that according to the theory there laid down, all depositors or shareholders in *whatever* undertaking must be regarded as usurers—even shareholders in such undertakings as our noble mail steam companies. Allow me to point out to you that there is nothing in the theory which leads to that conclusion. So far as a bank is concerned, the depositing upon interest is usury, and holding a share in a bank which lends on interest is as much usury as holding a share in a gambling table would be gambling. But holding a share in a railway, a trading company, a steam packet company, a water works, or any honourable association, is in no way usury, but is as different from holding a debenture as marriage is different from adultery.—I remain, your obedient servant, W. C. SILLAR.

62, Cornhill, Nov. 18th.

A RUMOUR has been current during the past week that the CHANCELLOR of the EXCHEQUER would increase the duty on tea from 6d. to 1s., as a partial means of covering the outlay incurred for the Abyssinian expedition. Several dealers have cleared from bond in anticipation, but there is no foundation whatever for the supposition. Mr. DISRAELI knows better than to commit such a mistake. The income-tax is now the recognised medium for increasing taxation for war purposes.

A DEPUTATION from the Manchester and Liverpool Chambers of Commerce has waited upon Sir STAFFORD NORTHCOTE to press the importance of completing the survey of the route from Rangoon to South-western China. The right hon. baronet said a war which is now going on in Burmah placed difficulties in the way of an early resumption of the survey, but "when it should be deemed advisable" to prosecute the undertaking, the Government would do its utmost to carry out the wishes of the deputation.

WE understand that the representations made to Lord STANLEY on the subject of the appointment of a Consul at Saigon have produced a promise that the appointment will be provided for in the next year's Civil Service Estimates.

Naval and Military.

According to advices received by the Briton, the Cape had recovered its equanimity after the excitement of the Royal visit. The Duke of Edinburgh left Simon's Bay in the Galatea on the 2nd of October. His lengthened stay seemed to have passed off as agreeably to himself as it evidently did to the Cape people. The Prince during his stay mingled freely among all classes, and paid private as well as public visits to institutions. He also made a careful inspection of the Breakwater works, and finally acknowledged the hospitality he had received by giving a return ball at Simonstown prior to his departure. This ball was in every way a princely return of those given to the Duke by the Governor, colonists, and military, and passed off with brilliant *eclat*. The Duke left Capetown finally on September 28.

The *Army and Navy Gazette* refers to the fact that a good deal of gossip has reached this country from the Cape of Good Hope in reference to his Royal Highness the Duke of Edinburgh flying the standard of England on the occasion of his entering Simon's Bay, in the presence of his senior officer, and thus expecting from the latter a salute, which, in fact, was due from the former. An explanation, it is said, ensued, which led to the ordinary compliment being paid to Captain R. Purves from the guns of the Galatea, and so the matter was settled; but, doubtless, the attention of the Admiralty has been called to the subject, as, although the Duke is entitled to and will receive all the honours which are consistently due to a prince of the blood, it must be remembered that he is a captain in the Royal navy, and, as he is in command of one of her Majesty's ships, it is expected that he will comply with the rules of the service.

The Crocodile, iron screw troop-ship, Captain George W. Watson, arrived in Portsmouth harbour on the 21st from Alexandria, with a battalion of Rifle Brigade, and the 7th Dragoon Guards, military invalids, and time-expired men.

The Serapis, iron screw troop-ship, Captain John C. Soady, arrived at Spithead on the 21st from Alexandria, with military invalids and time-expired men. She came into Portsmouth harbour at noon, and discharged her invalids to Netley Hospital.

The Royal Oak and Prince Consort, when off Lisbon, and not more than fifty miles from the port, were ordered by signals to "proceed to Gibraltar, complete coals, give leave, and rejoin the Admiral at Lisbon without unnecessary delay." There was a head wind at the time, and the Royal Oak had to use five out of her six boilers and then could only make six knots. At one time she was burning five tons of coal an hour and scarcely making three knots. In order to reach Gibraltar to obtain 300 tons of coals the Royal Oak expended 250 tons in addition, and the Prince Consort 185. No less than £587. 5s. was the cost of that little amusement, or adding the cost of the voyage back, £776. 5s.

A gun has burst in one of the turrets of Her Majesty's ship Wivern, at Birkenhead. It was a 10 in. 12½-ton smooth-bore. Practice was being made with spherical shot and 30 lb. powder charges at a target 1,500 yards distant, when the breech of the left-hand gun in the after turret was blown clean away from the tube, struck the buffer on the side of the turret, and fell on the floor between the rears of the two guns. The breech just grazed the legs of the man acting as captain of the turret at the time, but no one was really hurt, the explosion, although happening at the wrong end of the gun, occurring above the level of the men's heads in the turret, with the exception of the "captain." The Lords have taken fright at the accident, and given orders that no more firing shall be made at present from the Wivern's smooth-bores. The Dutch are exhibiting to us in the Channel a turret-ship perfectly armed with rifled 12½-ton guns, mounted

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on magnificent iron carriages and slides. We have spent thousands upon thousands of pounds sterling on "committees" and their interminable experiments, but the British navy has no turret-ship with an armament equal to that of the Prins Hendrik, nor her equal in turret equipment, from the carriages and slides down to the minutest portion of the gear and fittings. The "battle of the guns," about which so much has been written, has been of no advantage as yet to the few turret-ships of our navy.

On the 23rd, while some men were engaged in breaking up a number of condemned live shells at the back of the shell foundry in Woolwich Arsenal, an explosion of powder caused very considerable alarm and misgivings throughout the arsenal, and people gathered to the spot from every direction, making numberless inquiries. It was elicited that one of the old conical shells had partly undergone the operation of breaking up, when it was discovered that some of the contents, constituting the "live shell," had been overlooked, and that some 1¼lb. or 2lb. of powder still remained in the shell. This was disposed of by casting a red-hot cinder into its midst, and the consequence above stated naturally followed, fortunately without injury. This was in the very centre of the manufacturing department, and occasioned manifest alarm and confusion.

The following notice was posted at the entrance gates of Chatham Dockyard on the 23rd:—"The following officer and men, invalided from Her Majesty's ship Doris, were lost in the mail steamer Rhone:—Dr. Henry Arnot, surg.; Isaac German, leading seaman; Charles Plet, A.B.; and Benjamin Hough, 88th company Woolwich Division Royal Marine Light Infantry."

The pontoon raft provided for the Indian troopship Serapis, and fitted out under the supervision of Capt. W. R. Menda, C.B., Director of Transports, was submitted to the necessary test in the river off Woolwich Arsenal, preparatory to its being despatched for shipment. The raft was hauled up to the landing stage at the boathouse, where a subdivision of the D battery B brigade Royal Horse Artillery, in command of Lieut. Rothe, was drawn up for embarkation. By some mishap, probably owing to the slippery state of the stage, from which the tide was fast receding, one of the limbers got over the side, and caused some delay. The subdivision afterwards went on board, consisting of 80 men, 20 horses, 1 gun and waggon weighing four tons, and 12 dockyard men, the whole amounting to from 18 to 20 tons. The raft is composed of four cylindrical floats, each weighing 1½ ton, and about 30ft. long, with a platform 26ft. by 30ft., and is easily disconnected and carried with safety. The total weight of the raft is about 18 tons, and it drew when thus loaded 1ft. 11in. of water. After a careful survey, in which Lieut. Blood, R.E., who attended on duty from Chatham, took part, it was suggested that the buoyancy of the raft should be reduced by removing one of the pontoon floats, which would increase the steadiness of the raft, and add to its advantage. This was subsequently adopted.

Monetary and Commercial.

No dividend has yet been declared on the estate of Messrs. Robert Smith and Co., or Finlay, Campbell, and Co., and the current opinion is that 2s. 6d. will be realised on the former and 7s. 6d. on the latter. Some opposing creditors in the latter case have accepted that as a compromise. In the estate of Messrs. Lindsay and Co. the final guaranteed dividend of 2s. 6d., completing 7s. 6d., will be paid by the guarantors in February next. There is no probability of the creditors getting any further sum, and we believe the estate will leave a heavy loss to the guarantors. In Buchanan, Hamilton, and Co.'s, Glasgow, and Jarvie, Thorburn, and Co.'s, Shanghai, estates, the dividend paid has been 8s. 6d., and another 1s. is expected. In Hamilton, Gray, and Co., of Singapore, and Buchanan, Hamilton, and Co., the dividend will be 12s. 8d., of which 10s. 8d. is paid. In Fletcher and Co.'s estate there are two classes of creditors, who will receive 9s. 6d. and 13s. 6d. on the old firm. Creditors on Duncan Fletcher's estate 7s. 6d., and on the new firm 6s. About 2s. is now ready to be distributed, pending a reference to China. In the estate of Dow and Co. 2s. 6d. has been paid, and on Scott, Bell, and Co., 5s. Claimants who rank on the two estates will receive about 15s.

With regard to the new Bank of Bombay, it is stated that Sir Stafford Northcote has come to the conclusion that the Government should not take shares in the new bank. He is, however, anxious to afford it such support as he can give consistently with this decision, and is in communication with the Governments of India and Bombay as to a plan of audit or inspection on the part of the Government, which, if accepted by the shareholders, would justify the Government in keeping its account at the bank.

A recent telegram to Messrs. Matheson and Co. from their Calcutta correspondents requests a contradiction to be given to a statement current that the Bank of Bengal objects to do business with the new Bombay Bank if constituted. No regular branch of the Bank of Bengal has been opened in Bombay, only an agency.

The biddings for bills on India took place on the 20th, at the Bank of England. The amounts allotted were:—To Calcutta, £82,500; and to Madras, £17,500. The minimum price was fixed, as before, at 1s. 11¼d. on Calcutta and Madras. Tenders on these presidencies at the minimum will receive about 49 per cent.; those above will be allotted in full. No tenders were invited on Bombay. The result shows a diminution in the demand for remittance to the East.

The Silver market has become somewhat firmer this week from the downward tendency of the exchanges, as the Continent is the only place where the metal is now shipped to there being no demand for the East. Bars are firm at 5s. 0⅜d. per ounce standard, and Mexican dollars at 4s. 10⅞d. to 4s. 11d. per ounce.

The Crown Agents for the Colonies have invited tenders for £100,000 Ceylon Government Six per Cent. Debentures, redeemable at par in sixteen years. This is the final portion of an authorised issue of £700,000 for the construction of the railway from Colombo to Kandy. The security offered consists of the general revenue of the colony, with a special hypothecation of the export duty on coffee (amounting to about £50,000 a year), and the net earnings of the railway. The tenders are to be sent in before the 30th inst.

Mr. Leopold de Rothschild, third son of Baron Lionel de Rothschild, the head of the London firm of Rothschild, was admitted into that house on the 21st inst.

The failure has been announced of Messrs. Yates and Corkling, of Manchester, commission merchants, with liabilities estimated at about £40,000. The extent of business and credit of the firm was moderate.

The decision of the Court in reference to the call of £10 on the shareholders of the Commercial Bank has been again postponed, until the 7th of December. We understand that the opposing shareholders rely on their right to oppose, on the clause in their charter that they are only liable for double the amount of capital, £25, when the assets are insufficient for the payment of debts, and that a call should not be made until the assets are all realised. This would compel the liquidator to realise at once, at a great sacrifice. The first call of £10 should realise £400,000, but we doubt if it will be worth more than half in these times, especially as a large number of shareholders are natives of Bombay. The creditors have only received 10s. at present, and the other 10s. appears very doubtful.

The amount of bullion by the P. and O. Company's steamer Pera, from Southampton on the 20th inst., was, in gold, to Alexandria, £40,300; in silver, to Hong Kong, £24,557, on Government account; to Shanghai, £6,250; total, in gold, £40,300; in silver, £30,807.

The annexed explanation refers to the recent bankruptcy case of Mr. Lewis Balfour, junior:—

Sir,—With reference to a report of the proceedings in the Court of Bankruptcy, of Nov. 13th, in Re Lewis Balfour, jun., stating that the Comptoir d'Escompte de Paris are creditors of Messrs. Balfour and Company at Calcutta for £23,713, I take the liberty to say that the drafts drawn by the said firm on Messrs. Small and Co., of London, and held by the Comptoir, were not only fully secured by shipping documents of produce, but that the sale of these securities realised a surplus, which was handed over to Messrs. Small and Co., and that consequently the Comptoir d'Escompte de Paris does not rank on the estate of Messrs. Balfour and Co.—I am, &c.,

G. Pietsch, Agent Comptoir d'Escompte de Paris.

The following, on the cotton crop, is from the Circular of Messrs. Neill Bros.:—

The crop accounts continue generally favourable. In some sections there have been rain storms which will do harm, but perfect weather was not to be expected, and, on the whole, it has been unusually good. There is, as yet, no appearance of frost, so that the crop has continued making except in certain districts, where all chance of a "top-crop" was spoiled by the drought of August. In those districts the crop is made already, and in great part gathered. We still hear complaints, from sections where the crop is large, of deficiency in the supply of labour. But it is much more agreeable to hear of there being more cotton than labour than it would be to hear of more labour than cotton. It has long been a favourite Southern theory that the negroes are dying out, and we have heard estimates of a reduction of a million in their numbers since 1860. We have always contended against such ideas, and we are glad to have to-day from Washington the testimony on this point of General Howard, long chief of the Freedmen's Bureau, and the highest authority on the subject. He says, commenting on the large negro vote polled in the recent elections:—"Carefully compiled statistics warrant the conclusion that the aggregate negro population of the United States has increased from 1860 to the present date. The decrease heretofore alleged was based, in part, on my report of December 21, 1866, which was estimated from very meagre statistics. It was more accurate in regard to the rural districts, and the lessened number of coloured persons found in those districts led to the inference that the whole number had decreased, without properly estimating constant change of location, large numbers having flocked to the cities north and south. The apparently diminished rate of increase of that population in the entire south is accounted for by emigration to all the Northern States. From this district alone more than 10,000 have gone north, and obtained homes and employment." On the basis of the increase of negro population, from 1850 to 1860, General Howard estimates that at the close of the rebellion they numbered nearly

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four millions and a-half. He adds:—"The negro population of the South, excepting a number of about 250,000 enrolled in the army of the Union, was but little exposed to the hazards and vicissitudes of war, and to a great extent preserved their organisation as labourers throughout the struggle." We have not the least doubt that the picking power of the South is larger than ever before, although perhaps not so well distributed. The women and children did not fight; the percentage of negro men killed was very small; and there is more white labour in the field than of old. The small returns left to planters by the present low scale of prices, after paying the revenue-tax and other heavy expenses, are bitterly complained of, and form a more real grievance. A more economical system of cultivation must be adopted, and the tax reduced or abolished. Otherwise the production may fall off instead of increasing in future seasons.

The London Chartered Bank of Australia have forwarded their abstract of profit and loss account for the 30th June. The balance of profit and loss in London and the colonies for the half-year is £46,767 10s. 3d., which, with £10,570 15s. 10d. balance carried forward, makes a total of £57,338 6s. 1d. The dividend proposed to be paid, viz, 4 per cent. on capital for the half-year, free of income tax, is £40,000, the amount to be carried to the reserve fund is £5,000, and to the colonial building fund £2,000, leaving a balance for the next half-year of £10,338 6s. 1d. A meeting for the 3rd proximo has been convened.

A prospectus has been issued of the Anglo-Argentine Company, with a capital of £50,000, in shares of £1, to complete the development of the silver deposits in the province of San Juan, in the Argentine Republic. It appears that extensive smelting and reduction works have been established and brought into operation, at a cost of £45,000, and that the present company is to be constituted to carry on the management and to supply the current funds required for buying with ready money the ores extracted by the native miners, and to meet the general working expenses for stores, &c. No payment is exacted either for the works or plant, or for the various mines acquired, the stipulation of the proprietors simply being that they shall receive the amount in shares after the company shall have earned a dividend of 20 per cent.

The liquidators of the Imperial Mercantile Credit Association (Limited) have sent a circular to the shareholders, in which they state that, with very few exceptions, they have succeeded in obtaining the assent of the creditors to the arrangement proposed in their report of the 14th of June last, subject to a few modifications which have been submitted to and approved by the committee. Under this arrangement the balance of the claims of the creditors is payable by six equal half-yearly instalments, the first of which will fall due on the 30th of December next, and the rate of interest on their respective debts is reduced from 11 per cent. per annum to 5 throughout the liquidation, thus saving about £77,000. It is added that, in the absence of any proposal from the shareholders by the 1st of December for the payment of overdue calls, application will be made to the Court of Chancery for power to enforce the same without further delay.

An ordinary meeting of the Anglo-Egyptian Banking Company is convened for the 29th inst.

Application has been made to wind up the following companies:—The Nicaragua Railway Company (Limited), the International Hotel Company (Limited), and the Oriental Inland Steam Company (Limited).

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Nov. 26.
£10	Agra Bank, A shares	6	¾ to 1¼ pm.
10	Do. B do.	—	8 to 10
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., & China	All	18 to 19
25	Chartered Merc. of India and China	All	28 to 30
20	City Bank	10	12¼ to 13½
50	London and County	20	50 to 52
50	London Joint Stock	15	36 to 37
100	London and Westminster	20	68 to 70
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	33 to 35
	MISCELLANEOUS.		
5	Bombay Gas	All	4 to 4⅛
—	Ceylon Deb., Nov. 1868, 6 per cent.	100	101 to 103
—	Do. Do 1878	100	108 to 109
—	Do. Do. 1873	100	103 to 105x.d.
20	Ceylon Company	10	1⅛ to 1 dis.
20	Do. A shares	5	2 to 1 dis.
20	China Steamship & Lanuan Coal Co.	15	15½ to 14¼ dis.
10	Credit Foncier & Mobilier of England	9	7 to 6¾ dis.
20	Egyptian Com. & Trading Company	6	4⅛ to 4⅛ dis.
10	General Credit & Discount Company	7½	2⅜ to 2⅛ dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2¼ to 2⅛ dis.
5	Oriental Gas	All	5¼ to 5⅜
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	57 to 59
50	Do. New 1855	All	57 to 59
50	Do. Do. 1867	5	¼ dis. to 1 pm.
20	Société Financiére d'Egypte	10	7⅛ to 6¾ dis.
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	64 to 66

EXPORTS TO THE FAR EAST.

The monthly tables issued by Mr. Sam Mendel contain the following details of the Cotton Goods shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Batavia, Manila, Singapore, and Ceylon.

To HONG KONG AND WHAMPOA.—For the month ended 16th Nov. 1867: Plain Cottons, 7,716,165; Coloured Cottons, 359,865; Printed Cottons, 57,500 yards; Cotton Yarn, 965,120 lbs.; total value of Cotton Goods, £201,619. For the eleven months ended 16th Nov., 1867: Plain Cottons, 45,298,711; Coloured Cottons, 2,205,061; Printed Cottons, 713,061 yards; Cotton Yarn, 6,261,914 lbs.; total value of Cotton Goods, £1,487,219. Increase in value for 1867 against 1866, £118,346. For the eleven months ended 16th Nov., 1866: Plain Cottons, 36,057,484; Coloured Cottons, 3,671,009; Printed Cottons, 796,640 yards; Cotton Yarn, 4,405,988 lbs.; total value of Cotton Goods, £1,368,873. For the eleven months ended 16th Nov., 1865: Plain Cottons, 29,889,694; Coloured Cottons, 2,752,995; Printed Cottons 376,696 yards; Cotton Yarn, 1,137,600 lbs.; total value of Cotton Goods, £826,305.

To SHANGHAI.—For the month ended 16th Nov., 1867: Plain Cottons, 22,334,468; Coloured Cottons, 1,707,310; Printed Cottons, 839,400 yards; Cotton Yarn, 12,000 lbs.; total value of Cotton Goods, £401,084. For the eleven months ended 16th Nov., 1867: Plain Cottons, 118,811,072; Coloured Cottons, 9,808,038; Printed Cottons, 5,095,736 yds.; Cotton Yarn, 441,232 lbs.; total value of Cotton Goods, £2,551,287. Decrease in value for 1867 against 1866, £410,331. For the eleven months ended 16th Nov., 1866: Plain Cottons, 111,113,147; Coloured Cottons, 10,901,907; Printed Cottons, 5,539,770 yards; Cotton Yarn, 68,800 lbs.; total value of Cotton Goods, £2,961,618. For the eleven months ended 16th Nov., 1865: Plain Cottons, 67,874,707; Coloured Cottons, 4,622,708; Printed Cottons, 2,246,183 yards; Cotton Yarn, 96,000 lbs.; total value of Cotton Goods, £1,641,533.

To JAPAN.—For the month ended 16th November, 1867: Plain Cottons, 2,303,014; Coloured Cottons, 53,375; Printed Cottons, 102,516 yards; Cotton Yarn, 532,070 lbs.; total value of Cotton Goods, £70,709. For the eleven months ended 16th November, 1867: Plain Cottons, 19,088,504; Coloured Cottons, 3,146,706; Printed Cottons, 788,418 yards; Cotton Yarn, 2,996,149 lbs.; total value of Cotton Goods, £685,589. Decrease in value for 1867 against 1866, £121,606. For the eleven months ended 16th November, 1866: Plain Cottons, 22,393,803; Coloured Cottons, 2,537,614; Printed Cottons, 2,292,921 yards; Cotton Yarn, 1,397,730 lbs.; total value of Cotton Goods, £807,195. For the eleven months ended 16th November, 1865: Plain Cottons, 13,516,644; Coloured Cottons, 1,052,978; Printed Cottons, 1,354,364 yards; Cotton Yarn, 292,700 lbs.; total value of Cotton Goods, £385,090.

To SINGAPORE AND PENANG.—For the month ended 16th Nov., 1867: Plain Cottons, 6,240,158; Coloured Cottons, 669,783; Printed Cottons, 511,153 yards; Cotton Yarn, 398,346 lbs.; total value of Cotton Goods, £152,436. For the eleven months ended 16th Nov., 1867: Plain Cottons, 57,971,515; Coloured Cottons, 8,308,809; Printed Cottons, 4,209,452 yards; Cotton Yarn, 2,670,639 lbs.; total value of Cotton Goods, £1,587,052. Increase in value for 1867 against 1866, £172,011. For the eleven months ended 16th Nov., 1866: Plain Cottons, 42,841,766; Coloured Cottons, 7,316,373; Printed Cottons, 4,022,284 yards; Cotton Yarn, 1,572,877 lbs.; total value of Cotton Goods, £1,415,041. For the eleven months ended 16th Nov., 1865; Plain Cottons, 30,947,318; Coloured Cottons, 5,212,951; Printed Cottons, 1,745,396 yards; Cotton Yarn, 1,110,485 lbs.; total value of Cotton Goods, £894,143.

To BATAVIA.—For the month ended 16th November, 1867: Plain Cottons. 2,262,517; Coloured Cottons, 946,203; Printed Cottons, 793,328 yards; Cotton Yarn, 130,590 lbs.; total value of Cotton Goods, £89,165. For the eleven months ended 16th November, 1867: Plain Cottons, 17,330,196; Coloured Cottons, 12,262,487; Printed Cottons, 12,764,488 yards; Cotton Yarn, 628,155 lbs.; total value of Cotton Goods, £1,005,236. Decrease in value for 1867 against 1866, £325,943. For the eleven months ended 16th November, 1866: Plain Cottons, 33,538,654; Coloured Cottons, 11,470,621; Printed Cottons, 10,101,429 yards; Cotton Yarn, 671,766 lbs.; total value of Cotton Goods, £1,351,179. For the eleven months ended 16th November, 1865: Plain Cottons, 13,721,877; Coloured Cottons, 5,041,199; Printed Cottons, 6,779,247 yards; Cotton Yarn, 494,310 lbs.; total value of Cotton Goods, £624,850.

To MANILA.—For the month ended 16th November, 1867: Plain Cottons, 582,155; Coloured Cottons, 976,172; Printed Cottons, 73,603 yards; Cotton Yarn, 19,400 lbs.; total value of Cotton Goods, £39,165. For the eleven months ended 16th November, 1867: Plain Cottons, 16,054,803; Coloured Cottons, 14,580,986; Printed Cottons, 842,027 yards; Cotton Yarn, 182,826 lbs.; total value of Cotton Goods, £758,443. Increase in value for 1867 against 1866, £142,772. For the eleven months ended 16th November, 1866: Plain Cottons, 10,284,085; Coloured Cottons, 12,301,701; Printed Cottons, 552,915 yards; Cotton Yarn, 78,318 lbs.; total value of Cotton Goods, £615,671. For the eleven months ended 16th November, 1865: Plain Cottons, 12,502,123; Coloured Cottons, 12,392,900; Printed Cottons, 1,069,065 yards; Cotton Yarn, 96,052 lbs.; total value of Cotton Goods, £622,727.

To CEYLON.—For the month ended 16th November, 1867: Plain Cottons, 2,304,470; Coloured Cottons, 128,616; Printed Cottons, 4,178 yards; Cotton Yarn, 109,000 lbs.; total value of Cotton Goods, £51,411 For the eleven months ended 16th November, 1867: Plain Cottons, 16,352,329; Coloured Cottons, 1,213,324; Printed Cottons, 1,992,300 yards; Cotton Yarn, 324,235 lbs.; total value of Cotton Goods, £444,983. Decrease in value for 1867 against 1866, £225,003. For the eleven months ended 16th November, 1866: Plain Cottons, 17,375,236; Coloured Cottons, 1,450,451; Printed Cottons, 4,064,862 yards; Cotton Yarn, 796,422 lbs.; total value of Cotton Goods, £669,986. For the eleven months ended 16th November, 1865: Plain Cottons, 9,775,748; Coloured Cottons, ,191,015; Printed Cott ons, 1,647,054 yards; Cotton Yarn, 280,390 lbs.; 1otal value of Cotton Goods, £344,085.

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ARTICLES OF IMPORT.

TEA.—The clearances from 1st to 21st inst. (the latest period of customs returns) amount to 6,598,000 lbs., or an increase of about 2,000,000 lbs. This increase is owing to a rumour current in Mincing-lane that the Chancellor of the Exchequer would increase the duty from 6d. to 1s., in order to assist in covering the cost of the Abyssinian expedition. This has checked purchases to some extent, and the teas bought by Mackellar and Co., and re-sold at Shanghai, have been on the market, and sold without reserve. Congous: There has been rather more inquiry for siftings, and prices, both of the Kaisow and Moning sorts may be called ½d. per lb. higher. Broken-leaf kinds remain firm. Fair to good common show no change. Some sales of fair flavory kinds, of old import, have been made from 1s. to 1s. 1d. per lb. Those of this season remain very difficult of sale at the low range of prices established. Good to fine Kaisows have sold to a fair

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extent, but in some instances at rather lower prices. Finest have met with only a moderate demand. In Fak Lings there is no alteration to notice. Common to fair black-leaf kinds have been sold to some extent, but prices have declined about ½d. per lb. In good kinds there is no alteration. In new Monings there has been a fair business done in the fair to good qualities at the decline last quoted. Fine to finest have not commanded such high rates with the exception of any really superior chops, which are taken for export. Fair to good Oolongs remain difficult of sale, but fine to finest are in fair demand. Further supplies of good to fine Souchongs have come to hand, and sales have been made at rather lower prices for the good qualities. Scented Capers have been taken to some extent at a shade under previous prices for fair qualities; fine have also sold rather lower. Canton Scented Orange Pekoes, of fair to good kind, still remain difficult to move; fine to finest have been better supported. Foochow kinds have been in demand, and prices show no alteration. In Uncoloured Japans there has not been much doing. Green Teas: In these business has been limited, but the samples, per Agamemnon, have been placed on the market, and have met with a steady demand from the trade at very full prices for all the finer kinds of Ping Suey. Canton Gunpowder show no alteration. The sales of China Tea on the 19th instant consisted of 9,263 packages, of which 8,084 packages were sold, the whole being without reserve. The following, on the duty question, is from the *Produce Market Review*:—Tea dealers, in common with those engaged in other trades, are fully alive to the fact that the Abyssinian expedition requires the indispensable assistance of money, the sinew of all wars; but, whether it will be obtained by retaxing tea with the 1s. duty, or how it will be raised, is, of course, still uncertain, and the recent meeting of Parliament has not yet removed the uncertainty. The unusually large duty-payments that have been made this week could be attributed to no other cause than that there is a very general impression amongst the trade that the tea duty will be raised; and it is argued by many as being more probable on account of its having been so recently reduced; an argument which, in our opinion, ought to tell the other way. The greater portion of the purchases made by the grocers this week have not been for use, but for immediate duty-payment, in anticipation of a higher tax, but a large proportion of the trade have merely cleared the stock they had remaining in bond, and wait the result of the Chancellor of the Exchequer's plan for raising money, before purchasing further. An additional duty of 6d. per lb., calculating the deliveries for home consumption at last year's total of 105,000,000 lbs., would be equal to an addition of £2,625,000 to the revenue for a year; but speculations or surmises regarding the tea-duty are, in our opinion, not only premature, but useless.

SILK.—The change for the better so long hoped for in the Silk market has at length taken place, and within the last ten days we have had an extensive business, with an improvement in prices of 1s. and 1s. 6d. in some cases. In Chinas the demand has been principally for Tsatlees, the low quotations now ruling having brought some large Continental buyers into the market. Chop Silks are scarcer than ever, and firm at 28s. for No. 3, while all other descriptions must be quoted 6d. to 1s. per lb. dearer, Red Peacocks having been sold at 24s. 6d. Japan Silk has shared to some extent in the general activity, but fine Mibash, which is most wanted, scarcely exists, and fetches comparatively high rates, an exceptionally good parcel having recently been placed at 33s. Deliveries from the 1st to 23rd inclusive—China, 2,132 bales; Japan 467 bales; total, 2,599 bales.

	s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2	28	6	to	30	0
,, No. 3	27	0	to	28	0
,, Hangchow	21	0	to	23	0
Yuenfa and Hamin, No. 1 & 2	23	6	to	26	0
,, ,, ,, No. 3	23	6	to	23	0
Taysaam, No. 1 & 2	23	0	to	25	0
,, No. 3	21	0	to	23	0
Long Reel	17	0	to	21	0
Skeins	19	0	to	19	6
Canton	16	0	to	21	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	29	0	to	31	6
No. 3	27	0	to	28	0
Ida, Bricks, No. 1 & 2	26	0	to	30	0
No. 3	22	0	to	24	0
Sodai, No. 1 & 2	25	0	to	28	0
No. 3	23	0	to	24	0

COTTON.—The cotton market has been quiet, though the demand has been general, it has been confined chiefly to supplying the immediate wants of the trade, while comparatively little has been done for export. Prices generally close rather below the quotations given in our last issue. American has been irregular, the newly-landed cotton is pressed for sale, and quotations are reduced about ¼d. per lb. New York advices to the 21st inst. quote middling American 18c., costing to sell in Liverpool 8d. per sailing vessel and 8⅛d. per steamer. In East India the business has been rather limited, and with a large quantity offering prices have further declined, and are generally ¼d. per lb. lower. Quotations are 7d. to 9¾d. for American, 5d. to 7¼d. for Surat, 6d. for Madras, and 4½d. to 6¼d. for Bengal, Scinde, &c. There have been no transactions in China or Japan.

COFFEE.—The anticipated favourable result of the last Dutch sale of the year has influenced the market to some extent, and with a light quantity of Plantation Ceylon offering, business has been done at full prices; for Native there has been decidedly more demand, and privately several parcels have changed hands at an advance of 6d. to 1s. per cwt. The public sales of Plantation have been very small, amounting to only 297 casks, 27 barrels, 651 bags, and contained only a small quantity of desirable quality, which was mostly bought in. About two-thirds were disposed of, garblings and triage 13s. to 57s., good ordinary small to fine ordinary 65s. to 72s., fine fine ordinary to middling 73s. 6d. to 77s. 6d., peaberry 85s. to 92s. Native has continued in steady demand at fully 1s. above the recent lowest point for good ordinary, and at a greater advance for superior kinds; by private contract about 1,000 bags have sold at 53s. 6d. to 55s., also 150 casks at 53s. to 54s.; and in auction of 169 casks 19 barrels the greater part was bought in at 53s., a few lots 51s. and 771 bags chiefly sold, good ordinary to real good ordinary 54s. to 55s., ordinary and small 48s. 6d. to 52s. The sale of 110,500 bags by the Dutch Trading Company on the 20th instant (the last this year) passed off satisfactorily, the whole quantity brought forward finding buyers at prices on the average ½ to 1 cent. above those of the October auction; good ordinary Java at 38 to 38½ cents.

COIR YARN.—Of 40 tons Ceylon brought forward at the auctions, only a small portion sold, realising £45 10s. to £52 for fine, and £33 for good middling, the remainder being bought in at £26 to £31 per ton.

CUTCH.—The market continues firm at the previous quotation of 45s. for fine Pegu.

CAMPHOR.—There is scarcely any business doing, the stock being firmly held for the former rates of £6 10s. to £6 15s. per cwt. for China, and £6 12s. 6d. to £6 15s. for Japan, buyers only offering a reduction upon those terms.

COCOA-NUT OIL.—The market is still extremely quiet. Offers of Ceylon are made at £51 10s. to £52 per ton which meet with but little response.

INDIA-RUBBER.—At the public sales 12 baskets Borneo sold at 1s. 3½d., and of 30 baskets Singapore one-third only realised 1s. 9d. per lb.

LEAD remains steady at previous quotations.

GALLS.—Of China 30 cases were bought in at 58s. per cwt., and of Japan 100 cases at 55s.

JAPAN WAX.—We are still without offers. There is a good demand and for a few boxes good saucers £5 7s. 6d. per cwt. has been realised.

MANILA HEMP.—The market is extremely quiet, and only limited business has been done on the spot at about former terms. For arrival 720 bales per Monarch have been sold at £47 per ton.

PEPPER.—Black: A fair inquiry has prevailed, and about 3,000 bags have been taken privately, Singapore at 8⅝d. to 8¾d., Penang at 3d. to 3⅛d. 1254 bags Singapore and 2197 bags Penang at public sale, were held firmly and nearly all bought in, 1,000 bags of the latter having since been sold, greyish Acheen 3d. to 1-16d. White: 1,280 bags Singapore were about half disposed of at easy prices, middling to fair 5d. to 5⅛d., and 200 bags Penang privately at 4⅞d. to 5d.

PLUMBAGO.—The market is steady, and of 587 barrels Ceylon offered at the auctions 357 barrels were held for high rates and bought in good middling lump at 32s.; middling at 28s.; dust at 10s. 6d. to 12s.; the remainder realising 15s. to 24s. 6d. for lump, and 10s. to 10s. 3d. for dust.

RICE.—A better demand has prevailed with limited business at a little under the previous highest prices, and in soft grain at not more than 3d. to 6d. under. The sales of soft grain reach about 2,500 tons on the spot and arrived, Necransie 12s. to 12s. 1½d., Bassein 12s. to 12s. 6d., landed, and Rangoon 11s. 6d. to 12s. ex ship. Also for spring shipment a cargo of 1,000 tons, of Rangoon 11s. 3d., Bassein 11s., Necransie 10s. 9d. In auction the following quantities of soft grain were sold on cheaper terms; 7,104 bags Necransie of indirect import, ordinary heated to good 10s. 6d. to 11s. 6d., a few lots 12s., prompt six weeks; 948 bags broken Bassein 10s. 6d. full prompt.

SUGAR.—The market since our last report has been extremely dull, and the business done very trifling. There have been no transactions in East India descriptions the only parcel of Manila brought forward, consisting of 2,730 bags clayed, being withdrawn.

SPICES.—Cloves: One case ordinary Penang sold at 9½d. per lb. Mace: At auction 8 cases Penang realised 2s. 6d. to 2s. 7d. for low middling red, and 2s. 2d. for ordinary. Nutmegs: At public sale 50 cases Penang, of fresh import, sold readily at steady prices; fine bold, 68 to 67 nuts to the lb., at 3s. 11d. to 4s.; good 72's, at 3s. 4d.; middling 78's, at 2s. 1d.; 79's, at 2s.; 84's, at 1s. 10d.; 92's, at 1s. 6d. to 1s. 7d.; 95's, at 1s. 5d. to 1s. 6d.; small 116's at 1s. 3d. to 4s. 4d.

TERRA JAPONICA.—In the market for Gambier a disposition to meet the offers has been shown, and prices are lower. The sales privately amount to 2,500 bales, good dry at 16s., common 15s. 6d. In auction 930 bales partly heated were bought in at 16s.; 15 tons badly sea-damaged sold without reserve at 11s. to 12s. 6d.

TIN.—The market for Straits has shared in the depression common to the metal trade generally, and, consequently, the business has been limited. There have been buyers of Straits throughout the week at £89 10s. cash, and sellers at £90, and about 100 tons have changed hands at these prices.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 to £7 15s.; hoops, £8 7s. 6d. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 5s. 0d. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £80 to £82 per ton; yellow metal, 7d. per lb.

LEAD, &c.—English pig, W.B., £21 10s.; shot, patent, £22 10s., sheet, £20 10s.; spelter, £21 10s.; zinc, English sheet, £28; quicksilver, £6 17s., in bottles of 75 lbs. each.

In the Metal Market, although prices of almost all articles are relatively moderate, the tone of the market does not improve, and sales are not readily effected at previous quotations.

TIN PLATES are dull of sale and prices rather easier.

SPELTER is held less firmly, and common plates on the spot might be bought at £21 12s. 6d., 25 tons WH. plates have been sold for the spring at £21 10s.

COPPER.—The only business of importance has been in Chili. Sales of bars in Liverpool and Swansea are reported at £69, and Ore and Regulus 14s. 3d. per unit. English tough is dull at £75 to £76. Nothing reported in foreign. Burra £83, Wallaroo £81 nominally.

IRON.—Increased dulness in this trade is reported from Staffordshire and Wales, and purchases are effected on easier terms. Scotch Pig also is ower at 53s. 9d. cash.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£818,825
Foo-chow-Foo	—	5,090
Amoy	—	—
Hong Kong	—	113,821
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

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FROM MARSEILLES.

(By the P. and O. Company's Steamers.

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	£51,828	£45,018
To Batavia	7,997	—
To Hong Kong	4 000	5,284
To Shanghai	—	55,288
To Yokohama	—	46,343

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9½ to —
Spanish Doubloon	3 15 0 to 3 16 0
United States Gold Coin	3 16 3 to 3 16 4
Silver in Bars	0 5 0½ to 0 5 0¾
Mexican Dollars	0 4 10 15-16

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 13	Egeria	Burt	Akyab	Scilly.
— 14	M. A. Evans	Davies	Rangoon	Queenstown.
— 15	Herald of the Morning	Henderson	Batavia	Off Falmouth.
— 2	Belle of Southesk	McKenzie	Foochow	London.
— 2	Agamemnon (s. s.)	Middleton	China, &c.	Do.
Oct. 26	John Milton	Boutillier	Saigon	Pernambuco.
Nov 19	Raleigh	Dobson	Colombo	London.
— 16	Christiania	—	Japan	Off Dover.
— 14	Mirella	Bruce	Singapore	Off Falmouth.
— 15	Dordrecht	Verhoer	Batavia	Off Dungeness.
— 18	Twilight	McAuley	Singapore	Queenstown.*
— 20	Finella	Murray	Java	Falmouth.
— 21	Zambesi	Hammer	Penang	Do.
— 21	Von Berg	Lindemann	Rangoon	Do.
— 23	Batavia	v. Dolder	Batavia	Do.
— 20	Henrtta. Ger. Susanna	Dam	Do.	Brouwershaven
— 23	Burdwan	—	Foochow	London.

* With crew sick.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 15	Mureliana	Sarachaga	Manila	London.
— 10	Aurora	Norberg	Hong Kong	Newport.
— 16	Golden Spur	Ronald	Do.	London.
— 15	Andrew Jackson	Callum	Shanghai	Newport.
— 18	Chinaman	Downie	Hong Kong	London.
— 19	Eliza Shaw	Cull	Yokohama	Do.
— 19	White Adder	Moore	Shanghai	Do.
— 19	Boyne	Jones	Colombo	Do.
—	Koning Willem III	—	Batavia	Amsterdam.
— 14	Ophir	—	Hong Kong	Shields.
— 16	Kinfauns Castle	Holms	Singapore	Clyde.
Oct. 29	Suliote	—	Yokohama	Charleston.
— 30	Nesutan	—	Hong Kong	Boston.
—	Isabelita	Mundaca	Manila	Hamburg.
Nov 20	Isabella	McCarthy	Shanghai	Cardiff.
— 21	Thusnelda	Huneken	Newport & Singapore	London.
— 21	John Banfield	Bastian	Hong Kong	Cardiff.

(*See Commercial Postscript.*)

LOADING.

At London.—For Yokohama and Nagasaki: Fire Queen. For Shanghai: Min, City of Aberdeen, Gossamer, Argonaut, Leander. For Hong Kong: Black Prince, Falcon, Wemyss Castle, Chusan. For Manila: Angela. For Batavia and Sourabaya: Erna. For Singapore: Doon, Belle of Southesk. For Penang: Ceylon. For Colombo: Jeddo, Aboyne, Susan Pardew, Wynaud.

At Liverpool.—For Yokohama: Westminster. For Shanghai: Forward Ho! For Hong Kong: Maria Louisa Antoinette, Everest, Adriana Petronella, Mataura. For Singapore: Patriot Queen, Panuco. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Helen Denny.

At Glasgow.—For Batavia and Sourabaya: County of Ayr.

SPOKEN.

Herman de Ruiter, Amsterdam to Samarang, Sept. 27, 16 S., 30 W.
Couranto, London to Batavia, Oct. 9, 11 N., 27 W.
Thames, London to Ceylon, Oct. 6, 8 N., 25 W.
Wild Rover, Manila to New York, Sept. 20, 29 S., 10 E.
L ston (barq.), Liverpool to Shanghai, Oct. 3, 17 S., 32 W.
Shakespeare (ship), London to Shanghai, Oct. 3, 17 S., 32 W.
Bella Maria, Liverpool to Singapore, June 19, 40 N., 12 W.
Eldorado, Cardiff to Singapore, Sept. 2, 18 S., 30 W.
Ophelia, Sunderland to Hong Kong, May 5, 42 N., 14 W.
Blair Athol, Newcastle to Galle, Sept. 27. 31 N., 19 W.
Margaret Falconer, Clyde to Penang, 43 days out, 3 S. 32 W.
Ajax (s.s), Liverpool to Singapore, China, &c., Nov. 1, 9 N., 16 W.
President von Ryckervorsel, from Batavia, Sept. 30, 8 N., 25 W.
Nesutan, Boston to Hong Kong, Nov. 3, lat. 40, long. 64.
Armistead (?), London to Shanghai, 11 N., 25 W.
B. K. (?) (Austr. ship), Macao to Havana, 34 days out, off the Natunas.
Warrior (s.s.), New York to Hong Kong, Oct. 21, 29 N., 34 W.
Mary and Hillegonda, Sourabaya to Amstdm., Oct. 24. 34 N., 34 W.
Gelderland, Batavia to Amsterdam, Aug. 28, 9 S., 98 E.
Golden Rule (clipper), Shanghai to London, Sept. 16, 15 S., 9 W.
Scotland Tyne (?), from Galle, July 27, 4 N., 15 W.
Henriette Maria, Batavia to Amsterdam. Sept. 21. 35 S., 20 E.
Lucy, Newcastle to Singapore, June 30, 15 N.. 25 W.
Queen of the Age Foochow to London, Sept. 12, 1 N., 106 E.
Joachim (ship), Cardiff to Singapore.
Royal Diadem. Swansea to Shanghai, 40 S., 47 E.
Sumatra, Newcastle to Galle, 12 Oct., 10 N., 24 W.
Abdilla (?) (Dutch sh.), Singapore to London, Nov. 20, 49 N., 7 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain unaltered. Tonnage is somewhat scarce. In coal freights from the Northern outports previous quotations are fully maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £52 10s. For Batavia: £27. For Colombo, £30. For Galle, £33. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 10s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 11s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

The Admiralty have invited tenders for the conveyance of 20 tons (weight) small arms ammunition from the Thames to Colombo.

CASUALTIES.

The Jacoba Cornelia, Dutch barque, from Batavia to Amsterdam, put in at Mauritius, 26th Sept., for repairs, having met with very bad weather on the 5th in lat. 9 S. lon. 102 E, in which she sprung a leak, subsequently making 10 inches of water per hour; she was being discharged.

The Bengale (Fr. ship), Dubois, from Saigon, which arrived at Mauritius Sept. 15, had been hauled upon the patent slip to stop a leak.

The Maggie Leslie, of Newcastle, Stephen, from Foochow to London, which was reported as totally lost in Gaspar Straits, had been taken to Batavia by the mate of the Fuse Yama; ship and cargo apparently in good order.

The Shun Lee, from China, put in at Table Bay, Sept. 23, for repairs, with loss of sails, &c.

The Hamilla Mitchell, Branscombe, from Manila for Liverpool, arrived at Table Bay, Sept. 24, with cabin furniture, master's effects, chronometers, &c., washed overboard, and other damage, having met with a very severe gale Sept. 14, in 34 S., 32 E., during which she was thrown nearly on her beam-ends; after repairing she sailed for her destination on the 8th of October, and arrived off Ascension Oct. 28.

The Catharine (barque), of Melbourne, Noble, from Singapore to Boston, put in at Capetown, Sept. 29, leaky and for repairs. She had discharged a large portion of her cargo, and would very probably go on the patent slip.

MISCELLANEOUS.

Off Ascension.—Oct. 8, Admiral de Winter, from Singapore, for London; 21, S. Van Heel, from Batavia, for Amsterdam; 22, Benvenue, from Penang, for London; 27, Ardencraig, from Colombo; 28, Hamilla Mitchell, from Manila, for Liverpool; 29, Monarch, from Manila, for London.

At St. Helena.—Oct. 2, Cornelia Adolphina, Roever, from Batavia, and sailed for Amsterdam; 3, Daniel Marcy, Ross, from Manila, and sailed 4, for New York; 4, President Peate, Julius, from Batavia; Cornelia, Croese, from Batavia, and both sailed 5 for Amsterdam; 6, Shun Lee, Milbank, from Foochow, and sailed 7 for London; Dordrecht, Verhoeven, from Batavia, and sailed 7 for Amsterdam; 8, Guurtje and Marie, Flens, from Batavia; Boni, Rotgans, from Tjilatjap, and both sailed 9 for Amsterdam; 9, Lady Agnes Duff, Nowell, from Manila, and sailed 10 for London; 10, Elena, Vaca, from Manila, and sailed 12 for Cadiz; 14, Ary Scheffer, Kunst, from Batavia, and sailed for Dordt; 20, Hoek v. Holland, Bakka, from Batavia, and sailed 22 for Rotterdam; Jeanne Meyer, Loesewitz, from Singapore, and sailed 23 for London.

Off St. Helena, Oct. 1, Lanercost, from Singapore, for London.

At Table Bay, Sept. 23, Goeland, Risiers, sailed for China; 26, Princess of Wales, Shepherd, from Newport, to repair cutwater, &c., and sailed Oct. 9, for Shanghai; 4, Vulcan (s.), Voss, from Cardiff, and left 18, for Japan.

At Simon's Bay, Sept. 24, Oneida, Creighton, sailed for Hong Kong; 30, Lina, sailed for Hong Kong.

At Algoa Bay, Oct. 10, Priam, Henderson, from Batavia, put in for medical aid for master and crew.

The Havelock, from Yokohama, did not arrive off New York, Oct. 26, as reported.

At Bahia, Oct. 18, Kalahome (s.s.), Embleton, from Liverpool, left for Bankok.

At Callao, Oct. 7, Rocco Pratolongo, Leciry, from China, &c.

At Mauritius, Oct. 4, Jamaica, Galt, sailed for Batavia, after repairing; Sept. 19, Seringapatam, Wyeth, sailed for Batavia; Oct. 2, Lynet, Aaroe, sailed for Batavia; Sept. 19, Himalaya (s.), from Capetown, and left, 24, for Singapore; 23, New York (s.s.), Lane, from Capetown, and left, 24, for Singapore; Oct. 16, Niagara, Merie, from Saigon.

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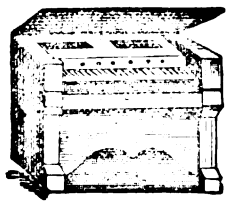

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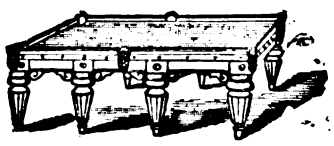

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7, Waterloo-place, London, S.W.,
Sept. 20, 1867.

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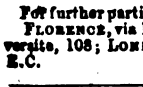

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Generale Transatlantique Line, from St. Nazaire 8th of month.

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For further particulars and through passage rates, apply to H. STAER and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

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Hong Kong ...	Chusan	A1 14 yr.	W.I.D.	With des.
Manila	Angela	3-3rds A1	W.I.D	With des.
Kanagawa and Nagasaki ...	Fire Queen...	A1 13 yr.	E.I.D.	With des.

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Shanghai ...	Argonaut ...	A1	E.I.D.	30th Nov.
Ditto	Min.....	A1 13 yr.	Ln.D.	To fol.
Ditto	Fusiyama ...	A1 10 yr.	E.I.D.	To fol.
Hong Kong ...	Wemyss Cas.	A1 14 yr.	E.I.D.	With des.
Ditto	—	A1 14 yr.	E.I.D.	To fol.

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For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With Despatch.

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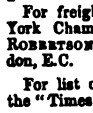

FOR SHANGHAI Direct, the well-known Clyde clipper-built ship GOSSAMER, A1 15 years, 785 tons register; J. THOMSON, Commander; West India Docks. This magnificent high-classed ship, built under special survey, is strongly recommended for the shipment of fine goods.

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For list of R. and Co.'s line of ships now loading see the *Times* (daily) and other papers.

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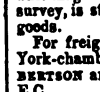

FOR KANAGAWA and NAGASAKI, the splendid Clyde-built clipper ship FIRE QUEEN, A1 13 years, 785 tons register, T. J. DUGGAN commander; East India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

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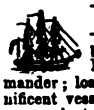
R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

Last Shipping Day the 15th of December.



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DEUX MOIS CHEZ LES SAUVAGES AINOS (Japon

ORAISON FUNEBRE, TRADUITE DU COCHIN. CHINOIS; par Truong-vinh-ky.

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THE LONDON AND CHINA TELEGRAPH

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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PER FRENCH MAIL.]

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 265.] LONDON, THURSDAY, DEC. 5, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN—Yokohama	Aug. 17.	—	Oct. 16
Nagasaki	—	—	Oct. 19
Hakodadi			
CHINA—Peking	—	—	Oct. 14
Tien-tsin	—	—	Oct. 17
Chefoo			
New-chwang	—	—	
Hankow	—	—	Oct. 16
Kiu-kiang			
Chin-kiang			
Shanghai	Aug. 26	Oct. 13	Oct. 23
Ningpo	—	—	
Foo-Chow	—	—	Oct. 22
Formosa—Tamsuy			
Amoy	—	—	Oct. 23
Swatow			
Hong Kong	Sept. 10	Oct. 23	Oct. 28
Canton			
Macao			
PHILIPPINES—Manila			
COCHIN-CHINA—Saigon	—	—	Nov. 2
SIAM—Bangkok	—	—	Oct. 23
BORNEO—Labuan			
Sarawak			
JAVA—Batavia	—	—	Oct. 29
MALACCA STRAITS—Singapore	Sept. 26	Oct. 31	Nov. 4
Penang	Sept. 26	Oct. 29	

The inward mail, with Hong Kong dates to November 1, may be expected on the 11th or 12th. The latest telegrams from Hong Kong, via Galle, are to Nov. 1. Telegraphic communication with Galle is partially interrupted. The P. and O. Company's extra steamer Malacca arrived at Suez from Yokohama on 26th Nov., with 349 bales silk and 1,033 cases eggs of silkworms.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer Meeris, arrived at Marseilles Dec. 2.—From Yokohama: Messrs. Foundra, Barilletti, Dell'Oro, Lozi, Graef, Fouche, Damioli, Busino, Gatinoni, Gibelli, Chiapello, Salo, Aureuehe, Menard, Vigano, Mazza, Paraviccino. Prevost, Mandin, Reboul, Armacan, Nicolas, Chalbat, Briancon. From Shanghai: Messrs. Monnier, Milsom, Gerselin, Auber, Poutie, Rathomit, Mdme. Hyner. From Hong Kong: Messrs. Hurnam, Javet, Ortmann. From Saigon: Messrs. Peyross, Gear, Fourcade. From Batavia: Messrs. Koopmann, Frappier, Van Tooremburg, Krusemann, Kaysers, Mdlle. Saffay. From Singapore: Messrs. Krusemann, Santeralla, Gracia, Alriol, De Econdrillas, De Calva, Bignerio, Mero, Ruiz, Ocampo, Rinaldez, Hutchison, Mr. and Mrs. Everas and two children, M. De la Canal and family, Capt. Juneviez and 21 soldiers.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes, Dr. Assistant Commissary-General Randall, Mrs. Randall and child, Mr. Chas. Mackwood. To Singapore: Rev. B. and Mrs. Morrell, Mrs. Willans and two children, Miss Willans, Mr. Theodore Kranse, Captain Massey, R.E. To Hong Kong: Mr N. J. Hannen, Mr. and Mrs. Duggan, Miss Duggan.

From Marseilles, Dec. 12.—To Yokohoma: Mr. R. E. Price, Mr. King, Mr. Vernede, Mr. Mottn, Mr. Jacquenot. To Shanghai: Rev. F. King, Mr. F. King. To Hong Kong: Mr. H. Smith, Mr. and Mrs. G. N. Minto. To Singapore: Mr. A. McColl. To Ceylon: Miss G. F. Bell.

Per P. and O. steamer Ripon, from Southampton, Dec. 20.—To Hong Kong: Mr. H. Foss. To Singapore: Mr. and Mrs. W. Hargreaves. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Templer, Miss Templer, Mr. F. Templer, Mrs. Mackenzie, Miss Saunders Miss Lloyd.

From Marseilles, Dec. 28.—To Ceylon: Mr. W. T. Sendall, Mr. J. S. Findlay.

Per P. and O. steamer, from Southampton, Jan. 4.—To Shanghai: Mr. Gore Booth, Mr. F. C. Adams. To Singapore: Mr. James Miller, Rev. G. F. and Mrs. Hose.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The dates by this opportunity are to the 25th Oct. The P. and O. steamer *Malacca* was to be despatched to Suez as an extra vessel with silk, &c., to correspond with the Bombay mail which arrived at Marseilles yesterday, the 4th. She has on board 349 bales of silk and 1,033 cases silkworms' eggs.

The items of news are scanty. The *Japan Herald* publishes the following :—

We have received three official communications, emanating from the very highest authorities, each of which contradicts the report of the Shiogoon Stotsbashi's abdication ; and one further adds that the officer placed by the report at the head of the *soi disant* administration was assassinated a month since. We quote :—"The latest advices received from Kioto are dated five days ago, and at that date all was perfectly quiet."

The settlement was startled out of its usual quiet state by the report of a fatal affray having taken place at No. 145. The report proved too true, and we learn that the victim was James Micklejohn, who was stabbed to the heart during a quarrel by a Dutchman named Surie, who is in the Consular jail.

A new paper, called the *Japan Gazette*, has been published, and supposed to be edited by Mr. Black. The *Gazette* says :—

"Nothing new has transpired as to the finding of the assassins of the two English sailors at Nagasaki. In one respect, however, the action taken by Sir Harry Parkes in a recent visit to Osaka has been successful, viz.—in obtaining the removal of the Governor of Nagasaki, under whose rule the outrages upon foreigners have been so frequent, without any of the delinquents being discovered. The new Governor, Wadzu Idzu no Kami, has arrived in the Shiogoon's steamer *Dumbarton*, accompanied by an escort of 300 soldiers. When governors of settlements adjoining those of foreigners see that incapacity is punished so promptly, it is likely that a good deal more alacrity will be shown in guarding against outrages, and greater zeal manifested in finding and handing over the criminal to justice.

"It is not generally known that a residence has been prepared at Osaka for the British Minister, who will occupy it for the first few months after the opening of the ports."

NAGASAKI.

Dates from this port are to the 19th of October, and report all quiet. The U.S.S. *Hartford* arrived there on the 18th.

CHINA.

TIENTSIN.

A letter from this port, dated Oct. 10, says :—The bands of mounted robbers who have been infesting the routes from this to Shanse, and have been plundering travellers and traders, have gone southwards and westwards, and it is now possible for the inland traders to bring treasure here from Shanse and other inland marts, and take merchandise to Shanse, without running the danger of being plundered by the marauders of the rebel forces or the Imperialists. The result has been that a demand has lately sprung up for several kinds of imports, and some sales have been daily effected at advancing rates. The total amount of business transacted by the inland traders has, however, as yet been very limited, in comparison with former years at this part of the season. It is, however, consolatory to us to know now that there is a possibility of doing some business, for the last few months have been frightfully stagnant for the foreign import trade. Grey goods are chiefly asked for, and can find buyers freely at about the following rates :—Grey Shirtings, 7 lbs., taels 2.25.28 ; 8½ lbs., taels 2.48.55 ; 8½ lbs. taels 2.58.60. T-Cloths, 7 lbs., taels 2.2. American Drills, 40 yards, taels, 4.20.50. English Drills, 40

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yards, taels 3.60.70. Figured Orleans, taels, 4.40; Plain Orleans, taels 4.20. Other British imports also find buyers readily, such as Lead, taels 5.50.60; Steel per picul, taels 5.20.30; Tin Plates, taels 7.00.30; Window Glass, taels 2.60 to taels 3.40, Sapan-wood taels 2.10.70.

The opium market is again quiet, and rates during the last four days have receded. To-day the quotations are—Malwa, taels 560 for ready money, taels 565 for payment in two weeks. Patna, taels 470 to 480. Both kinds of drug, from now on, however, are certain to advance in price, as in a couple of weeks at furthest the traders will begin to buy freely for the interior markets. Gold is going down slowly, and to-day it is quoted tls. 15.40.50. Cotton keeps slowly falling, and yesterday's quotations were taels 14.20.50, but before foreigners can touch it for the Hong Kong market it must go considerably lower. Japanese produce is in good demand. The quotations to-day for long seaweed are taels 3.90 to 4.40, and rising, Passiet seaweed taels 2.20.30, also rising. Cut seaweed, taels 5 to 5.50; isinglass, taels 40 to 44.

The long-expected vessel from England, *Our Queen*, with direct shipments, has not yet appeared at Takoo. She is expected with much anxiety by all parties, as her cargo, it is hoped, will make a revolution in the Tientsin trade, so far as foreigners established here are concerned. A second vessel is expected next March, to supply the spring demand.

The French bank, Comptoir d'Escompte de Paris, has just established an agent at this port, so it would appear that the banks are directing their attention to this large market as a field in which business can be profitably done. It must be borne in mind that we shall not have a famine every year in the north of China, and that we are certain to see years in which a large amount of business will be done in British and American grey goods.

The usual Chinese products, such as red and black dates, fruits, medicines from Shanse and the other parts of the north of China, are daily making their appearance at Tientsin, to be exchanged for silver and imports.

The local authorities, in connection with the opulent classes of Tientsin, have established what we call "soup kitchens," at which a bowl of congee daily is served out to each poor person, and by which means it is expected the recipients will be kept alive, till next year shall find them employment and food. I understand that this system has been already adopted over all the north of China. The want of the millet stalks used by the inhabitants for firing, generally, will be severely felt this winter. The millet stalks are used both for heating the people's houses and cooking their food. It is to be hoped Providence will favour us with a mild and short winter.

The American merchant steamer *Manchu*, on her last trip, when returning to Shanghai, had a fight with the southern junks at Kokoo, when firearms were used. It was generally expected that things would come to this pass, in consequence of the lawless manner in which these junk people had been acting towards the foreign craft passing through the Kokoo anchorage.

Admiral Keppel is not expected back from Peking till about the 20th.

Since the British men-of-war *Salamis*, *Manila*, and *Dove* have been lying off the British settlement cricket has been much in vogue; and at a match held on the 8th, between the navy men and the resident foreigners, the civilians got terribly beaten.

The training for the autumn races, which will come off on the 24th, 25th, and 26th, is being proceeded with every morning early. At present Black Diamond and Black Pearl are the favourites for the Challenge Cup, and it is a matter of grave importance to this small world that they should win it, as the cup will then remain certain with us for another twelve months. Money, either in the shape of sycee shoes or in the form of Mexican dollars is not an over abundant article in this region, in this autumn of 1867, and should the winner of the Challenge Cup at the last meeting again win it at this meeting, it is extremely doubtful if the community will be in a hurry to subscribe for another piece of plate for a Challenge Cup. Hence it is generally hoped that fortune will favour either Black Diamond or Black Pearl, and thus keep the present Cup to be run for again till better times smile on the port of Tientsin.

SHANGHAI.

The dates are down to the 23rd Oct. The P. and O. mail of 26th August arrived out on the 13th Oct. The telegrams from London via Kiachta are to the 24th Sept., received on 19th Oct., and *via* Galle and Hong Kong to the 23rd Sept., received on 20th Oct.

The following summary of news is from the *North China Herald* of the 19th of October:—

A meeting of the North China Insurance Company has been held, at which several matters of much interest were discussed. The propriety of establishing an independent office in London and of insuring hulls of vessels were chiefly discuss.

The American mail steamer *Costa Rica* left on the 17th of October to join the *Great Republic* at Yokohama. An American paper, called the *Shanghai News Letter*, was got up for despatch by her. The editors put on record at the outset that their "intention is that, while the utterances of the paper will be plainly and distinctively American, they will breathe only good-will towards their fellow sojourners" in China. Accordingly the summary of news given refers almost solely to matters affecting American interests.

The P. and O. Company have despatched an extra steamer, the *Malacc*, from Yokohama direct to Suez with silk; the *Aden* left Shanghai to meet her at Hong Kong.

A cricket match between elevens of the Fives' Court and the Cricket Club has been commenced; play has already extended over two days. The scores made were 136 by Fives Court, and 96 by Cricket Club.

The rules lately drawn up by the Chinese Government, regulating the ownership by their subjects of foreign vessels, contain the following clause, which has been much criticised, as arrogating a power they could not claim:—

"Should the vessel have left port before the above report is made, the vessel will be confiscated when arrested. The Chinese charterer will be dealt with by Chinese law, and the foreigners on board will be handed to their Consul for punishment."

It is satisfactory to find from the following extract from a letter by Sir Rutherford Alcock to Mr. Winchester that he shares this view:—

"These regulations have never been communicated to the Foreign Representatives, and the Chinese authorities must, I think, have been perfectly aware that they would not agree to such a clause [viz., the last]. Be this as it may, I have simply to instruct you to acquaint the Taotai and Commissioner of Customs, officially, that any action on their part under this article would be a violation of Treaty, and will certainly not be permitted to take effect, wherever British vessels are concerned."

The committee for the assessment of Chinese houses have completed their labours. The result shows a slight increase in value over the previous schedule. They have assessed 12,000 houses in the English and Hongque settlements.

The want of a gaol has long been much felt in Shanghai. We are glad to learn that plans for one have been drawn up and sent home for the approval of the Foreign-office, and there is every likelihood of their assent being soon received. Accommodation is contemplated for fifty prisoners; and the building will contain an infirmary, chapel, and workshops, as well as commodious apartments for the necessary staff and guardrooms for the police.

One of the cargo boat robberies that so frequently occur in this port was cleverly detected by the police a few days ago. A cargo boat which had been partially laden with coal from the naval store during the day was left at night lying off the jetty. The police had an inkling that an attempt would be made to carry off some of it during the night, and kept watch. A cargo boat soon dropped down with the tide and moored alongside, remained there some time, and again floated away. The police at once followed and captured it, with a quantity of stolen coal on board. The head man of the thieves has been sentenced by he Mixed Court to eighty blows with the bamboo, one month's cangue, and subsequent deportation. We may add, as the last sentence sounds rather vague in reference to Chinamen, that it is considered effectual. The police seldom, if ever, see a man who has been deported again in the settlement.

We are glad to learn that a dispensary for the benefit of the Chinese has been opened at the house in Hong-que known as Dr. Boone's office, in connection with the Protestant Episcopal Mission. Dr. Macgowan kindly gives his services as consulting surgeon, and a Chinese assistant is in regular attendance. The house is provided by the mission, but the medicines depend upon charitable contributions from natives and foreigners, which we have no doubt will be forthcoming. It is now generally understood that medical aid affords the best opening for missionary work in China, as it enables the natives to form an opinion of foreigners and foreign skill, tending to overthrow the "barbarian" theory, and to facilitate the work of introducing Western civilisation. Many will gladly contribute towards the

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maintenance of hospitals who do not believe much in the present efficacy of missionary labour for converting the Chinese to a more enlightened faith.

Amongst the shipping arrivals has been the Japanese steamer *Cosmopolite*, under the command of Japanese captains, of whom there appear to be two, with a crew of 24 officers, 60 seamen, and 22 stokers. She appears to be in good order and cleanly, and is said to have come over for repair.

The wreckers have been making a fine harvest out of the wreck of the *Vesta Vizie*. They have secured a large proportion of the coal, and are distributing it as rapidly as possible. It is however satisfactory to know that energetic measures will be promptly taken to recover the same, and to prevent further pilfering. The steamer *Hyson* will shortly proceed to the scene of the disaster and will doubtless enforce restoration of the stolen cargo.

A Ningpo correspondent writes :—"Under instructions from the Chief Judge, H.B.M.'s Consul has returned Mr. Wadman the amount in which he had mulcted him for his imaginary offence against the dignity of the Queen ; so the publicity given to the correspondence has brought this matter to a satisfactory termination, and saved all the trouble and expense of an appeal. Notwithstanding its absurdity the affair will do good, as showing that the intention of both the public and the authorities can, on an emergency, be directed even to Ningpo.'

The winter season of 1867, lacks the cheerful presage of its predecessors. The weather is unusually gloomy. The thermometer, instead of being 67 deg., as it is usually during this month, stands while we are writing at 79 deg. Illness is very prevalent. We have had more than one sad reminder of the unhealthiness of the place and of the time, and we cannot resist the depressing influence. Strangely enough, too, the sickness is not restricted to this portion of China. We hear very bad accounts from the North. The fame of Peking and Tientsin for healthiness of climate, which has been so long established, seems at the present moment to be challenged. Deaths and illnesses amongst the foreign community seem on the increase. Even at Chefoo, the most favoured of the northern ports, there has been a prolonged and unusually trying summer, and visitors have, in many cases, returned from health-giving Yen-tai without receiving marked benefit from their change. Now, the conclusion forced upon us by these experiences is, that it is very nearly as difficult to predicate what weather we shall have at a particular month in China as it is to make a similar prophecy in England. The idea that in the Middle Kingdom there is a dry season and a wet season, a hot season and a cold season, each with definite limits, is a delusion. It is true of India; it is not true of China. Therefore, we should do well to act accordingly, and make our plans accordingly. It is no longer safe to look forward to a spell of cool dry weather at a particular time.

The wreck of the *Tientsin* has been entirely removed.

Mr. Hunt, the Inspector-General of Customs, has published a sheet containing the names and occupations of persons in the service of the Chinese Customs. This list appears in the *Friend of China* in full.

List of Silk Shippers from Shanghai, June 1, to October 14, 1867.

	England.	France.
Adamson, W. R. ...	793	
Birley, Worthington, & Co. ...	433	
Batt, E. W. ...	163	
Barnet, Geo., & Co.	863	
Bourjau, Hubener, & Co.	309...	56
Bland, I.	101	
Bovet Bros. ...	...	378
Bower, Hanbury, & Co.	1,521...	599
Brand & Monro ...	1,916	
Carter & Co. ...	1,225...	5
Chapman, King, & Co.	109	
Coutts & Co. ...	17	
Cumine & Co. ...	167	
Dow & Co. ...	56...	295
Fogg, H., & Co. ...	17	
Gamwell, F. R. ...	559	
Gibb, Livingston, & Co.	615	
Gilman & Co. ...	758...	294
Gutschow, C., & Co.	21...	155
Holliday, Wise, & Co.	1...	90
Heard & Co. ...	234...	127
Hogg Bros. ...	657	
Jardine, Matheson, & Co.	364...	54
Jarvie, J., & Co. ...	231...	12
Krauss, A. A. ...	82	
Milsom & Tod ...	...	601
Meynard & Co. ...	...	112
Nachtraib, A. & Co.	...	30
Overweg & Co. ...	352...	14
Petrocochino & Co.	71...	89
Primrose & Co. ...	89...	502
Pustau, W., & Co.	544...	29
Reiss & Co. ...	354	
Remi, W., & Co....	59	
Russell & Co. ...	55...	763
Raffard, C. ...	...	32
Sassoon, D., & Sons	32	
Scheibler Matthaei & Co. ...	934...	119
Shaw Bros. & Co....	395	
Siemssen & Co. ...	170...	165
Skeggs, C. J., & Co.	545	
Textor & Co. ...	1,034	
Smith, H.... ...	12	
Smith, J. M. ...	50	
Trautmann & Co....	160	
Theric & Co. ...	...	134
Wright, J. H. ...	47...	217
White, F. G. ...	93	
Sundries	125...	26
Chinese	237	
Total... ...	16,567...	4,898

HONG KONG.

Advices from this port extend to the 28th October.

The banks have agreed, in consequence of the Stamp Act fee of $1.50 on each set of exchange, to make an equivalent charge to the buyers on all their bills under £1,000.

In the Supreme Court of Bankruptcy, before Mr. Masson, the official assignee, G. Reimann, merchant, passed his preliminary examination. A claim was handed in, but not proved, by Messrs. Pustau, on behalf of Mr. Franke, Hamburg, amounting to over $12,000; and another claim was put in by Mr. Eimbke for $5,000 on behalf of Messrs. Brodermann, of Hamburg. H. Corran, bankrupt, likewise passed his first examination.

The Spanish mail steamer *Malespina* has not been heard of. Mr. Lane, of the Agra Bank, was in her.

A. E. Vaucher and George Blakeway, merchants, trading hitherto under the name of Vaucher and Co., now bankrupts, appeared to pass their first examination. Mr. Weller (partner of Messrs. Aug. Heard and Co.) proved one debt of $400 ; and put in a claim for another of $601.25 on behalf of Mr. Perez, Manila. Mr. J. S. Lapraik (of Messrs. Douglas, Lapraik, and Co.) proved a debt of $1,168 ; and a Chinese creditor proved for a sum of $1,480 for silk piece goods. After some conversation, Mr. Sharp informed the Court that it had been agreed by the creditors to allow Mr. Vaucher $300 a month, and Mr. Blakway $150, until such time as the final examination should take place—such moneys to be taken from the available funds of the estate.

The P.M.S.S. Co. steamer *Great Republic* sailed on the 15th Oct. for Yokohama and San Francisco. This magnificent vessel carried about 1,700 tons of cargo, and the company's agent was compelled to refuse a portion of heavy freight. In addition to the European passengers, she took 200 Chinese passengers, some of whom are intended as labourers on the Pacific Railroad. The main features of her cargo are—500 tons tea, 50 packages silk piece goods, 200 tons rice, 150 tons sugar, 200 boxes opium, and 800 tons sundries, for San Francisco ; together with 260 tons of sundries for Yokohama. Captain Phelps, the respected agent for China and Japan, together with the president, Mr. Allan M'Lane, go up to Yokohama and Shanghai to superintend the perfecting of the arrangements of the company at those ports—the former remaining as agent at Yokohama, the head-quarters of the company, and the latter returning by the *China* next month. The passengers include Lady MacDonnell.

At a meeting of the Union Insurance Company the following board of directors was elected :—Mr. Woldemar Nissen, chairman, and Messrs. Duncanson, Ryrie, Keswick, Sassoon, Hitchcock, and Lemann. Applications had been made for a large number of the shares, and the committee wished that it should be understood that it would be in the power of the new board about to be elected to strike out such as in their opinion had not contributed such business to the society as to entitle them to shares, in preference to those who had contributed largely, and it should also be understood that any part such applicants might take in the present meeting would not entitle them in future to claim shares in the allotment. Agreeable to a resolution at the last meeting, lists had been prepared of the names and the amount of premia contributed by shareholders, and would be circulated through the meeting.

In reference to the dock at Kowloon, the directors of the Hong Kong and Whampoa Dock Company have issued the following :—

Your directors have had no other course open to them than to dispense with the services of the present architects, and appoint Captain Sands to superintend the work, subject only to instructions from the board while they are glad to inform you that they have also secured the services of a thoroughly practical man to guide them in any emergency that may present itself. Your directors, therefore, congratulate you that the difficulty is now so far solved, and they hope to be able to report to you the dock ready to receive the first vessel within eight months from the present date.

H.M.'s gunboats *Grasshopper* and *Janus* had returned from a successful cruise in search of pirates. The *China Mail* gives the following report of their proceedings :—

"The two vessels left Hong Kong on the 27th Sept., and made the best of their way to Nimsham, a town or village lying at the head of Bias Bay. The approach was difficult, as no reliable surveys of the approach exist. On the morning of the 29th the *Grasshopper* and *Janus* got within a practicable distance of the town, and the commander of the latter (who was furnished with a boat's crew and the marines of the *Grasshopper*) was instructed to communicate with the native authorities and obtain from them information of the precise locality of the town of which they were in quest—a place called Shek-tow-ling, where a large amount of property stolen from a trading junk had been carried and concealed. This place turned out to be some two miles distant from Nimshan, and was given a bad character, as the resort of piratical cut-throats. The *Janus* was ac-

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cordingly directed to push her way up a narrow creek leading to the town and anchor in a position to cover the landing of a force from the vessels. Upon searching the town the goods were found to have been removed, and a large portion of the inhabitants, wisely judging that the visit foreboded them no good, had also levanted. Two or three Chinese identified as pirates were, however, captured, not without vigorous protest and energetic resistance. One man, a fellow of herculean strength, was shot in the struggle which ensued between him and his capturers. It being found impossible to recover any of the property stolen, the landing party were turned to march down to the boats, but were immediately met by a body of armed Chinese, who evidently meant to show fight. The marines opened fire, and they retreated, several of the Chinese being wounded. The party then returned to the *Janus* with the two men captured, one of whom was the man shot in his endeavour to escape. Efforts were then made to get the *Grasshopper* close up, but she unfortunately grounded and remained on the mud for 24 hours in spite of every effort to get her off. At 11.45 P.M. of the 30th, she was so far got off that her stern was in deep water, and about this time the typhoon (experienced here) commenced. Despite this, the the falling tide rendered it necessary to leave her in that position until 10 P.M. of the 1st October. Scarcely however had she, by the aid of steam and sail, escaped from her former position than the violence of the wind drove her on to the opposite bank, where she remained immovable. The townspeople, however, by this time seemed disposed to come to terms, and (considering that the *Grasshopper* was immovable until the tide rose), they were given till the following day to make the reparation demanded. A deputation from a neighbouring town visited the ship to beg for easy terms for their offending countrymen, and an intimation was given that the property stolen must be returned by 10 A.M. of the next day (4th October), or the town would be bombarded. The Chinese however seemed to have repented of their intention to come to terms, and the specified time having elapsed the commander of the *Grasshopper*, with the approval of the Mandarin on board, decided to carry out his threat. Fire was accordingly opened with shot, shell, and rockets, the practice being very accurate, and by sunset a considerable portion of the town had been destroyed. On the following morning the effect of these salutary proceedings became evident. The chief men of the town came on board and handed over all the missing property they could collect, with the stipulated compensation for whatever was short. This being accomplished the *Janus* was withdrawn from her position, and efforts were made to lighten the *Grasshopper* by discharging some of her shot, shell, &c., into the *Janus*. These efforts were not crowned with success until the 12th inst., when she fortunately got off the bank and was enabled to leave her dangerous position. We understand that the officers and crews of both vessels acquitted themselves most creditably, and we believe that the efforts of Mr. Packer, navigating sub-lieutenant, to obtain the necessary surveys, has been specially noticed. Altogether we can congratulate Lieuts.-Commander Patterson and Lloyd upon the success which has attended their cruise.

"A curious incident occurred during the bombardment. The *Grasshopper* was firing percussion shell, which do not explode until they strike, and to outward appearance it very much resembles solid shot. It appears that some of the villagers picked up one of these shells still unexploded, and were hammering away at the percussion spot for the purpose of opening it to see what it was made of, when, to their consternation, it suddenly exploded, killing eight men who were around it. The villagers were so horrified at this that, after the firing was over, happening to find a solid shot, they mistook it for another explosive devil, and took it on board the *Grasshopper* carefully wrapped up in cloth and matting, and begged the commander to take it away for fear it should go off as the other had done."

(FROM OUR OWN CORRESPONDENT.)

HONG KONG, Oct. 27.

The event of the period is undoubtedly the "Memorial" of which that very lethargic body, the "Chamber of Commerce of Hong Kong," has at length disburdened itself, on the subject of the approaching revision of the treaty between Great Britain and China. It is now several months since Sir Rutherford Alcock, Her Majesty's Minister at Peking, made the tour of the Treaty Ports, and received addresses at the principal places from the British mercantile communities; but his Excellency, although approaching Hong Kong within eighteen hours' steam on his visit to Swatow, completely avoided the colony, and neglected to visit the important settlement at Canton (which can only be reached by passing through Hong Kong); in consequence, most probably, of his recent disagreements with Sir Richard MacDonnell. Sir Richard, however, "longing to be at 'em," and by no means loth to have a finger in the diplomatic pie, took the bold step of calling on the local Chamber of Commerce to lay before him their views on the points necessary to be borne in mind at the revision of the treaty, in order that he might forward their memorial to the Home Government. For his own ends Sir Richard undoubtedly made a clever move; but whether the opinions of merchants in Hong Kong on the treaty relations with China are worth having at the present time is another question. A meeting of this august body took place on the 19th inst. to discuss and adopt the memorial prepared in the name of the Chamber by a committee appointed for the purpose, when, among the subjects most prominently discussed was the omission from the memorial of all mention of British nationality. The German gentlemen who condescend to carry on their trade at Hong Kong and on the coast of China under the ægis of the British flag protested warmly against identifying the Chamber of Commerce of the British colony of Hong Kong with British interests; and succeeded in causing the words "foreign trade" to be substituted wherever the memorial had contained the word "British" originally. The charming innocence of these demands, made to and assented by a meeting called for the purpose of memorialising the British Government to obtain fresh privileges in addition to those conferred by a treaty which was obtained by British arms and presumably on behalf of British subjects needs no comment.

As for the memorial itself, the document is well drawn up, and touches on a variety of important points, such as the internal restrictions on trade, the opposition to railways and telegraphs, the difficulty of compelling the local Chinese authorities to fulfil treaty stipulations in the way of arresting debtors and criminals, &c., &c.; but it is to be regretted that a strong paragraph drawing the attention of H.M.'s Government to the monstrous evils arising from the Portuguese slave-trading settlement at Macao should have been struck out at the instance of the German section of the Chamber—who are notoriously mixed up with the coolie trade in many ways. The Hon. Francis Parry (of the firm of Birley and Co., and a member of the Legislative Council) is a well-known opponent of this infamous traffic, and was the author of the clause in question; but, notwithstanding his efforts, it was not allowed to remain in the body of the memorial. The document is to be forwarded by the Governor to the Secretary of State for the Colonies by the mail of the 1st prox.

It is reported that the U.S. Consul at Amoy, a "General" Legendre, has obtained from the Chinese authorities a detachment of native troops, and has started for Formosa, with the intention of performing desperate deeds of valour against the savage tribes at the south end of the island by whom the crew of the U.S. vessel *Rover* were murdered. People who are acquainted with the condition of affairs among the native tribes of Formosa regret that a "fussy" act of this kind should be undertaken, as it is by no means improbable to lead to fresh disasters; whereas a movement properly concerted at Peking, having in view a permanent military settlement of Chinese troops at the south end of Formosa would, by compelling the savages to retire to the mountains, there to await the salutary process of extermination, be a lasting benefit. The number of the *China Express* for September 10, just received here, contains an extract from a more than usually ludicrous article in the brilliant *Daily Telegraph*, the writer of which is in delirious ecstasies at the exploits of the landing party from the U.S. ship-of-war *Hartford*, who were in reality driven back to their boats by the savages with disastrous loss. The "young lion," however, who has penned the exuberant article referred to, appears to have known as little of the results of the expedition as he did of the nature of the savages, whom he terms "pig-tailed pirates," thus evidently labouring under the impression that they are ordinary Chinese, instead of savages equally intractable (and less accessible) with those natives of the Andamans who have inflicted so many cruelties on shipwrecked crews, and whom the Indian Government has hesitated so long about chastising. The sneer of the *Daily Telegraph* at the "British gunboats," which are supposed to be "too busy" to attend to cases of piracy, is worthy of its prototype, the *New York Herald;* but it is melancholy to think that a leading article in a London journal can be suffered to put forth insinuations which the record of events by every homeward mail from China disproves. The incessant exertions of the British gunboats, four of which are in commission here, and two or three others scattered along the coast, are all that protect the commerce of the world in the Chinese seas; not a week passes but their officers and men are risking their lives in some hazardous operation or other of which one might have thought a faint rumour might have reached the ears of even the *Daily Telegraph* writer. As regards the suggestion that some adventurous spirit should fit out a yacht with Armstrong guns and petroleum for a campaign on his own hook against the "pigtailed" gentlemen of Formosa, it would be well, before the advice is taken, for the adventurous spirit to take advice from the "Cabinet Lawyer" respecting the penalties attached to piracy, whether "pigtailed" or otherwise!

STRAITS SETTLEMENTS.

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SINGAPORE.

Dates are down to the 3rd November. The outward mail of the 26th September arrived on the 30th October per *Emeu*.

The following items are from the *Straits Times* of 2nd November:—

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We believe it has been resolved to hold a public meeting with the least possible delay, to protest to the Secretary of State against the Bill for the reconstitution of the Supreme Court now before the Council.

Report of proceedings of the Legislative Council held on the 30th October, 1867.

Present:—His Excellency the Governor, his Honour the Acting Chief Justice, the Hon. Colonel Cooke, the Hon. the Colonial Secretary, the Hon. the Attorney-General, the Hon. the Colonial Engineer, the Hon. the Treasurer, the Hon. the Auditor-General, the Hon. T. Scott, the Hon. R. Little, M.D., the Hon. C. H. H. Wilsone.

The minutes of the last meeting were read and confirmed. His Excellency the Governor laid before the Council two petitions from certain persons in Singapore on the subject of the provisions of the Bill at present before the Council for the admission of legal practitioners in the Supreme Court—which were referred to the Select Committee upon the Bill. On the motion of the Attorney-General, that the Supreme Court Bill be read a second time, and committed, the following protest was handed in.

We, the unofficial members of this Council, beg leave to protest against the abolishment of the Royal Letters Patent for constituting the Court of Judicature as it at present exists until the necessity for such has been more fully considered and approved of by the Chief Justice of the Settlements, whose extensive experience as a judge of this Court for the last ten years fully justifies us waiting his return for his opinion on the constitution, practice, proceeding, and duties of the present Court of Judicature.

We further beg that this our protest may be duly recorded, and transmitted with the "Bill for Constituting a Supreme Court of Judicature" to the Right Hon. the Secretary of State for the Colonies.

PROCEEDINGS ON THE 2ND NOVEMBER, 1867.

The minutes of the last meeting were read and confirmed. The committee upon the Supreme Court Bill resumed at Sec. 9. The committee reported progress at Sec. 27. Adjourned to the 8th inst. Order of the day—Supreme Court Bill.

The steamer *Peiho*, which is announced to leave this for Malacca and Penang, will, after her arrival at Penang, we believe, convey Colonel Man on a political mission to some of the neighbouring States.

THE HONG KONG STAMP ACT.

THE Stamp Act has, notwithstanding the promises held out to the contrary, been put into force. With the measure itself we have already expressed our approval, as one calculated to bear as lightly as possible on the community. That it will be troublesome and tedious until men of business get accustomed to it there is no doubt; but considering that at the time it was framed it was absolutely necessary to increase the revenue of the colony, we think the adoption of a Stamp Act was judicious, provided that the scale of fees was of a moderate nature. We have now the schedule before us, and regret to see that in some cases the rates are excessive. We take especial exception to the rate levied on the issue of bank-notes, as not in the province of a Stamp Act; without precedent, and fraught with inconvenience to the trading community; as we cannot doubt that, if persisted in, it will be the means of driving the banks to withdraw their circulation. We can hardly expect that it can be worth their while to pay a tax of one per cent. per annum on the average circulation. The Hong Kong and Shanghai Bank, which has a circulation of about seven lacs of dollars, will be liable to an annual payment of $7,000. This is a most arbitrary interference with a banker's legitimate profits, derived from a circulation which is always a source of great anxiety and doubtful profit, as it sometimes involves, in times of panic, the melting of securities at a heavy discount. The circulation of notes in Hong Kong is contracted to such small limits that it is necessary for bankers to maintain a larger reserve than is required in this country or even in India. We think this imposition must have escaped the notice of the Home Government, or they would never have sanctioned its retention under the provisions of a Stamp Act. The next item which appears to us as excessive is the imposition of $1.50 on a set of bills of exchange, no matter of what value. This should have been fixed on the *ad valorem* principle, and we cannot understand what the framer of the schedule could have been thinking of to depart from such an equitable and sensible principle. Again, the rate is excessive on letters of hypothecation, 25 cents on every $100 value up to $1,000, and $2 for every $1,000 or part of thousands after the first. So that the expense of negotiating a bill on London, drawn against shipping documents, for say £1,000 or $4,500, is as follows:—Stamps on bills of exchange $1.50, on bills of lading 30 cents, on letters of hypothecation of shipping documents $10.50, total $12.30 on a shipment of £1,000. On shipments of £20,000 to £50,000, which are common to many houses in China, these fees will be a serious item, and will necessitate their giving orders to their branch houses at other ports to negotiate drafts on the spot and not forward them to go through the Hong Kong stamp squeeze. This will be a cut against the prosperity of the colony which the framers have perhaps overlooked.

Since the above was in type we have received the mail correspondence, and find that the Governor has reduced the tax on letters of hypothecation *for the first six months* to $2 for every $5,000 up to $60,000, and a fee of $24 for all sums above that.

MEMORIAL OF THE BANKERS.

The bankers have addressed the following letter to the Governor:—

His Excellency Sir RICHARD G. MACDONNELL, C.B.,
Governor of Hong Kong.

HONG KONG, 15th October, 1867.

Sir,—We beg respectfully to address your Excellency on the subject of the Stamp Ordinance, and particularly with reference to what we consider the unequal tax which is laid on certain classes of transactions, in the hope that your Excellency may be pleased to reconsider what is complained of, and grant such relief as you may see proper.

The most serious item in the schedule of duties which we feel compelled to notice is the duty under head 16, on Letters of Hypothecation. This is a duty which will not fall to be paid by us as bankers, but by the person or firm executing the letter of hypothecation. We are not, therefore, seeking relief under this head for the corporations we represent, but for those traders who, without unlimited credit, are yet conducting a legitimate class of business in the colony, and who may occasionally require banking assistance by temporary advances on goods, as is done in every centre of commerce in the world.

To tax temporary loans on goods (often for periods of 8, 15, or 30 days) with the same duty as a mortgage on real property, appears to be unjust, and not in accordance with the spirit of Stamp Acts either in England or elsewhere. In England the stamp on such a transaction is the stamp for agreement. In India there is no duty; and in Singapore there is a duty of one rupee only on short loans, irrespective of amount.

In the case of letters of hypothecation of documents attached to bills of exchange the burden is equally great. The bills of exchange are stamped and the bills of lading are stamped, as is done in other places, but we believe in no other place throughout the British dominions are letters of hypothecation accompanying such documents stamped. The act of hypothecating documents of shipments to England is, perhaps, as sure a safeguard against undue speculation as any other, and should not, we think, therefore be discouraged by a stamp duty which unquestionably is heavy and, as we view it, inequitable. Traders of moderate means will, we apprehend, not be able to compete on equal grounds with more wealthy rivals, for it is only those merchants who have credit on London and who can sell their bills clear, with no other duty on the transaction than the stamp on the bills of exchange, who can dispense with attaching shipping documents to their drafts.

In reducing the case to figures, the wealthy merchant sells £50,000 on London in large round amounts, say 10 bills; he contributes to the revenue only $15. A merchant of smaller standing who draws against his invoices will, for a similar amount, draw on an average 20 bills, thus making his contribution to the revenue as follows:—

Duty on 20 bills of exchange at $1.50	$30
Duty on 20 letters of hypothecation at $22.50	450
Duty on 20 duplicate do. at $3	60
	$540

On these grounds we would beg a reconsideration of the schedule as it affects the transactions referred to.

As regards the duties which as bankers we will ourselves have to bear, we venture to bring under the notice of your Excellency the heaviness of the duty on bank notes for local circulation. There appears to be an impression that the banks who issue notes make a large profit from the issue. Such is not the fact. Our currency being so bulky it is as much a question of convenience, both with ourselves and the public, the issuing of notes in the colony. We confidently assert that for the past year and a-half the note circulation has not been a source of profit to any one of us, but merely a matter of convenience, as we invariably have had a dollar in our treasuries for every dollar in circulation. This, of course, is for our own protection; but if we cannot safely employ the funds so raised we submit that we cannot afford to pay a duty on the amount. The Chinese do not keep banking accounts, and prefer now to pay and receive in bank notes—hence the circulation is unduly inflated. But the moment a panic comes, and, as we have seen in more cases than one, the circulation is reduced nearly to zero within a week, with no Bank of England to appeal to for assistance, each of us must always be prepared to retire our whole issues; and we respectfully submit that the service we render the public by relieving them from a cumbersome currency ought to be put against the small profit we may at long intervals make on a portion of our note issue.

We consider that the banks will pay a large share of the Stamp Revenue. A merchant pays nothing on his transactions *inwards;* but what may be called a bank's transactions inward, viz., the receiving of bills drawn

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against imports from Shanghai and the coast ports, and especially from England and India, will be a heavy loss on the banks, as every bill must be stamped in the same way as bills drawn or negotiated in the colony, against exports.

The Ordinance does not operate in the same way on merchants. We do not wish, however, to open up this point, but we trust your Excellency will see fit to amend the clauses noticed in this communication, and give the relief sought for.—We have the honour to be, Sir, your most obedient servants.

SIGNED BY ALL THE BANKS.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

DENNIS—On the 26th Nov., at Hill Side, Streatham, the wife of John Dennis, Esq., of a son.

PRESTAGE—On the 19th October, at Hong Kong, Mrs. Ward Prestage, of a son.

FROMMURZE—On the 29th Oct., at Parsee Lodge, Singapore, the wife of Cursetjee Frommurze, of a daughter.

SKINNER—On the 31st Oct., at Singapore, the widow of Mr. Archibald Skinner, of a daughter.

TURNER On the 2nd Dec., at Thames Ditton, the wife of Henry Turner, Esq., late of Yokohama and Shanghai, of a son.

WHITE—On the 17th Oct., at Macao, the wife of Mr. J. R. White, of a son.

MARRIAGES.

DAVIS—ROCKE.—On the 26th Nov., at Exmouth, South Devon, by the Rev. George Lowe, uncle of the bride, Sir John Francis Davis, Bart., K.C.B., of Hollywood, Gloucestershire, to Lucy Ellen, eldest daughter of the Rev. T. J. Rocke, vicar of Exmouth, and granddaughter of the late Very Rev. Dr. Lowe, Dean of Exeter.

FOBES—VEAZIE—On the 16th Oct., at the residence of Mr. Blethen, Shanghai, by the Rev. M. T. Yates, in the presence of the U.S. Consul General, Willie P. Mangum, Esq., Amasa S. Fobes to Vesta, daughter of Captain William G. Veazie, of Belfast, Maine, U.S.A.

HOLCOMB—WAINWRIGHT.—On the 15th Oct., at Shanghai, at the residence of J. M Batchelor, Esq., by the Rev. M. T. Yates, H. A. Holcomb, of Branford, Connecticut, to Miss Mary P. Wainwright, of San Francisco, California.

MILLAR—LARDNER—On the 17th Oct., at the Union Chapel, Hong Kong, by the Rev. D. B. Morris, Mr. Andrew Millar, plumber, to Miss Margaret Lardner, daughter of William Lardner, Esq., East Binnie, Linlithgowshire, Scotland.

SMITH—BELL.—On the 12th October, at St. John's Cathedral, Hong Kong, by the Rev. John Wilson, Acting Colonial Chaplain, Thomas James Smith, Esq., of London, to Miss Sarah Bell, youngest daughter of Walter Bell, Esq., of Carlisle.

DEATHS.

CHAPMAN—On the 27th Nov., at Brighton, after a short illness, aged 33, Arthur George Chapman, son of David Barclay Chapman, Esq., of Rochampton and Brighton.

HINSCH—On the 18th Oct., at the General Hospital, of dysentery, Mr. Edward Hinsch, a native of Hamburg, aged 27 years.

POWLES—On the 10th Oct., at Tientsin, the wife of Dr. Powles, H.B.M.'s Legation, Peking.

SYER—On the 27th Aug., at Hong Kong, Richard Sikes Syer, in the 25th year of his age, second and beloved son of the Rev. W. H. Syer, of Kedington Rectory, Suffolk.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Since the departure of the steamer Sunda with the mails on the 1st October, the import market has remained in rather an inactive state. Grey Shirtings are slightly easier. Cotton Yarn, 28 to 32, in active request; for other counts the demand not so active. Taffachelas and Chintzes somewhat recovered after a long depression, and Black Velvets in fair demand. Dyed Brocades and Spots and good assorted Camlets still saleable.

SHANGHAI.—Accounts from the North having been more favourable an active business has been done in some classes of goods, especially in Grey Shirtings, of which some 60,000 to 70,000 pieces have changed hands at a slight advance on last rates, and parcels of Eagle chops 8lb., four have been sold to arrive at 2.60 taels. The transactions have been chiefly for prompt clearance. White Shirtings again lower in value, some good 64-66 reed having been placed at 2 50 taels per piece. T-Cloths without change. Woollens are quite neglected, and Camlets appear to have become quite a dead letter. Metals: The stocks of most kinds being small, there is a good current demand. Lead and Tin share the activity. Iron: Nail Rod may be quoted 2 80 to 2.90 taels. Flat, Round, and Hoop, no change.

HONG KONG.—The demand for Raw Cotton has continued moderate, and we note a further decline of about $1 per picul in values of Indian staple, though more firmness has been latterly shown by holders, owing to slightly improved inquiry. Yarn has been almost entirely neglected, but as quite large parcels are in course of shipment to Yokohama, we may see a change for the better ere long. Piece Goods: Stocks have been increased by the arrival of the Red Deer from London, and sales of portions of her cargo have been made, on rather easier terms for Grey Shirtings, and fully former rates for T-Cloths. Other descriptions are not inquired for. Woollens: Small transactions are reported at slightly better rates. Metals: Nail-iron Iron is in request at last quotations. Large purchases of Tin have been made for shipment to America at $21.50 to 22, the sellers being agents of the Japanese Government, which, some time back, purchased large quantities of this article. Lead and Quicksilver are firm. Coal is unchanged.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—After the arrival of the French mail the demand became more general, and the reports of an improved New York market having been confirmed by the Great Republic, business probably would have been larger, were it not that holders advanced rates, showing a loss on latest quotations. Settlements since the 9th of September, however, reach about 5,000 piculs, and in some instances an advance on last month's prices have been paid. Supplies have come to hand but sparingly owing to unfavourable weather. The latest quotations were:—Good common, $20 to 23; Medium, $24 to 26; Good Medium, $27 to 29; Fine $30 to 35.

SHANGHAI.—Black Teas: The market for these has been taken possession of by one house, which by raising prices 1½ to 2 taels has kept out all competitors. Its transactions consist of about 3 000 chests, all Ningchows, at taels 20½ to 22½ (1s. 2½d to 1s. 4½d.); the only outside purchase being one chop Hohow at 16½ (1s. 0d.) The stock is reduced to 26,000 chests. The market remains firm. Green Teas: The first shipment of these overland to New York; the Costa Rica has taken nearly 3.000 packages. Business has been active, and prices have continuously advanced, the settlements comprising 12,000 half-chests Moyune at taels 36 to 42, 5,000 half-chests Fychow at taels 27 to 36, 6.000 half-chests Teenkai at taels 39½ to 42, and 1,200 half-chests Pingsuey at taels 32 and 32½. The stock contains 25,000 packages. The Ensign and Etha Rickmers have been chartered for New York. The market closes very firm.

FOOCHOW.—Only a moderate business has been done in Congous since despatch of the mail, but prices have been fully up to those of last settlements. Most of the buyers for England are awaiting the arrival of the London mail of August 26th, with telegraphic advices respecting prices obtained for first arrivals. About 4,000 more packages of Oolongs have been taken for America. No change in prices can yet be quoted, but as the excitement attending the opening of the market has subsided, a downward tendency is manifest. Stock amounts to about 15,000 half-chests. Scented teas have been neglected. The Warren Hastings, for New York, gets £3 per ton 40 cubic feet. The Finzel (engaged full) and Laurel are loading for London at £3 10s. per ton of 50 cubic feet.

AMOY.—Of Oolong about 9,000 half-chests have arrived, and 6,500 have found buyers, at, on the whole, somewhat easier prices. The stock of about 3.500 half-chests consists mainly of indifferent qualities. In Congous a small business has taken place at previous prices, about 1,100 half-chests having been settled.

CANTON.—Very little business has been transacted on this market. The only noticeable feature has been the arrival of six more chops or part-chops of Country Congous, making stock 9 chops. One small chop has been taken during the interval at 21 taels for the Bombay market. Country Greens: There is no change to report. Canton-made Teas: In Canton district Congous we have no settlements to report. About 4,000 boxes Scented Orange Pekoe have been taken at from 21½ to 33½ taels, and 3.500 boxes Scented Capers at from 12½ to 25 taels. These purchases are chiefly of the finest to choice parcels, and are well made and scented.

SILK.

YOKOHAMA.—Raw Silk has been in moderate but steady demand since the despatch of last mail, and with a continued low rate of exchange, prices have been well supported. An upward tendency even was becoming manifest, but on the arrival of the French mail, with unfavourable advices from home markets, this was checked. Settlements have been about 450 bales, and stock is estimated at about 1,000 piculs—principally Hank Silks

SHANGHAI.—During the early portion of the interval elapsed since the departure of the last English mail the Silk market are very quiet, buyers being unwilling to continue purchasing at previous rates, while holders were not disposed to make any material reductions. Subsequently however the latter have given way, and the decline has been established of, in some instances, as much as taels 30 to 40 per picul. The arrivals have not been large and the stock is estimated at 3,500 to 4,000 bales; the proportion of the better classes of Silk coming forward is small and prices for these descriptions are in consequence better maintained. Settlements amount to 2,300 bales, of which 500 bales are Japans. We quote No. 3 Tsatlees, taels 470 to 515. No. 1 Taysaams, taels 420 to 450.

CANTON.—The market continues remarkably quiet, very little desire being shown by purchasers to operate unless at materially reduced prices. Silkmen are anxious to place their stocks, but decline to meet the views of buyers. One settlement of 70 bales Tsatlees has been made by an American house at $535 to 580. This lot we understand is made up of two or three parcels, and cannot all be considered of best quality. Nothing has been done in rereeled Cumchook, and prices may be quoted down $5, say for strictly No. 1, $575 to 590. Small purchases of Loong Kongs and Kow Kongs have been made at about previous quotations for Bombay.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 4¼d.	4s. 5d.	4s. 5¼d. to 4s 6d.	4s. 6d. to 4s 7d.
Shanghai	6s. 1¼d.	—	6s 1¼d to 6s 2¼d.	—
Canton, Hong Kong, Macao	4s. 4¼d.	4s. 5¾d.	4s 5d to 4s 5¼d	4s 5¼d to 4s 6d.
Singapore	—	—	—	—
Manila	—	—	—	—

At Shanghai, bills on India, Rs. 303 to 304 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, taels 111; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 71.5 per 100; and exchange on Hong Kong, 28 discount. Ichibous at Yokohama, 322 to 323. Hong Kong and Shanghai Bank shares, new, 1 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 8 to 14 per cent., prem.; Union Dock Company, 40 per cent. dis.; China Traders' Insurance, $250 per share premium.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Cardiff, Oct. 14, Felix Mendelsohn,

At HONG KONG.—From London, Oct. 17, Red Deer; from Shields, 19, Marinus.

At SINGAPORE.—From Cardiff, Oct. 27, Sea Star; from Amsterdam, 31, Ferdinand and Louis.

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 3, Caractacus.

From SHANGHAI.—For London, Oct. 12, Douglas Castle; 13, Weymouth.

From HONG KONG and CANTON.—For Falmouth, Oct. 23, Elida.

FROM SINGAPORE.—For London, Nov. 1, Napoleon; for Liverpool, Panic; to Channel, for orders, Oct. 29, Fort Regent.

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REPORTS AND CASUALTIES.

HONG KONG.

The Brit. brig Willaume, from Bombay *via* Singapore, reports having encountered a typhoon on the 1st of October, and had to throw overboard a portion of deck cargo; encountered another very severe gale on 10th; sea terrific, ship lying for hours like a log on the water; compelled to throw out all the remainder of the deck cargo, for the safety of ship, &c.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 24	Twilight	—	Singapore	Liverpool.
— 21	Dovercourt	Heigho	Rangoon	Off Falmouth.
— 9	Wild Rover	Taylor	Manila	New York.
— 22	Ravensbourne	Cooper (?)	Ceylon (?)	Off the Eddystone.
— 26	Do.	Richardson	Akyab	Falmouth.
— 25	Copernicus	—	Batavia	Scilly.
— 25	Cape City	Bowden	Colombo	Do.
— 27	St. Andrew's Castle	McBain	Do.	Deal.
— 27	Latona	—	Rangoon	Crookhaven.
— 28	Tyrol	—	Do.	Off Dungeness.
— 29	Northern Empire	—	Akyab	Liverpool.
— 30	Lennox Castle	Brunton	Shanghai	Deal.
Dec. 2	Shun Lee	Milbank	Foochow	London.
— 1	Spirit of the Age	Aitchison	Colombo	Deal.
Nov 29	Advance	Taylor	Singapore	Liverpool.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 23	Salado	Cook	Penang	Glasgow.
— 28	Scindian	—	Nagasaki	Shields.
— 23	Eleanor Wood	Grace	Foochow	Cardiff.
— 23	Isle of Wight	Smith	Hong Kong	Do.
— 23	Juanita	Atkinson	Galle	Do.
—	Regina Maris	Ouwehand	Batavia	Middlesboro'.
—	County of Ayr	—	Do.	Clyde.
— 23	Solid	Schmidt	Galle	Penarth Dock.
— 24	Queen's Own	Wood	Singapore	Sunderland.
— 27	Leander	Petherick	Shanghai	London.
— 24	Queen of the South	Stevens	Colombo	Newport.
— 24	Emulation	—	Galle	Sunderland.
— 18	Due Fratelli	Risso	Shanghai	Dundee.
— 27	Cestrian	McGarry	Galle	Liverpool.
— 27	Lord Macaulay	Care	Hong Kong	Cardiff.
— 28	Horatio Harris	Humphrey	Galle	Sunderland.
Oct. 30	M. Lopes	Morales	Manila	Rio de Janeiro.
Nov 30	Erna	Baatsrud	Batavia & Sourabaya	London.
— 27	Nieuwe Waterweg	Zack	Singapore	Newport.
— 29	Patriot Queen	Southwa.'	Do.	Liverpool.
Dec. 2	Falcon	Gunn	Hong Kong	London.
— 3	Jeddo	Gray	Colombo	Do.
— 3	Ragna	Ahlequist	Cardiff and Cheefoo	Do.
Nov 28	Oscar I.	Olsen	Ceylon	Newport.
— 29	Tewkesbury	Fowler	Shanghai	Do.
Dec. 1	Montrose	Martin	Hong Kong	Cardiff.
— 2	Mercator	Brown	Shanghai	Do.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Jungfrau, Parmenio. For Yokohama and Nagasaki: Fire Queen. For Shanghai: Min, Gossamer, Lennox Castle, Burdwan, Argonaut. For Hong Kong: Black Prince, Wemyss Castle, Chusan, Ferozepore. For Manila: Angela. For Batavia and Sourabaya: Johannes. For Singapore: Doon, Belle of Southesk. For Penang: Ceylon. For Colombo: Aboyne, Susan Pardew, Wynaud, St. Andrew's Castle.

At LIVERPOOL.—For Shanghai: Forward Ho! For Hong Kong: Maria Louisa Antoinette, Everest, Adriana Petronella, Mataura. For Singapore: Twilight, Moss Trooper. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Helen Denny. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.).

At PORT GLASGOW.—For Galle, Bombay, Madras, and Rangoon Scotia (s.s.).

SPOKEN.

JOSEPHINA BERNHARDINA, Amsterdam to Batavia, Oct. 4, 7 N., 25 W.
AVON (s.), London to Colombo, (?) Oct. 21, 10 N., 23 W.
MIRANDA (bq.), Cardiff to Galle, Oct. 15, 7 N., 22 W.
ASSISTANCE (bq.), Clyde (?) to Penang, Oct. 17, 8 N., 22 W.
JACOBA, Shields to Batavia, Oct. 6, 1 S., 21 W.
LORT N, Liverpool to Shanghai, Oct. 4, 15 S., 30 W.
ISAAC, Rotterdam to Singapore, Oct. 12, 6 N., 24 W.
LANERCOST, Singapore to London, Oct. 10, 4 S., 19 W.
MARY AND HILLEGONDA, for Batavia, Nov. 17, 19 N., 25 W.
PATNA, London to Shanghai, Sept. 26. 1 N., 108 E.
SUMATRA (Dut. bq.), Newcastle to Galle, Oct. 13, 10 N., 25 W.
DEVANA, London to Shanghai, Oct. 21, 7 N., 26 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain firm at previous quotations and tonnage continues scarce. Coal freights from the Northern outports are well supported at, in some instances, enhanced rates.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £34. For Shanghai: £56. For Saigon: £50. For Yokohama: £54. For Batavia: £32. For Colombo, £30. For Galle, £34. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 12s. 6d. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 12s. 6d. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 12s. For Colombo, £1 9s. For Manila, £1 15s. For Batavia, £1 10s.

The Admiralty have invited tenders for the conveyance of 20 tons (meast.) hospital bedding from the Thames to Colombo.

CASUALTIES.

The Cape City, Bowden, from Colombo for London, arrived at Scilly Nov. 25, with loss of jibboom, fore topgallant mast and other damage, having been in collision on the night of the 16th.

Accounts from Batavia dated Oct. 14 state that the Quintet, Slyboom, bound to Amsterdam, would be discharged and condemned.

The Johanna (Dutch brig), Ouwehand, from Amsterdam to Macassar, put in at Lisbon, Nov. 30, with damage to hull and spars, having been in collision with a steamer, the vessel now placed in quarantine.

COMMERCIAL POSTSCRIPT.

A meeting of the shareholders of the China Steam Ship and Labuan Coal Company has been held this day, for the purpose of making arrangements for the purchase of the company's property ordered to be sold by the court. The result arrived at has not been made public up to the time of our going to press.

ARRIVALS NOT IN THE TABLES.—Nov. 22, at New York, from Yokohama, Havelock; Dec. 4, at Queenstown, from Rangoon, City of Richmond.

DEPARTURES.—Dec. 2, from Penarth Dock, for Singapore, Erasmus.

LAID-ON.—At Glasgow, for Singapore and Penang, Albion.

SPOKEN.—Robert, Liverpool to Galle, Sept. 19, 27 S., 27 W.; Canton, Cardiff to Hong Kong, Nov. 6, 19 N., 25 W.; Macassar, Liverpool to Batavia, Nov. 1, 8 N., 25 W.

CASUALTIES.—The Queen's Own, from Shields to Singapore, arrived at St. Helens, Dec. 2, with loss of maintopsailyard. The Karel August (brig), from Rotterdam to Padang, has been towed into the Helvoet Canal, having slipped from her anchors in the roads.

The Spirit of the Age, arrived in the Downs from Colombo, has been supplied with two anchors and chains in lieu of others lost.

MISCELLANEOUS.—The following vessels from China are now overdue:—Mary Whitridge, Amadine, Silver Eagle, Niphon, Peter Denny, Sovereign of India, Caldew, Hoang Ho, Alma, Star of China, and Coulnakyle.

ARRIVAL OF THE BROTHER OF THE SHIOGOON.—The Japanese Prince Mimboutayou and suite left Calais on the 2nd inst., and after a rough passage across the Channel arrived at Dover. He was received on landing by Major-General Ellice, C.B.; Captain Clayton, Aide-de-Camp; Colonel Cox, C.B., Adjutant-General; Mr. J. G. Churchward, the Mayor of Dover; and Mr. J. P. Knight, superintendent of the South-Eastern Railway, after which the Prince and guests landed and proceeded in carriages to the Lord Warden, where an address from the mayor and corporation of Dover was presented and read by the town clerk, in the presence of the members of the corporation, General Ellice, and the military authorities, and several ladies and gentlemen. A guard of honour of the 51st regiment, in command of Captain Chatfield, was drawn up at the railway station, and under the arrangements of Mr. Knight, the party proceeded in the royal carriages to London, the guard presenting arms, and the band playing the National Anthem. The Prince's suite consists of Moukoyama Haiato-no-Kami, Minister Plenipotentiary of the Shiogoon, and of other Japanese officers of high rank. He is accompanied by M. von Siebold, one of the interpreters of Her Majesty's mission in Japan, and Major Edwards, of the Royal Engineers, has been appointed to attend on his Royal Highness, and to make arrangements for his movements. On the evening of the 3rd inst. the Prince visited both Houses of Parliament. In the Lords he occupied a seat in the side gallery, and in the Commons the place of honour in the Diplomatic gallery. He appears quite a youth, is of low stature and spare frame, has a long oval face, the forehead made as high as possible by the curtailment of his hair nearly up to the crown of his head, and about the temples. He wore what may be presumed to be the national costume, which was rather sombre than gay. He was attended by eight Japanese, armed in the manner of their country, and three European gentlemen, one of whom acted as interpreter in an interview between his Highness and Lord Stanley in the Commons gallery, in the course of which elaborate courtesies appeared to be exchanged. On the afternoon of the 4th inst. Prince Mimboutayou visited Her Majesty the Queen, at Windsor Castle. His Highness, attended by Moukoyama, Harato-no-Kami, Minister Plenipotentiary of the Shiogoon, and other Japanese officers, Major Edwards, &c., drove to the Paddington Station of the Great Western Railway, whence they proceeded in a saloon attached to the fast train for Slough. Mr. Alfred Higgins, divisional superintendent, was in attendance. Lord Stanley accompanied the Prince from London, and upon the arrival of the train at Windsor, his Highness was received by a guard of honour consisting of 100 men of the 1st Battalion Grenadier Guards, with the drums and fifes and Queen's colours, commanded by Colonel Clive; Captain W. H. P. Carrington and Lieutenant Thornton being present on duty. Two of the Queen's carriages sent from the Royal mews, and drawn by four bays, with an outrider, were in readiness at the station, and as the Prince arrived the guard presented arms, the band playing. Colonel Du Plat, Equerry to the Queen, in his official uniform, received the Prince, and, with Lord Stanley, accompanied him to the Castle. Her Majesty and the Royal Family, surrounded by the ladies and gentlemen of the Court, received Prince Mimboutayou in the White Drawing-room of the Palace, and after an audience of some duration the Prince retired and drove back to the station, where a large number of spectators had assembled, attracted by the presence of the guard of honour. In the meantime preparations had been made for the departure of the Prince, under the supervision of Mr. A. Higgins, aided by Mr. H. Simmons, the station agent. A space in front of the Queen's waiting room was railed off, and the platform carpeted, while four tall guardsmen were placed opposite the entrance. His Highness and suite were in rich Japanese costume, and carried the now well-known swords. The Prince was received by the same guard of honour, the troops once more presenting arms as the train took its departure from the Great Western Station at 3.50 P.M. *en route* for Paddington.

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NOTICES TO CORRESPONDENTS

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The London & China Telegraph.

LONDON: THURSDAY, DEC. 5, 1867.

THE NEW POSTAL CONTRACT.

THE debate in the House of Commons on the 29th ult. on the subject of the new contract just concluded with the P. and O. Company, reported in another column, has elicited a general condemnation of the terms, in so far as the stipulations by which the Government is liable—in the event of the company not making a return equal to a six per cent. dividend to its shareholders—to supplement their contract price of £400,000 per annum with the deficit, such sum however not in any case to exceed £100,000, or say £500,000 in all. This expression of opinion was first made—at least in print—by ourselves, and the very emphatic confirmation by the members of the House, who styled it a partnership, is satisfactory. The truth is that Mr. SCUDAMORE thought he had accomplished a clever compromise between £400,000 and £500,000; but, as already stated, we entirely dissent from that view. We should like however to have seen Mr. CRAWFORD and Mr. WHITE and others who have the best knowledge of the subject taking part in the debate, for among the speakers none were really masters of the subject. Another point which speakers agreed to condemn was the contract rate of speed, viz., 10 knots on this side of Suez and 9½ on the other; but on this head they were evidently all at sea, for an increased speed had the most careful attention at the hands of the Government, and they soon found that it involved a further serious outlay, which they could not entertain. The statement that the company would find it to their interest to incur the penalty of £50, for every twelve hours overdue in order to save coal, may be dismissed without much discussion, as all practical persons who have travelled in the company's vessels are aware of the fallacy of such a proceeding. We have known cases where the best vessels of the company have had a difficulty in consuming the contract time but that they wilfully delayed their vessels beyond the contract time, is fully denied in the schedule which has been kept by the Post-office of the working of the service. It is also on record that the company have as a rule treated all suggestions from the Post-office with a liberal spirit, and we quite expect that in this new service they will make every effort to anticipate their due dates, more especially as they now see that the public are dissatisfied with the Government for contracting at the very moderate speed of 10 and 9½ knots. We quite agree with Mr. AYRTON that it is impossible for Mr. SCUDAMORE, or any other person not in the company's service, to form a competent opinion as to its real position in regard to profits or dividends earned, and the settlement arrived at will lead to very unsatisfactory disputes, which must sooner or later end in a compromise by which the Government will be relieved from its present anomalous position. The concluding part of Mr. HUNT'S speech is certainly unique: "He hoped that the House would not think "that the Government had shown in this matter such dense "stupidity as had been attributed to them." We must notice the remarks of Mr. CAVE on the prospects of the American route *via* New York and Panama, reducing the time to China to some seven days less than by our overland route through Egypt, as such is entirely fallacious. When the railway, to which he alluded, is completed between New York and San Francisco the journey will stand thus—

	Days.
London to New York via Liverpool	10
Transfer at New York	1
New York to San Francisco by rail and transfer to steamer	10
San Francisco to Yokohama	18
Coaling, &c., at do.	1
Yokohama to Hong Kong	6
	46

while the time occupied by the P. and O. Company to Hong Kong is from 40 to 45 days, according to the monsoon in the China Sea. As we have already indicated, honourable members picked up some information on the matter, but its utility may be compared to a look without the key.

IN consequence of the increase in the subsidy paid to the P. and O. Company, the postage to China and all parts east of Ceylon will remain at the present rate of 1s. per half ounce *via* Southampton, and 1s. 4d. *via* Marseilles. Our readers will remember that this rate was established in 1862, when the Government contemplated a withdrawal of one of the semi-monthly mail services. The China merchants who formed the deputation to Mr. GLADSTONE, then Chancellor of the Exchequer, agreed to the increase of 6d. as a compromise, but it was considered to be only a temporary measure, and that on the conclusion of the current contract the rate would again fall to the level of the Indian scale. Having taken an active part in the affair, we have called the attention of the Postal authorities to it, and have received a reply that no alteration can be made in the rate.

THE alteration in the P. and O. Company's service, which commences in February next, from the 10th and 26th of the month to every alternate Friday, has, we understand, given a fresh impetus to the negotiations between the Messageries Impériales and the French Government in reference to the extension of their service to India and China from once to twice per month. Should such an arrangement be arrived at, we understand the service will be arranged so as to fall between the despatches of the P. and O. Company.

THE assurance we lately gave our readers that the reports current relative to a proposed increased duty on tea were without foundation has been amply verified. Mr. DISRAELI is too good a financier to allow the fiscal arrangements of the country to be interfered with by the Abyssinian expedition, and the cost will, as we anticipated, be defrayed by an addition to the existing income-tax of one penny.

THE P. AND O. COMPANY'S REPORT.

The directors now consist of—Arthur Anderson, Esq., chairman, Patrick Douglas Hadow, Esq., deputy chairman, James Allan, Esq., Henry Bayley, Esq., William Fane de Salis, Esq., Joseph C. Ewart, Esq., Rear-Admiral Sir W. H. Hall, K.C.B., George Carleton L'Estrange, Esq., Edward Thornton, Esq., C.B., T. M. Weguelin, Esq., M.P. The Count de Torre Diaz has resigned owing to his frequent absence from this country. The 27th annual report, to be presented to the shareholders at the meeting on the 6th instant, is the most important issue the directors have ever made. In addition to the details connected with the past year, ending 30th September, which explain how the operations of the company have left a loss of £177,047 without providing any dividend, the directors have issued an appendix to the report showing the negotiations between the company and the Government for the conclusion of the new contract, to commence on the 1st February, and which has been fully described in our last two issues. The whole of this negotiation is creditable to the directors and officers of the company, and we are at a loss to account for the grumbling of some shareholders who express themselves dissatisfied with the management of the company's affairs. If these gentlemen could only change places, perhaps they would be better satisfied, but all experience goes to show that a dissatisfied shareholder when put in office invariably produces a much worse result. That mistakes have been made in some of the company's contracts for steamers we are quite aware, but they were made in good faith, with a view to economise fuel; and no concern is conducted without similar errors. The general management of the company for working the mail contracts, in having on nearly every occasion of mishap, a vessel to take the place of the broken-down steamer, is a most essential point, and a very difficult one to accomplish without actually incurring the expense of idle steamers at different ports.

The only useful addition we have to make in reference to the new service is the following, showing at a glance the various routes:—

No. 1.—*Once a Week.*

From Southampton to Alexandria, calling at Gibraltar and Malta, and back from Alexandria to Southampton, calling at Malta and Gibraltar.

Distance 2,951 miles. The service to be performed once each way in every week in 295 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster-General.

No. 2.—*Once a Week.*

From Marseilles to Alexandria, *via* Messina, and back from Alexandria to Marseilles.

Distance 1,410 miles. The service to be performed once each way in every week in 141 hours.

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No. 3.—*Once a Week.*

From Suez to Bombay, and back from Bombay to Suez, calling on both voyages at Aden.

Distance 2,972 miles. The service to be performed once each way in every week in 313 hours, exclusive of the stoppage at Aden, the duration of which will be fixed by the Postmaster-General.

No. 4.—*Once every Two Weeks.*

From Suez to Calcutta, calling at Aden, Point de Galle, and Madras, and back from Calcutta to Suez, calling at Madras, Point de Galle, and Aden.

Distance 4,757 miles. The service to be performed once each way in every alternate week in 501 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster-General.

No. 5.—*Once in every Two Weeks.*

From Bombay to Hong Kong, calling at Point de Galle and Singapore, and back from Hong Kong to Bombay, calling at Singapore and Point de Galle.

Distance 3,852 miles. The service to be performed once each way in every alternate week in 406 hours, exclusive of stoppages, the duration of which will be fixed by the Postmaster-General.

No. 6.—*Once in every Two Weeks.*

From Hong Kong to Shanghai, and back from Shanghai to Hong Kong.

Distance 870 miles. The service to be performed once each way in every alternate week in 92 hours.

No. 7.—*Once in every Two Weeks.*

From Shanghai to Yokohama, and back from Yokohama to Shanghai, calling on both voyages at Nagasaki.

Distance 1,120 miles. The service to be performed once each way in every alternate week in 118 hours, exclusive of the stoppage at Nagasaki, the duration of which will be fixed by the Postmaster-General.

Note.—During the prevalence of the south-west monsoon, 96 hours additional will be allowed for the voyages from Bombay to Suez, from Calcutta to Suez, and from Hong Kong to Bombay, and during the prevalence of the north-east monsoon, 96 hours additional will be allowed for the voyage from Bombay to Hong Kong.

THE DIRECTORS' REPORT.

The report of the directors to the annual meeting on the 6th instant has been issued. The company's fleet consists of 49 steamers, 9 tugs, and 12 storeships. The capital account shows that the company stood possessed on the 30th September last of stock in ships, after the deduction of the amount for depreciation, £3,001,149 17s. 2d.; also of freehold and leasehold property in England, and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations, £319,440 16s. 4d.; and stock of coals, naval and victualling stores, amounting to £515,491 3s. 9d.; also cash at bankers, bills receivable, balances in agents' hands, and debts due to the company, £406,662 15s. 1d.; making the total assets £4,242,744 12s. 4d.; that the capital received from the proprietors at that date amounted to £2,579,835; and that there had been received on debentures £726,600; making the total capital £3,306,435; that the liabilities of the company, in bills payable and otherwise, amounted to £646,110 10s. 9d.; making the total capital and liabilities, £3,952,455 10s. 9d.; and showing a surplus of £290,199 1s. 7d. This surplus is represented by the balance at the credit of the general reserve fund. The revenue account shows that the expenditure and charges on revenue, including interest on debentures, the reserves for insurance and depreciation, and the outlay for wear and tear, and renewal of ships for the same period, amounted to £2,261,440 16s. 4d.; that the gross revenue or income of the company, from freight, passage money, postal service contracts, and other sources (including balance of profits undivided last year, £4,083 2s. 6d.), amounted, for the twelve months ending 30th September last, to £2,084,393 14s.; leaving a deficiency of £177,047 2s. 4d. The proprietors' underwriting account shows that the annual premium of 5 per cent. on the estimated value of the floating property of the company, covering ordinary sea risks, and credited to this account, for the year ending 30th September, 1867, is £115 000; deduct value of steam ship *Singapore*, wrecked near Hakodadi, 20th August, 1867 (less depreciation), £34,300; also damage to the steam ship *Surat*, grounded in the Red Sea, estimated at £20,000 (together £54,300); leaving to be carried to the general reserve fund, £60,700. The general reserve fund.—In the last annual account this fund amounted to £459,014 12s. 10d.; and balance of underwriting account, £60,700; making, £519,714 12s. 10d. Deduct.—Deficiency on the revenue account for the past year, £177,047 2s. 4d.; also balance at the cost of the following ships sold—viz., Nemesis, £41,500; Nepaul, £8,799 3s. 6d.; Pekin, £2,169 5s. 5d. (£52,468. 8s. 11d.); and there remains, £290,199 1s. 7d.

Since the date of the half-yearly report, the *Mooltan*, *China*, and *Columbian* have been despatched to the East, to reinforce the company's fleet in that quarter. The *Mooltan* was ordered direct from Southampton to Suez, for the purpose of conveying, as an extra ship, to Galle and Calcutta, a portion of the large number of passengers proceeding to India and China, in the middle of October. By this arrangement the company secured 147 first, and 38 second-class passengers, in addition to the full complement by the ordinary steamers. The new ship *Sumatra* has performed her first voyage in the Mediterranean service with great success; and the *Poonah* having received her new engines and boilers, as referred to in the last report, left Southampton for her first trip to Alexandria on the 12th November.

Two vessels have disappeared from the list, the *Nepaul*, which has been sold in Japan, and the *Singapore*, wrecked in the Japanese waters. The loss of the *Singapore* appears, from the information at present in the hands of the board, to be one of those misfortunes to which vessels employed in the navigation of imperfectly surveyed seas must be considered liable. The *Surat*, which left Suez with the passengers, mails, and cargo, on 4th September, run upon a reef in the Gulf of Suez, at about 1.30 on the following morning. The passengers, mails, and a part of the cargo were transferred to another of the company's steamers, the *Nubia*, as soon as practicable; but the attempts to float the *Surat* were not successful until the 14th, and the weather having been very rough at intervals, the ship was subjected to an amount of striking on the rocks, which none but a vessel of the soundest and most faithful construction could have withstood. The details of these two unfortunate events fully prove that the safety of every life in the *Singapore* was due to the number and high efficiency of her boats, and that the rescue of the *Surat* must be attributed to the great strength of the ship, and the abundance and power of the appliances at command, in pumps and otherwise, to meet an emergency. The proprietors will bear in mind that these results can only be attained at considerable expenditure, and that such expenditure is true economy in the end. The China mail just delivered has brought reports relative to the typhoon which raged in the neighbourhood of Hong Kong on the 1st of October. Two of the company's ships, the *Cadiz* and the *Niphon*, were exposed to it, and for some hours were in great peril, but escaped with the loss of some boats, sails, anchors, and chains.

As soon as the Government had decided on despatching a body of troops to Abyssinia, application was made to the directors relative to supplies of coals from the company's depots to the ships employed in that service, and at the present time they are under engagement to furnish upwards of 70,000 tons of coal, at Bombay, Aden, Suez, and Alexandria. The possession of stocks at these places enabled the company's agents to commence the delivery of coals to the Government transports before the period at which special shipments from this country could possibly have reached the ports at which the fuel was required; and this, and the other facilities afforded—especially at the company's establishment at Aden, whence large supplies of water, produced by their powerful condenser, have been drawn—will add another case to those already on record, in which the means at the command of the company have proved of great national value in times of emergency. Six of the company's steam ships and one steam tug, have also been chartered by the Indian Government for the purposes of this expedition. The quantity of coals mentioned above is additional to that which the directors have undertaken to supply to the large Government transports now engaged in the conveyance of troops to and from India *via* Egypt.

The directors had the satisfaction to announce, on the 14th ult., "That the terms of a contract for a lengthened period for the new and increased mail services to and from India, China, and Japan, had been agreed upon with the Government, and that the contract would be submitted to Parliament for approval during the present special session." The directors look with confidence for the approval by the proprietors of the course they have adopted in consenting to a form of contract which, although involving a reduction of the sum first required, almost guarantees a moderate dividend for a number of years. The last six months has been to them a period of unprecedented labour and anxiety, and for a time the aspect of affairs was anything but promising, as those who watched the proceedings in Parliament must have observed. There is one feature of the new arrangement which will probably be regarded as satisfactory, namely, the supervision of the company's books and accounts by a Government officer.

The proprietors' underwriting account was at the close of the financial year in a position which requires some explanation. The shareholders generally need not be reminded that the company does not insure its ships, and that consequently when a loss occurs that loss falls upon its funds, and not upon assurance offices or underwriters. An account under the above title has, however, been kept, in which the proprietors have been dealt with as underwriters, and from which they have in prosperous years received a payment. This payment must, however, depend on two things—first, the absence of important casualties; and secondly, a sufficiency of revenue from the ordinary business of the company to bear the deduction of the sum charged for insurance, and afterwards carried to the credit of the underwriting account.

The revenue for the last year is insufficient to support the charge of insurance, namely, £115,000; it has, nevertheless, been necessary for the uniform keeping of the company's accounts to charge it as usual, and to carry it to the credit of the proprietors' underwriting account, which, after deducting the value of the *Singapore* (£34,300), and the estimated cost of the repairs of the *Surat* (£20,000), exhibits a balance of £60,700. This amount has been carried to the credit of the general reserve fund, and diminishes by so much the drain on that fund which the unfavourable operations of the year have created.

Although the considerations which caused the directors to apply for a supplemental charter towards the close of the Parliamentary session of 1866, and to issue the new shares created under its authority as soon as it was granted, were fully set forth in the last two reports, it may be well to repeat that both measures were of vital importance. The tender for the new mail services could not have been made, and the new contract could not have been entered into without the command of the additional capital so secured. The total amount of capital paid at the end of the financial year was £2,579,835, and the amount borrowed on debentures was £726,600. Since that date the balance of the debentures—namely, £73,400, has been issued.

The operations of the past financial year have, unfortunately, produced a result which not only precludes the directors from recommending any dividend, but shows a considerable loss. This loss, however, arises mainly on the business of the first six months of the year, and this fact, apart from the altered prospects of the company under the new contract, is so far satisfactory. The total loss for the year, after charging insurance and depreciation, is £177,047 2s. 4d., so that the adverse movement has been to a great degree arrested since the last meeting. The increase in the price of labour, the advance in the cost of coals and stores of all kinds, and the onerous effect of the mail contract, brought about a very large increase of expenditure; while the "stagnation of trade with the East," the active competition of the French and other companies, and the cessation of the export of specie, had simultaneously caused an important decrease of receipts. The directors believe that few among the proprietors will be found ready to cast blame upon them for a state of affairs induced by events over which they had no control, and for which they were entirely irresponsible. The board can only assure the whole body of proprietors that no effort on their part was wanting to mitigate the severity of the crisis through which the company has passed.

The approaching termination of the contracts, which although taken in 1853 and 1854 for seven years, have endured, with modifications and extensions, for fourteen, suggests some explanations which are specially called for by the events of the last year of their existence. Shortly after the execution of those agreements the outbreak of the Crimean war, and

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other events of a public character, created an increase in the cost of coals, and of expenses generally, which compelled the company to appeal to the Government for relief. No dividend could be paid for the first half-year of 1854, and there was every prospect of an abandonment of the contracts by the company, but about this time a most valuable source of revenue sprang up, which not only counteracted the unexpected increase of expense in working the contracts, but which from that time to the autumn of 1866, enabled the directors to continue them. That source of revenue was the export of specie, the freight on which averaged above £220,000 per annum for many years. Had it ceased during any one of those years, as it has ceased during 1866-7, the result would have been the same; there would have been no dividend. But were the directors wrong to carry on the contracts while it lasted, or could they foresee the cessation of this source of revenue? Could they have appealed to the Government so long as the company's business yielded a profit and the proprietors received a fair dividend, although that profit and dividend were traceable to a particular source? In conclusion, the directors will only express a hope that the anticipation contained in the report of Mr. Scudamore, that under the new contract the Government "will, as a rule, share profit with the company," may be realised. In that case the proprietors will have abundant reason for satisfaction, and the public will feel that a most important service has been secured to them on favourable terms.

PARLIAMENT.

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HOUSE OF COMMONS.

INDIA, CHINA, AND JAPAN MAIL SERVICE.

(Nov. 29th.) Mr. HUNT (Secretary to Treasury), in moving that the contract entered into for the conveyance of mails to India, China and Japan with the Peninsular and Oriental Steam Navigation Company be approved, said the last time this question was before the House it was suggested by his hon. friend the member for the Tower Hamlets that it would be undesirable that the new contract should commence before the House had an opportunity of expressing an opinion upon it. And that opinion being shared by a great many members, he undertook on the part of the Government to make some temporary arrangements which would obviate the necessity for a new contract commencing before the House had expressed its opinion. Within a very short time, however, after the prorogation Her Majesty's Government determined that it would be right to call Parliament together late in the autumn, or at the beginning of winter, and in consequence of that determination it became no longer necessary for the Government to make such provisional arrangements for the service as had been contemplated. When the tenders advertised for were sent to the Post-office we found that practically we had only one offer. It will be remembered that the service was advertised for in separate sections. It was proposed that companies or individuals might offer for different lines of service, and might offer for one service one week and for another another week, but it turned out that, with one very small exception, the only tender made was by the Peninsular and Oriental route. An Italian company offered to perform the service from Brindisi to Alexandria; but there was no offer from anybody else to perform the rest of the service, even if that proposal were accepted. The Government asked for that tender as an alternative arrangement, from Marseilles, thinking it quite possible by the time that the tenders came in that they might avail themselves of the Brindisi route; and Her Majesty's Government were advised that before the completion of the term for which they had entered into arrangements with the Peninsular and Oriental Company the Brindisi route might become available. And therefore in the articles of agreement which had been entered into it was stipulated that the Government should have the option of changing the route from Marseilles to Brindisi, the difference in the terms payable to the company under the altered circumstances being referable to arbitration. The terms asked by the Peninsular and Oriental Company for performing the service were £500,000, and the term named was six years. It was thought, however, that the company might be willing to abate a portion of their demand provided the Government entered into an agreement with them for a longer term. As detailed in the Parliamentary papers, the arrangement with the company was conducted on the part of the Post-office by Mr. Scudamore; the company submitted their books to him, and he made a report which the House, no doubt, would recognise as a very able document. (Hear, hear.) After this examination the company expressed themselves willing to reduce their terms from £500,000 to £400,000, provided the period was extended from six to twelve years; but they accompanied the abatement with a proviso that their shareholders should be guaranteed a dividend of six per cent. upon a certain stated capital. On the other hand, they expressed their readiness to allow the Government to share to the extent of one-fourth in all the profits beyond 8 per cent., which might become divisible. After a great deal of consideration given to these further terms the Government adopted them, with this condition, to which the company assented, that the guarantee of 6 per cent. should in no case render the Government liable to pay a greater sum than £500,000, the original amount asked. The company also agreed to a condition desired by the Admiralty, that the Government should have power to buy or charter their vessels in cases of exigency for the public service. Mr. Scudamore's calculations were given in the documents which had been published, and, taking into account the history of this company, he thought it much more likely that the Government would be invited to share in profits than to contribute to make good a loss. The Government in the course which they had taken had not been instituting comparisons between different tenders. They had only to make a comparison between alternative propositions of the same company, and they were of opinion that the reduction of the terms from £500,000 to £400,000, even though the reduction might be attended with the contingent liability of a 6 per cent. guarantee, was well purchased by the addition of six years to the term. (Hear.) Of course, the sum now asked was very considerably in advance of what the Government were paying under the contract approaching its termination. The Government were now paying £230,000, whereas hereafter they would have to pay £400,000, with a possibility of that amount being increased to £500,000. But then it must be remembered that the services of the company, and facilities for postal communication with the East, would be very greatly increased. (Hear, hear.) A table included in the correspondence showed the improvement which would be effected in this respect. Calcutta, which now had in the year 24 mails of 34 days and 24 mails of 29 days, would have 52 mails of 29 days; Madras, which now had 48 mails of 30 days, would have 52 mails of 30 days; while Bombay, which now had 24 mails of 24 days, would have 52 mails of 24 days. A comparison of the time to be taken in the voyages was also greatly in favour of the new arrangement. The company further asked that the contract should include not only those services which were advertised for—namely, from this country to Bombay, and by Galle to China and Japan—but also services between Bombay and Galle, and Bombay and Calcutta. These, however, were services which the Government did not think were required for the public service, and accordingly objected to them. The company, however, replied that if these services were struck out of the bargain they should still require the same subsidy without as with them. And under these circumstances the Government thought it better that they should be included, seeing that they entailed no extra payment on the country. The Imperial Government was to pay the company a sum of £181,470, including additional expenses. The receipts from sea postage were £85,815, so that the loss would be about £96,000, the loss being at present £41,000. The Indian Government would pay £117,000, and receive £62,000 for sea postage, making a loss of £54,000. Calculations had been gone into as to what portion of the loss should be borne by Ceylon and what portion by the Mauritius, but the correspondence on this point had not yet been closed. The Post-office suggested that either contributions should be made by those place or the rate of postage be increased. Considering the increased price of coal, the small profit obtained by the company from the contract for some time, and the improved service which would be secured under the new contract, the Government thought the terms they had made were not unreasonable; and he, therefore, hoped that the House would be unanimous in approving the contract. The hon. gentleman concluded by moving that the contract for the conveyance of mails between this country, India, China, and Japan with the Peninsular and Oriental Steam Navigation Company be approved.

Mr. AYRTON objected very much to the House being called on to consider this contract, the general understanding being that Parliament had been called together at this Session for one object only. In 1865 he first gave notice of a motion for a Select Committee to consider the subject of communication between England and Her Majesty's Eastern dominions and China. In 1866 a committee presided over by his hon. friend the member for London, of whose great commercial experience he had been glad to avail himself, sat and took very important evidence. That committee recommended that there should be a direct service between England and Bombay, and that the speed in the Mediterranean should not be less than 11 miles an hour, and that between Suez and Bombay not less than 10. The committee further recommended that there should be a direct service between England and China once a fortnight. It likewise intimated that the contract should be for a considerable number of years, and terminal at two years' notice. The consideration of that report fell into the hands of Her Majesty's present advisers, and to the course taken by them was to be attributed the unfortunate position in which the country now found itself with respect to the postal service. Great changes were being effected in the means of connexion between England and the East. The railway through the Brenner Pass had been opened, and a railway had been completed across Mont Cenis, so that there was a prospect of Brindisi being, at no distant day, made the port of departure for packets carrying English mails to Alexandria. The railway system in India was being developed so as to improve communication between Calcutta, Bombay and Madras. These works were in progress when he took the matter up. He did so because he thought it was time to direct the attention of the Post-office to the necessity of reorganising their system. He did not think they were beginning too soon in considering the question at the period to which he referred; but from what occurred since it appeared that they might as well have begun too late for no benefit had been devived from the labours of the committee. What had brought them into their present pitiable condition? On the 1st of February, 1867, the Government gave notice to the Peninsular and Oriental Company to terminate the contract in twelve months. Now, in business matters commercial men generally matured their plans and completed their arrangements for a new contract before they took steps to put an end to an old one, if a contract was necessary at all. But the Government seemed to have acted on a contrary principle. They had not only given notice to terminate the contract, but to terminate it on the shortest possible notice. At least, they might have given them a longer notice, leaving it to the company to put them into the embarrassing position they now occupied, should the company think fit to adopt that course. It was not for the Government to take steps which would leave the Post office without a mail service if the terms of the company were not accepted. In March the Government settled the form of the new tender, but some difficulty arising on the subject it was not until June that the final notice was published. It was addressed to the shipbuilders and men of business, inviting them to send in by the 16th of September tenders for undertaking this gigantic service by the 1st of February following. Now, he would ask the House whether that was a really practical notice to issue? Was it likely that anyone could supply ships in the Mediterranean, in the Red Sea, and in China, and complete all the consequential arrangements at so early a date? (Hear, hear.) It was absolutely impossible to do so, especially when the state of the money market was taken into consideration. The result was that on the 1st of February no tenders had been sent in, while the Peninsular and Oriental Company were in a position to say to the Government, "You have wantonly put an end to our contract, and we will not enter into another except upon our own terms." In order to extricate themselves from the difficulty in which they were placed, the Government sent Mr. Scudamore, a gentlemen of intelligence connected with the Post-office, to ascertain how much the Government should pay if a contract were made on the conditions which the company might find it convenient to suggest. Mr. Scudamore certainly displayed great ingenuity in discovering reasons why the Government should accede to everything the company proposed, but no fault could be found with him on that account, as he was in a most embarrassing posi-

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tion, and no doubt acted in accordance with his instructions. He found great fault, however, with the contract which was entered into under these deplorable circumstances. In the first place the rate of speed laid down was not what might fairly be expected, considering the progress made of late years in shipbuilding and steam navigation. The whole service from London to Bombay was to occupy 27 days. The arrangement for the line of the Mediterranean—a distance of 1,410 miles—was that 141 hours should be allowed, being at the rate of ten miles an hour. For the Red Sea section, comprising a d istance of 2.972 miles, 313 hours were allowed, being at the rate of 9½ miles an hour. But, then, the House ought to know that the company were to be allowed the addition of 24 hours to any voyage without incurring any penalty. If any further delay took place, they were liable to pay at the rate of £50 for every 24 hours: but, on the other hand, if the mails were accelerated they were to receive a premium of £25. Thus, it would be seen that the company could retard the mails for 24 hours on payment of £50. Now the company always alleged that the great obstacle in the way of attaining high speed was the enormous consumption of coal required for that purpose, and consequently if the coal cost £3 per ton, as was stated, it would obviously be a pecuniary gain to the company to retard the mails. (Hear.)

Mr. WEGUELIN suggested that the company would have to bear the expense of feeding the passengers during the extra time.

Mr. ARYTON said that might perhaps be so, but there was nothing about that in the contract. At all events, he maintained that the penalty was small as compared with the cost of coal, and that the company would be absolute gainers on the balance of the account. Then, the rates of speed prescribed were not in harmony with the development of steam navigation. His hon. friend the member for Tavistock was examined before the committee to which he had referred, and stated that high speed could not be attained between Bombay and Suez unless a class of vessels were employed of at least 2,500 tons burden; but the Government had done nothing whatever to bring this service up to the present standard. One very serious practical consideration involved was that the acceleration of speed might have rendered it possible to obtain an answer from Bombay within three weeks, whereas the chance of receiving a reply by the fourth mail was left hanging upon three days. It was the more extraordinary that the Government should stipulate for this miserably slow speed of 9½ knots nominally and nine knots really, while they were making great experiments on the Red Sea with transports capable, it was said, of making 14 knots, and before they had ascertained what were the economical results of this speed. The mode of payment proposed was that if the profit exceed eight per cent. on a stipulated capital the company should give the Government one-fourth of the excess, but if they were less than six per cent. the Government should make up the whole difference. Thus the Government would get a small share of a high profit and pay all loss below a considerable dividend. The terms were four to one in favour of the company, which ought, in principle, to have been subject to risks and responsibilities, but which might reduce dividends by extravagance and waste, and that without the Government having any check upon its expenditure. The contract ought to have been a plain one, without such contingencies. Such a contract made the Treasury partners with the company, and he should like to know whether the law advisers of the Crown had been consulted, and whether a recent Act would exempt the Treasury from the consequences of such partnership. The main objection to the contract was the period for which it was to run. If we had attained a high standard of efficiency it might have been wise to bind the company for a term; but when we were told that coal was unprecedentedly high and likely to fall in value, and while the railways in India were undeveloped, to say nothing of Alpine lines and an Italian port, it amounted to a gross dereliction of duty on the part of Government not to have reserved to itself a right to terminate the contract in less than twelve years. It might even prove to be advantageous to pay a heavy penalty for rescinding the contract in the course of a few years, and at least it would have been wise to have reserved the option of doing so. He might have criticised the contract in many minor points of detail, but those he had mentioned were quite sufficient to make the House regret that the Government had agreed to such a deplorable contract.

Mr. NORWOOD had no objection to the Peninsular and Oriental Company being paid a liberal sum for their services, and had no fault to find with the officers of the company for making the best bargain they could, while he deemed it the duty of the Government to protect the taxpayers. The mail service between this country and its Eastern dependencies consisted of three branches—to India, to China, and to Australia. The two first were terminable at twelve months, the last at two years. We had now given the Peninsular and Oriental Company entire command of the two most important services, and it would be impossible in the course of another year for any other company to enter into a fair competition with them for the performance of the third service. The period of the commercial depression last year was a most unfortunate one in which to ask for any competition in this matter, The prudent thing to have done would have been so to arrange that the contracts for the three services should terminate at the same time; but if this contract were entered into, the Peninsular and Oriental Company would acquire such a hold upon the carrying trade of the East that it would be impossible that any new company should compete for the Australian service. (Hear, hear.) With regard to the term proposed, 12 years was much too long. The attention now paid to the economical consumption of fuel justified the belief that an important saving would before long be effected in that respect; and it was preposterous to imagine that for so long a term they would not be able to maintain at less cost than at present an increased rate of speed. A speed of 10 or 11 knots an hour was perfectly inadequate to the requirements of such a service as this. (Hear, hear.) Then as to the terms of payment, it was to be remembered that the £400,000 a year *minimum* was not for the entire service; it was only for the services to India and China; so that in the course of another year another sum would be wanted for the Australian service. He objected to the partnership arrangement proposed between the Government and the company. The profits of steamships arose as much from economy and good management as from high rates of freight; and it was known to every mercantile man that the effect of the long enjoyment by this company of a monopoly had shown itself in a less rigid economy than would have been maintained in their service had they been dependent on ordinary mercantile business. Look at the one-sidedness of the arrangement. This country might be called upon to pay 3½ per cent., to be divided among the shareholders. On the other hand, if the speculation were an extremely good one, and the company divided nine per cent., the country would only receive £6,000 a year as their share of profits, and £12,000 if the company paid ten per cent. He objected to the partnership altogether. As between individual partners there might be sufficient supervision and control; but what control was to be exercised on the part of the State in this case? The cleverest accountant might have access to every book and every document belonging to a steam packet company, but it would be impossible for him to give an opinion that would be worth having upon the economy of management, unless he went to the outports and examined details there. On the whole, as a business man, he thought the contract injudicious and unbusiness-like, and he would support any resolution which condemned it. (Hear, hear.)

Mr. SAMUDA said that there were two conditions in this contract which he would like to see altered. He should like it to have been free from the partnership clause, which, in his opinion, would not work well (hear, hear); and provision should have been made for an increase of speed ultimately, if not immediately. (Hear, hear.) The rate of speed for which the contract provided was a low one. He still held strongly to the opinion he had expressed before the committee, that there would be no difficulty in increasing the rate of speed on these lines from ten knots an hour upon the European side and 9½ on the Indian side by at least a knot, and possibly a knot and a half an hour. In so important a contract as this it would clearly have been wise to introduce a condition giving the public the advantage of an increased speed. But he begged to remind his hon. friend and the House that one effect of such regulations would be a very large additional outlay on the part of the company. He pointed out in his evidence before the committee that the increase of speed to 12 knots on the Mediterranean and 11 knots on the Indian side would involve in the item of coal alone an additional expenditure of £40,000, that vessels generally of 2,500 tons burden would have to be provided if that increase of speed were at once demanded, and that the disbursement of capital for vessels which the company did not now possess would be represented by a sum of between £500,000 and £600,000. (Hear, hear.) But a totally different state of things existed now from what they all believed to exist when he gave his evidence before the committee. At that time, he believed, and he was quite certain the Peninsular and Oriental Company believed, that they were in a flourishing condition and capable of paying a large dividend. It was only then beginning to experience the effects of French competition, and it took him greatly by surprise to hear of the altered position of the company. There was, therefore, this mitigating circumstance, which should not be overlooked, that though the Government were driven into a corner by having no one except the Peninsular and Oriental Company to deal with, they knew the position of the company to have been such that with their present amount of subsidy they would not be able to get a return for their capital. There was in this fact, therefore, a fair starting point for a new arrangement. It had been mentioned in the contract, and he had seen it stated in the public press, that it was proposed to give the Peninsular and Oriental Company a subsidy of £400,000 in lieu of £230,000. But it was a mistake to suppose that the increased subsidy was given for the same service. The £400 000 was given for a much larger amount of service, and the extra mileage alone would be represented by a sum of £80,000, so that the difference would really amount to only about £90,000. There was another point also to which he wished to call attention. During the discussion last year, when reference was made to the financial state of the company, it appeared that after paying the working expenses there was nothing left in the shape of dividend. But that did not represent the real state to which the company had been reduced, because with a laudable desire to make their position as little damaging as they could, in the hope that future years would retrieve it, and because they had an opportunity of very effectually repairing their stock, he was informed that no charge whatever was made for depreciation of stock, which would have been represented by a sum of £75,000 if it had found its way into the account. Therefore, if the same state of things existed next year which did exist in this, out of the £400,000 the company would have had only £15,000 for dividend for their shareholders. He did not think, then, that either the Government could be said to have been careless in what they had done, or the company to have taken an unfair advantage. Now, £400,000 was by no means an excessive subsidy for the work that was to be done. It was not excessive whether if looked at from the point of view of the probable amount above expenditure, or if considered with reference to mileage. It would represent only about 6s. 1d. per mile that was run, which was a low rate compared with what was paid to other companies. He quite agreed with those who held that the partnership clause was open to objection. and wherever he had seen it tried it turned out ill. It was tried in the West India Docks, and there it was found that because the directors were not allowed to increase their dividend beyond a certain amount they were always incurring some unnecessary expenditure. But more than that, it had this great disadvantage, that it prevented the Government from acquiring useful information which at the end of twelve years might be rendered available with regard to any future contract. There was one suggestion which he wished to throw out. The public in his opinion would have a right to obtain from the company, not immediately, but at some future time, an increase of speed, and the Government might very well before closing the contract insert a provision that whenever they considered the period had arrived for increasing the speed by one knot or a knot and a-half an hour they should have the right to demand such increase upon paying the company a sum which might be agreed upon by all parties. He would merely add that the rules of speed which he had recommended, and which could only be obtained at greatly increased cost, were exactly those which were suggested by the committee, and were about what the companies who were at present most highly subsidised were in the habit of going. (Hear, hear.)

Mr. T. CAVE thought there was no fault whatever to be found with the Government for the amount of subsidy agreed upon. The hurricane at St. Thomas was so fresh in the memory of all that they could not overlook the fact that those companies were exposed to great losses. (Hear, hear.) In concluding the contract for twelve years the Government seemed to have forgotten, and no hon. gentleman had brought it under the notice

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of the House, that the American Government had very largely subsidised a system of railways which would bring China and Japan very much nearer England than at present. Duing the recess he had himself travelled upwards of 500 miles over that line of railway, and thousands of men were now engaged in its completion. The result would be that sooner or later our mails would have to be carried by that route. (Hear, hear.) The saving of seven days in time and all the risks of the sea would weigh with the hon. gentleman opposite who had charge of the contract. On the ground he had stated he regretted that the contract had been concluded. With regard to that contract the company were allowed to deduct 5 per cent. for depreciation of ships and 5 per cent for insurance. The insurance fund often yielded a large profit, but if it continued to do so that profit, as he interpreted the contract, would be pocketed by the company, whereas the Government had omitted to provide that if it showed a loss no claim should be made on them. This he regarded as an important omission, for if the company's losses exceeded 5 per cent. the Government would be called on to make it up.

Mr. CHILDERS, while disapproving the terms of the contract in some particulars, admitted that the resolution could not but be adopted by the House. In the absence from indisposition of the hon. member for the City (Mr. Crawford), he wished to offer a few remarks on the subject, it having been his duty to examine the witnesses who gave evidence before the committee of 1865, and to assist the hon. member in the preparation of the report. That committee comprised not only representatives of the Government, who were naturally anxious for economical arrangements, but representatives of the company which was now about getting a fresh contract, and considerable weight attached, therefore, to the recommendations which they unanimously adopted. After a careful recital of the facts, the committee thus summed up their recommendations:—

"That, while it has not been expedient hitherto to add to the expense of the postal communication with India by establishing a more frequent service to Bombay in addition to the existing services to Madras and Calcutta, yet, having regard to the facilities already afforded by the railways under construction in India and to the prospect of the early completion of the main lines of communication connecting the port of Bombay with the Presidencies of Calcutta and Madras, the North-West Provinces, and the Punjab, the time has arrived when tenders should be invited for a weekly service to Bombay alone, and the separate postal service between this country and Madras and Calcutta should be discontinued."

Then came recommendations as to the speed of future steamers, which he would not repeat. The sixth recommendation was as follows:—

"That Her Majesty's Government should take into their early consideration the arrangements to be made, in consequence of the proposed separation of the Indian service, for maintaining a fortnightly or half-monthly service to China, and a monthly or four-weekly service to Australia, having regard to any facilities which may be afforded by the monthly service to China now performed by the Messageries Imperiales from Marseilles."

What was the meaning of this? That the railways being nearly finished which connected Bombay with Madras and Calcutta, it was desirable to contemplate the relinquishment of the line of steam communication by Galle, and to retain only the line with Bombay, and thence across the peninsula by railway to Calcutta and Madras. The questions he put to Mr. F. Hill, the witness examined on the part of the Post-office, tended to show the necessity of establishing this contract on the footing of the completion of the Indian railways. He asked Mr. Hill:—

"Would it not be prudent to postpone any definite contract between the Indian Government and with the Peninsular and Oriental Company for the service to Bombay until they were assured as to the probable passenger service between Bombay and Calcutta?—I think it would be prudent to defer entering into any permanent contract—that is to say, for a long series of years; but if the contract were terminable, as our Australian contract is, upon a notice of two years, I do not think that there would be any necessity for delay.—When you use the word 'permanent,' would it not be prudent to delay any permanent arrangement for the service between England and Bombay with the Peninsular and Oriental Company, or with any steamboat company, until there were the means of testing what would be the facilities for passenger traffic from Bombay to Calcutta?—Certainly. And if those facilities should be greater, do not you think that the Peninsular and Oriental, or any other steamboat company, would be able to tender for much less than what they said some years ago they would tender for for the additional service to Bombay?—No doubt that would be so."

The chairman told Mr. Hill the committee had it in evidence that the line of communication between Bombay and Calcutta and also between Bombay and Madras would be completed within a reasonably short time, and he (Mr. Childers) thereupon asked Mr. Hill whether, this being so, it would not be well—

"Not to contract for a fixed sum for a long period until that question is tested?—Not for a long period; but if the contract were terminable upon a couple of years' notice that might be done."

The committee thus had the opinion of Mr. Hill, who represented the Post-office, and himself, as representing the Treasury, that no permanent contract ought to be made over a number of years certain until there had been an opportunity of ascertaining the facilities of passenger communication offered by the completion of the railways between Bombay and Calcutta and Madras. Unfortunately, instead of postponing the contract with this view, his hon. friend had, in the teeth of the recommendations of the committee, called for a tender on the terms of a permanent service to Bombay and Calcutta, without waiting to see whether passengers would take that route or the old route by Galle. A subsidy of 3s. or 10s. would not pay a steamboat company unless they got the passenger traffic as well. It was, therefore, no use calling for tenders when there was a company in the field in possession of the passenger service which could do what it liked. The Government had entered into a contract, not on the basis of a weekly service to Bombay alone, as the committee recommended, but a contract for 12 years, with a weekly service to Bombay, and a service also to Madras and Calcutta by Galle. Thus the whole policy recommended by the committee was passed by in the arrangement made by his hon. friend. Last Session he called the attention of his hon. friend to the fact that it was not advisable to give the Peninsular and Oriental Company this early and premature notice, but to give a notice under which all the contracts with steamboat companies might be determined about the same time. Some of these contracts could only be determined after one year's notice, while others required two years, and, considering that the Indian railways were not finished, it was desirable to give a notice not earlier than two years, so that the railways might have some little additional time to complete their communication. The result of the policy of his hon. friend had been that there had been no tender except from the Peninsular and Oriental Company, and that, being based on the existing state of things, instead of the completion of the Indian railways in course of construction, was very much more expensive than the committee expected. His hon. friend was asked once or twice about the French service. Early in the Session he said that he had not made any overtures to the French Government, but that it was proposed to call upon the Messageries Impériales to tender for the service to China. That was, he thought, very injudicious, for it was impossible for a service which was sometimes half military in its character to be satisfactorily performed by a foreign company. It was, however, he admitted, the view of the Post-office that this should be done. Mr. F. Hill thought it desirable. His hon. friend accordingly officially invited them to tender, and this was Mr. Hill's recommendation. He, Mr. Childers, asked Mr. Hill:—

"You consider that 'the last course to take would be to give the Messageries an opportunity of tendering for the alternate service?—Yes. You would not exclude, of course, the answer of the French Government, if they would agree to a rate upon letters for the alternative service?—There is no occasion to put that question, because we have it in the convention that we are both bound to carry letters for each other. For the alternate service once in four weeks instead of once a month?—No. Probably it would be prudent to ask that question before anything was definitively done?—Yes; I think it would."

He would put it to the House whether it would not have been better, before anything was done in the China service, to ask the French Government to make arrangements for alternating a weekly service with ours, as was at present satisfactorily done in the alternative fortnightly service to Brazil and the River Plate. But, although Mr. Hill thought it desirable to make an arrangement with the French Government, Her Majesty's Government made no arrangement with that Government. His hon. friend relied, instead, upon the broken reed of asking the Messageries Imperiales to tender, and then, having failed, the present contract was agreed to, instead of that shadowed out and recommended by the committee. The Government had, he thought, committed an error of judgment in not adopting the recommendations of the committee, and the result was that there was no alternative but to adopt the proposal of the Peninsular and Oriental Company, large as was their claim, and connected as it was with the payment of a certain dividend. There was no doubt a precedent for this in the case of the Dublin mail, but that was an experiment on a small scale, and carried on daily under the eye of the Government. The present agreement stood on a very different footing, and if it were to be made a general rule that the Government were to enter into such speculations of possible loss and profit, the Government would, he feared, make all the loss, and the companies reap all the profit. (Hear, hear.) On those grounds, and on those grounds only, he felt bound to acquiesce in the course taken by his hon. friend. He thought it was much to be regretted that his hon. friend did take that course, but he felt it only right to say, after reading carefully the whole of Mr. Scudamore's report—and he wished to speak as highly as any one could of the merits of that officer, not merely in connection with postal affairs, but in other matters which came before the House, in which his ability and foresight had certainly been of great public advantage—after carefully reading Mr. Scudamore's report he did not see that it would have been possible to make an arrangement upon better terms than those now made. At the same time, a contract for twelve years, coupled with that condition as to the possibility of some profit coming to the Government, and also of some loss coming to them, was not such an arrangement as he thought the Treasury ought to have made; and, therefore, in assenting to their arrangement, he did so with considerable regret. (Hear, hear.)

Mr. M'LAREN said that the Peninsular and Oriental Company asked £500,000 a year for a contract of six years, and that sum was professedly reduced to £400,000 for a contract extending over 12 years. But if it could be shown, as it easily could be, that the Government would really have to pay £500,000 for the contract extending over 12 years, it was manifest that, instead of having obtained an advantage by the professedly lower rate, which was in reality no lower rate at all, the alleged concession to the public was an injury instead of a benefit. The hon. member for Tavistock, the only gentleman who had defended the contract with the company, said their financial condition was such that he should not be surprised if it were found that their available dividend would be reduced to £15,000 a year, even after they got the £400,000 from the public. Unless their dividend exceeded £60,000 a year the public would have £100,000 more to pay. If the dividend were £60,000 a year that would yield 2½ per cent., and £100,000, making up the dividend to £160,000, would yield 6 per cent. If the hon. member for Tavistock were to prove that, instead of £15,000—the dividend he anticipated under certain circumstances—their dividend should even be £60,000, then it followed that the public would have to pay them, besides the £400,000 agreed upon, £100,000 over and above that amount. Therefore, after all the circumlocution and mystification in which the matter was enveloped, the public had to pay the £500,000; and yet they were told that they were to have an advantage from extending the contract to 12 years! Any one who read the papers all through would easily see that the company, and not the public, would be really benefited by that prolonged term. He thought it would be better for the Treasury to accept the first offer of the company for the £500,000, and to have no partnership with them, with its illusory chance of a profit. They were going into partnership with the company under the idea of probably gaining £6,675 a year; and the *quid pro quo* they were to give for that mere ideal and unsubstantial advantage was that they were to come under a real obligation to pay £100,000. A more objectionable and improvident arrangement he could not imagine, and he must strongly protest against it. The great argument of the Peninsular and Oriental Company against the small sum they were previously allowed was that the French company were enabled to undersell them. But the effect of the new arrangement with the Peninsular and Oriental Company would be, by doubling their subvention, to enable that company

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itself to undersell all the rest of our shipping interest. In palliation of that improvident arrangement, by which the company were to receive £500,000 instead of their former £230,000, the hon. member for Tavistock said they were to sail, at a probable cost of £80,000, 300,000 miles more than they did before, and that they would also have to incur an additional cost of £40,000 for the extra price of coal. But the Government did not want them to run the 300.000 miles more; and even if they did so, in place of giving them £120,000 for these possible increased charges, the Government were giving them £270,000. Nobody could allege a reason for giving away the other £150,000, except that the Government had got into such a fix as to be perfectly helpless, and the company was able to dictate terms to them. On these grounds he could not agree to the vote.

Mr. HUNT believed that any stranger who had listened to the numerous criticisms passed that evening on that contract must at first have imagined that all the gentlemen who had strongly protested against it were largely engaged in the Indian trade, and were naturally indignant that the arrangements made by the Government for the conveyance of their commercial correspondence would not answer their purpose. But if such a stranger were told that with, as he believed, but one exception, all those who had found fault with the Government did not belong to the great mercantile community in this country which was connected with the Indian trade, he would surely ask where were those members who were really connected with that trade. The fact was that the hon. gentlemen most interested in that subject were perfectly content with the arrangement made by the Government; they acquiesced in it, and, instead of coming there to protest, they had gone quietly away to their domestic or other occupations. He regretted that his hon. friend the member for the City, who was chairman of the committee on that question, was prevented by the state of his health from giving his opinion on the arrangement made by the Government, but he believed that hon. member would have expressed himself entirely satisfied with it. He did not find fault with the hon. member for the Tower Hamlets, the universal critic of the House, for exercising his talents on these occasions, and certainly his remarks that night had been distinguished by his usual acumen. Neither did he complain that the hon. gentleman opposite (Mr. Childers) should have criticised as severely as he could any arrangement made by the Government which succeeded the one to which he had personally belonged, because that was only the legitimate province of the Opposition, and when he himself changed sides in that House with the hon. gentleman no doubt he would do the same. But the hon. member for the Tower Hamlets had opened a very long bill of indictment against the Government. He thought that nearly all the objections which were to be urged against the course taken by the Government had been disposed of in the discussion which had taken place last Session; but, as many of them had again been advanced he felt it to be his duty once more to reply to them. He would, in the first place, then, observe that he looked upon it as being a great disadvantage to the Government that in the original contract—with which they had nothing to do—the period of one year was fixed as that at which notice of its termination should be given. It was, however, contended that private notice should have been given beforehand that it was the opinion of the Government that the contract ought to be terminated, and that it was likely they would in due course act upon that opinion. Now, that was exactly the course which had been taken. As he had stated in the House last Session, he invited before giving notice the chairman of of the committee to call upon him at the Treasury, where the question was discussed between them as to when notice should be given. His hon. friend on that occasion expressed it to be his opinion that notice ought to be given. That being so, he thought he had disposed of the charge that the Government had not acted in accordance with the views of the committee, because if its chairman was not to be regarded as an adequate exponent of those views, he did not know who was. Besides, as his hon. friend opposite must see, the Government had no choice in the matter, because, after acting on their own responsibility—for he had no wish to throw the slightest responsibility in the matter on the chairman of the committee—they had given private notice to the company that they were likely before long to give formal notice that they would terminate the contract. The representatives of the company informed them that they could not go on losing money as they were doing, and that if the Government did not give them notice they must give notice to the Government. His hon. friend, he might add, had read certain extracts from the Blue-book expressing the views of the committee, but there were other paragraphs of the report which would, he thought, be found to place the question in a different light. After the paragraph in their report which his hon. friend had first quoted, the committee went on to say:—

"Yet, having regard to the facilities already afforded by the railways under construction in India, and to the prospect of the early completion of the main lines of communication connecting the port of Bombay with the Presidencies of Calcutta and Madras, the North-West Provinces and the Punjab, the time has arrived when a tender should be invited for a weekly service to Bombay alone."

That paragraph pointed to the time when the railway should be completed, so that the very words of the report concurred with the views of the chairman that notice should be given. [Mr. Childers: The report says, "Tenders should be invited."] Yes, but how he should like to know could tenders be invited before notice had been given? (Hear, hear.) There was, he might add, a marked distinction drawn between the giving of notice for the termination of the contract for the India and China and that for the Australian mail. With reference to the former, the words used in the report were that "the time had arrived when tenders should be invited;" while in the course of the latter the recommendation was "that Her Majesty's Government should take into their early consideration the arrangements to be made!" In acting as they had done, therefore, the Government, he must again repeat, proceeded entirely in accordance with the views of the committee. It appeared, however, that his hon. friend opposite differed from the chairman of the committee, and that being so, he ought, he thought, to have protested against the words used in the report. [Mr. CHILDERS: My hon. friend gave me a very different impression of the statement which he made from that conveyed by the hon. gentlemen opposite.] He did not, as he had said before, seek to throw the slightest responsibility in the matter on the hon. member for the city of London; indeed, his right hon. friend the Chancellor of the Exchequer had last Session expressly stated that the Government had no intention of the kind, and he was sure if his hon. friend were present he would confirm the accuracy of the statement which he had made. Such then, as he had described, was the state of the case, so far as giving notice was concerned. But his hon. friend opposite further contended that the Government ought to have carried out the views of Mr. Frederick Hill. [Mr. CHILDERS: I said they were the views of the Post-office.] The hon. member for the city of London, however, last Session protested against the Government being influenced by the views of Mr. Hill, for he declared it to be his opinion that if they were to conduct the postal arrangements of the country under his advice they would be sure to do wrong. ("Hear, hear," and a laugh.) Again, it was made an accusation against the Government that they had placed themselves altogether in the hands of the Peninsular and Oriental Company, and that they must pay whatever sum that company might demand. Was that the tone of the discussion which took place last Session? If he were not mistaken, he then heard a great deal about the poor trodden-down Peninsular and Oriental Company, and of the necessity which there was that the Government should come to its rescue, and to preserve it from ruin. (Hear.) What was the result? Why, that the company naturally looked upon it as quite clear that the House of Commons was of opinion that they ought to be more liberally remunerated, and that they were entitled to ask for very handsome terms. (Hear, hear.) Now, all he could say with regard to the matter was that it was, in his opinion, the duty of the Government to make the best terms they could, while he, at the same time, most readily bore testimony to the great services which the company in question had rendered to the country during the many years in which they had been engaged in conducting our postal communication with the East. That duty they had discharged in a manner which was highly creditable to them, and he should be sorry to see the company break up by reason of the Government not being able to enter into satisfactory arrangements with them. (Hear, hear.) As to the negotiation with the Messageries Imperiales, since they had made no tender and the matter had fallen through, he should merely say that while his hon. friend opposite seemed to think that the 6th paragraph in the report contemplated a service in substitution of ours, the hon. member for the city of London construed it as meaning a service in addition. But then it was said that the Government had acted foolishly in entering into arrangements for the service to Bombay before the railways were completed. On that point he would read a note appended to the memorandum sent by the Post-office to the Treasury:—

"The superiority of Bombay as a point of arrival and departure for Indian mails, even before the completion of the railways between Bombay and Calcutta and Bombay and Madras, has been pointed out by the Select Committee on East India communications (pages v. and vi. of their report), by Lord Canning, by the Director-General of the Post-office of India in the years 1860-61 (*vide* pages 231 to 234, 241 to 244), and by the Director-General of the Post-office of India in 1865 (*vide* pages 280 to 282 of the appendix to the report of that committee)."

He was told that even now, with a journey of 200 miles, the mail service by way of Bombay was far superior to that by Calcutta. His hon. friend had said that it was impossible for any one to tender for the service to Bombay until those lines were open. As the lines were expected to be open in a short time, any enterprising company might, he thought, make a tender, although the lines were not open. All this part of the case, however, turned on the question, respecting which contradictory testimony was given before the committee—namely, whether the Great Indian Peninsular Railway could carry all the passenger traffic, or whether the Peninsular and Oriental Company's steamers would carry any of it; and the officers of the latter company maintained that when the railway was finished, there would still be a great passenger traffic to Calcutta. That was a question which time would determine, but at all events there was a public advantage in the existence of two routes, as competition tended to keep down the rate of fares. With respect to what had been called the partnership question, he confessed that at first sight a partnership arrangement did not seem desirable, but the alternative was the payment of £500,000. This was not an unlimited partnership, for there was a certain amount beyond which the Government could not be called on to contribute; and as his hon. friend was obliged to admit, this was not the first occasion when such a partnership was made. There was a partnership of a somewhat similar character in the case of the Holyhead and Kingstown contract. In reply to the objection that there was no security that the Peninsular and Oriental Company would care to raise the dividend above six per cent., he could only observe that the shareholders of the company were a very numerous body, and having been accustomed to divide ten per cent. they were not likely to sit down perfectly satisfied with a dividend of six per cent. Then again it was said that this service was obsolete, and that it was too slow and behind the age. Now he believed that in the discussions which had taken place in that House those most interested in the question said that they looked to regularity of service more than to greater speed, and that the telegraph wire would to a great extent displace the Post-office in cases where great despatch was desirable. Nevertheless the increase of the rate of speed, if it should be deemed desirable, depended solely on a question of money. After what he had stated, he trusted that the House would not think that the Government had shown in this matter such dense stupidity as had been attributed to them, and he hoped that they would be able to come to a unanimous vote on the present occasion. (Hear.)

Mr. GRAHAM said that as the Secretary to the Treasury had observed that no one connected with the mercantile interests of India had objected to the contract, he, as a person deeply interested in Indian trade, wished to state that the hon. gentleman was in that respect under a false impression. He, for one, greatly objected to the contract and to the slowness of the proposed rate of speed. He also objected to an arrangement which made the Government a partner in a mercantile company. He regretted that the contract was made for so long a period as twelve years, and he should have preferred to pay the company at a higher rate for a shorter period.

Mr. J. B. SMITH also objected to the length of the contract. He hoped the Government would still endeavour to reduce the term to six years, paying a larger sum to the company. Unless he got a pledge to that effect he should divide the House.

The House divided, when the numbers were:—Ayes, 55; Noes, 13. Majority, 42.—The motion was then agreed to.

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Hamburg, 24th October, 1867.

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* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

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Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street, 1st November, 1867.

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Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package...	0 1	0 0½	0 0½	0 0½	0 0½	0 0½	0 0½	0 0½

Billiter-square, November, 1867.

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Hong Kong ...	Wemyss Cas	A1 14 yr.	E.I.D.	With des.
Ditto	Peter Denny	A1 14 yr.	E.I.D.	To fol.
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THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

VOL. IX.—No. 266.] LONDON, SATURDAY, DEC. 14, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	Aug. 16	Oct. 13	Oct. 21
Nagasaki	—	—	Oct. 24
Hakodadi			
CHINA—Peking	—	—	Oct. 14
Tien-tsin	—	—	Oct. 17
Chefoo	—		Oct. 20
New-chwang	—	—	Oct. 14
Hankow	—	—	Oct. 20
Kiu-kiang	—	—	Oct. 21
Chin-kiang			
Shanghai	Aug. 26	Oct. 13	Oct. 26
Ningpo	—	—	Oct. 15
Foo-Chow	—	—	Oct. 27
Formosa—Tamsuy			
Amoy	—	—	Oct. 28
Swatow			
Hong Kong	Sept. 17	Oct. 31	Nov. 1
Canton			
Macao			
PHILIPPINES—			
Manila	Aug. 26	Oct. 13	Oct. 22
COCHIN-CHINA—			
Saigon			
SIAM—Bangkok			
BORNEO—Labuan	—	—	Oct. 29
Sarawak	—	—	Oct. 23
JAVA—			
Batavia	—	—	Nov. 2
MALACCA STRAITS—			
Singapore	Sept. 26	Oct. 30	Nov. 8
Penang	Sept. 26	Oct. 28	Nov. 11

The next inward mail, with Hong Kong advices to Nov. 15, is due on the 28th inst. Telegrams in advance of it were received on the 6th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Pera, arrived Dec. 13.—From Shanghai: Mr. Ringer, Mr. Hean, Mrs. Tabor. From Hong Kong: Mr. Chambers, Mr Phipps. From Singapore: Mr. Page. From Ceylon: Mr. and Mrs. Hamilton and child, Mr. White.

To Southampton, per P. and O. steamer Delta, expected to arrive Dec. 20.—Dr. Forbes, Lieutenant Toller, R.N., Messrs. Brett, Mackintosh, Anderson, and Hurst.

By last mail, to Marseilles, per P. and O. steamer Poonah, arrived Dec. 3.—From Yokohama: Mons. A. Blanc, Mons. V. Blanc, and one second-class passenger. From Hong Kong: Mr. Lauvine, and one second-class passenger.

To Southampton, per P. and O. steamer Syria, arrived Dec. 11.—From Hong Kong: Mr. Brown, Mrs. Tomlin, and five second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Nyanza, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes, Deputy Assistant Commissary-General Randall, Mrs. Randall and child, Mr. Chas. Mackwood, and 20 second-class passengers. To Singapore: Rev. B. and Mrs. Morrell, Mrs. Willans and two children, Miss Willans, Mr. Theodore Kranse, Captain Moysey, R.E., Mrs. T. Bell and child. To Penang: Two second class passengers. To Hong Kong: Mr. N. J. Hannen, Mr. and Mrs. Duggan, Miss Duggan. To Calcutta: Col. and Mrs. Ramsay, two Misses Ramsay, Miss Budden, Miss Batson and servant, Miss J. McDonald, Mr. J. Hutchinson, Mrs Pittis, Col. J. P. Clarkson, Miss E. Whitaker, Mr. and Mrs. Stroften, Mr. and Mrs. Hildebrand, Mrs. Montague, Mr. Newmarch, Mr. A. Johnstone, Mr. M. Johnstone, Mr. Cowie, Mr. H. G. Cowie, Capt. Davidson, Sergeant Renshaw, wife, and two children, Mrs. Bolton, Mr. E. Solano, Mrs. O'Kinealy, and ayah, Mr. Eyre, Major and Mrs. Best, Miss Kirkpatrick, Mrs. and Miss Brander, Mrs. Boyce, Mrs. Atkinson and child, Mr. C. S. Redmond, and 18 second-class passengers. To Madras: Capt. Budd, Lieut. A. Arnot, Mrs. Carnegy and child, Mr. J. Mackey, Mrs. Porteous, Capt. H. M. Wyneb, and five second-class passengers.

From Marseilles, Dec. 12.—To Yokohoma: Mr. R. E. Price, Mr. Mottu, Mr. Jacquenot. To Shanghai: Mr. F. King. To Hong Kong: Mr. H. Smith, Mr. and Mrs. J. N. Minto. To Singapore: Mr. A. McCall. To Ceylon: Mr. C. F. Bell. To Calcutta: Mr. C. K. Schmidt, Mrs. Nation, Mr. and Mrs. Henry, Mr. N. Cheevers, Mr. J. H. Bridgman, Mr. W. A. Eddis, Col. Hyde, Mr. B. A. Dickman, Mr. and Mrs. O. Stack, Rev. Willis, Lieut. Col. Raban and son, Mr. E. Rule, Mrs. Drysdale, Miss Samler Mr. R. Hadenjeldt, Dr. and Mrs. M. Mitchell, Mrs. H. C. Richardson and servant, Asst. surg. Howison, Mr. and Mrs. J. O. Oliver, child, and servant, Mrs. Thalmers, Capt. E. Boyle, Major-gen. Beadle, Dr. Foster, Lady Franklin, Miss Cracroft and servant, Mr. Beadon, Miss Blair, Mr. W. D. Henderson, Mr. F. May, Mr. S. Harraden, and two second-class passengers. To Madras: Mr. and Mrs. R. W. Lodwick, Col. and Mrs. Money, Hon. Mrs. Morton, child and servant, Major and Mrs. Michael and servant, Mr. E. Thompson, Lord Waterpark, Miss M. Gilbert Cooper, Mr. M'Gregor, Dr. H. Smith, Mr. and Mrs. A. M. McGregor.

From Suez to Calcutta: Mr. L. Stilljes.

Per P. and O. steamer Ripon, from Southampton, Dec. 20.—To Hong Kong: Mr. H. Foss. To Singapore: Mr. and Mrs. W. Hargreaves, Mr. C. T. Powell. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Templer, Miss Templer, Mr. F. Templer, Mr. W. T. Sendall, Mr. A. G. Thomson, Mrs. Mackenzie, Miss Lloyd, Mr. W. Skene.

From Marseilles, Dec. 28.—To Shanghai: Mr. and Mrs. R. T. Rennie. To Ceylon: Mr. J. S. Findlay.

Per P. and O. steamer, from Southampton, Jan. 4.—To Yokohama: Mr. Vernedi. To Shanghai: Mr. Gore Booth, Mr. F. C. Adams. To Singapore: Mr. James Miller, Rev G. F. and Mrs. Hose.

From Marseilles, Jan. 12.—To Shanghai: Mr. Ellis Elias.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have advices to the 21st October. There is little reliable news of any importance.

We are again puzzled by contradictory accounts of the political situation. The *Japan Times* asserts, "on the best authority," that Stotsbashi has finally resigned the Shiogoonate, and that the Prince of Owari has been nominated to that dignity by the Mikado. According to the *Herald's* account Stotsbashi is not understood to be disgraced, but to have voluntarily refused longer to occupy the seat of the rightful heir. "Having taken office, on the death of the last Shiogoon, for the sole purpose of finishing the Chiosiu war and giving peace to his country, and having succeeded in accomplishing this end and obtaining the Mikado's consent to favourable terms for the rebellious Daimio, he has now had afforded to him an admirable opportunity of displaying the purity of his motives and claiming the reward of true patriotism—the respect of his countrymen." The whole of this story, however, is positively denied by the *Japan Herald*—also "on the best authority," and private advices being equally conflicting, it is difficult to know what to believe.

An interesting letter from Mr. Benjamin Seare, the Japanese Special Commissioner at Osaka, has been published in the *Japan Times*. Mr. Seare reached Hiogo on the 16th Sept, after a pleasant passage by a Japanese steamer, and afterwards proceeded to Osaka. His description of the site for the foreign settlement at this city is not very promising; he says:—

"On various parts of this concession is some very fine timber, all of which I understood the officers to say the Ministers had agreed should not be disturbed. Now taking away the space required for the bonded warehouses, which here must become an institution, there will be 12,000 tsubos left; that is equal to 12 lots of bluff land lately sold at Yokohama. From this arithmetic you will, and so will the merchants of Yokohama, at once see that spacious houses, godowns, tea-firing plants, and racing-stables will be here utterly out of the question. The location is as nearly as possible about the size of old Canton, and if accommodation is to be found for all comers they must be as thickly and closely resident as they were at the late Canton factories. Now I doubt not this report will be disappointing to many, but Ministers have without question selected the only and best place; it is isolated, surrounded by water, and therefore, though accessible to the cargo boats, less liable to conflagration, and I suppose in winter time fires are very prevalent here."

Sir Harry and Lady Parkes, with a small party of friends, have just returned from a trip to Fusiyama. Lady Parkes is the only Englishwoman who has ever been upon the summit of this "monarch of mountains" in Japan.

We have to report the departure of H.M.S. *Rinaldo* and the arrival of the *Pearl*. General Guy has completed his inspection of the garrison, and returned to Hong Kong.

A verdict of wilful murder was returned against Surie, the Dutchman who lately stabbed an Englishman in an affray. An engineer officer of H.M.S. *Basilisk*, named M'Gehan, had committed suicide by shooting himself with a pistol.

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The *Gazette* says:—"It is not generally known that a residence has been prepared at Osaka for the British Minister, and that he will occupy it for the first few months after the opening of the port. The hotel in preparation for foreigners at Yedo will soon be finished." The *Gazette* adds that some foreign gentlemen who recently visited Yedo were pelted by the natives, and had to beat a retreat; which does not look promising for our future position there.

At the date of the last accounts the court-martial on Captain Hodson, R.A., was still unfinished.

The *Japan Gazette* says: "It is stated that Satsuma, Tosa, Choshiu (of Simonoski notoriety), Canga, and others are so opposed to the go-ahead policy of Stotsbashi, and intrigue has so effectually done its work at the Court of the Mikado, that to prevent civil war much of that policy has to be reversed, and that Stotsbashi, refusing to eat his words and retract his promises, has resigned his office, and this has been conferred upon the young son of Prince Owari, a lad of thirteen years of age, in whose name the policy will be altered. This has reached us from several sources simultaneously, and in a manner that we find it very difficult to doubt. Yet we confess that we earnestly hope it is false."

NAGASAKI.

From this port we have no news of importance. An attack by natives on two foreigners is reported, but does not appear to have been of a serious character. Large reinforcements of Japanese troops are said to have been ordered to Nagasaki, but for what purpose is unknown.

CHINA.

TIENTSIN.

A correspondent, writing from this port on the 12th inst., says:—On the 10th instant I advised an improvement in the piece goods market, and in British and American imports generally. The subsequent importation, however, of some 20,000 pieces Grey Shirtings has weakened rates, and prices are to-day looking down. This fact alone shows clearly that the demand at present existing is very inconsiderable; as in former years at this season, such a small importation of Grey Shirtings would never have affected rates. Last evening's quotation for best mark 8¼ lbs. Grey Shirtings was only tls. 2.52. Owing to rain and stormy weather to-day the traders are kept at home, and I am not aware of any change having taken place in the rates of other kinds of imports since writing to you two days back. There are a fair number of Shanse traders at present at Tientsin, and if they would only take it into their heads to operate, if only to a very small extent in comparison with former years at this time, they would easily clear off the whole of the stocks of British and American imports now in Tientsin. Even the *Our Queen's* cargo should be consumed in their operations, without their being considered to have done anything like an average business. The Peking courier brings no news of importance from that quarter beyond the report of much sickness existing amongst the foreign community. Mrs. Powles, wife of Dr. Powles, of H.B.M. Legation, has lately died at this place. This is the second death we have had this autumn; and in a small community like ours the death of one of its members is felt personally by every one. I imagine we have now seen the last of the hot weather, which I may state has departed this season ten to fifteen days earlier than I remember it to have done in former years.

CHEFOO.

A correspondent of the *North China Daily News* writes:—"The rebels are said to be on the banks of the Grand Canal; but at what precise locality is not stated. The distress amongst the northern population continues to inspire great alarm for the tranquillity of the country during next winter. Yet with all these difficulties on their hands, the Peking authorities keep up the old spirit of opposition to foreigners. There may be some exceptions; but there is abundant evidence that the rulers of the State are not sincere in their professions of liberality towards Europeans. An instance of bad faith and stupid opposition to the introduction of better ideas has lately come to light, which establishes beyond doubt the ascendancy of perverse opinions amongst the influential statesmen of China. The affair to which I allude will be made public in good time. Meanwhile it is a warning not to be too sanguine as to the speedy conversion of mandarins to sane principles."

HANKOW.

The flood at Hankow has begun to subside. The water had fallen eight feet on the 18th inst. The *Hankow Times* mentions the conclusion of the literary examinations in Wuchang. About a score of persons died during their progress. A rumour has reached our contemporary of a revolt in the prefecture of Paoting, in the Pe-che-li province. Official notice has been given by H.B.M. Consul that a discharge has been granted Mackellar, Gordon, and Co., the appellant creditors having failed to deposit the costs and security required by the Court within the time allotted. The appellants, with singular carelessness, delayed lodging the security till so near the time fixed that, while they declare they were in Court a few minutes before noon, the Consular authorities declare it was a few minutes after and consequently too late. Some further question, however, may possibly arise on this point, as the creditors dispute the justice of the Consular decision.

The following extraordinary document has been published, written by Mr. Gibson, lately Acting-Consul at Hankow, in the absence of Mr. Medhurst. This gentleman's proceedings are so very unlike a Consul's, that it is to be hoped his senior will soon be back to his post. The Foreign-office, we fancy, can hold Mr. Gibson responsible if Sir R. Alcock cannot, and the sooner Lord Stanley sees the following the better for our national credit:—

HANKOW, Sept. 10th, 1867.

My dear Mr. GIBSON,—I take the liberty of asking whether I am right in thinking that the Court was adjourned only for the purpose of enabling Mr. Gordon to examine Mr. Crawford in reference to the books and to make such explanations as he may see fit.

It will put me to inconceivable inconvenience to remain, but I shall have to remain unless I am satisfied that beyond Mr. Crawford's examination and Mr. Gordon's statement nothing will be done.—Believe me, yours very truly, PHILLIP A. MYBURGH.

J. GIBSON, Esq., H.B.M. Consul.

Sept. 11th, 1867.

Last night I received a note from Mr. Myburgh (note read by Mr. Myburgh himself). From what he says in that note, and from what he said in his speech to the Court yesterday, it is vain to conceal from myself that rumour has poured into Mr. Myburgh's ears expressions entirely untrue and falsehoods utterly base.

From what persons those untrue expressions, those utterly base falsehoods came, I shall not stop to inquire; I not only sit here—on this seat—as a member of a profession which Mr. Myburgh has selected as his own, but I sit as a Consular Judge to defend British law, equity, honour, honesty and fair transaction, though buffeted by falsehoods and even by senior brother's suspicions and prejudgments. I sit in this seat responsible to no individual; I am not responsible to Mr. Myburgh; I am not responsible to Sir Edmund Hornby, the Chief Judge at Shanghai; I am not responsible even to the British Minister at Peking, Sir Rutherford Alcock, for my conduct, acts, and my decisions; but to my God alone.

May that Almighty Being, whose very essence is just, endue me with His spirit; and I call upon my country's character for intelligence, common sense, sagacity, and moral integrity, to abide with me, so that my judgment may be in accordance with strict justice and impartiality.

NANKING.

The examinations which have just been brought to a close at Nanking have attracted more than usual interest among the Chinese, and have also been of an unusually important character. No less than two thousand students were present, and there were double the usual number of successful candidates for *Ku-Jiu* or "M.A." degree. This was in virtue of an Imperial decree, issued in consequence of the shortcomings of the past years, brought about by the rebel disorders. 248 students passed. While the examinations were proceeding as many as 75 competitors either died naturally or committed suicide in the hall. Cases of this kind are of ordinary occurrence, but this year the number was surprisingly great. The Chinese method of accounting for these misfortunes is highly characteristic. The victims are held to have been guilty of various improprieties, such as to disqualify them for advancement in military honours. They are, therefore, pursued by evil genii even to the Examination Hall, where vengeance overtakes them by fatal sickness or the determination to commit suicide. No pity is felt for the unhappy men. Their bodies are removed by an underground way, as it is thought the sacredness of the main doors will be outraged by their being carried through them. It is strange to find the most respectable institution of China not free from those superstitions, which seem to become mixed up with everything else; and some of the reputation of these celebrated examinations must vanish when such fables are known to be believed. We hear also upon good authority that the idea of its being perfectly impossible for there to be any false play is not founded upon fact; and that notwithstanding all precautions, it still

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happens at times that a shuffling of themes is effected, and a clever, but poor scholar agrees to be "plucked" for a few taels, in favour of a less erudite but more opulent competitor.

SHANGHAI.

Advices hence extend to the 26th October. The mail of 10th Sept. had not arrived, but telegrams to Sept. 24 had been received *via* Kiachta.

The following items are from the *North China Herald*:—

A new sample of coal has been offered for sale—from Saghalien; but it appeared to be of inferior quality, and was knocked down at 5.50 taels. Probably, however, it is merely superficial coal, and no true sample of the quality which the pits will yield.

We understand that the committee for the assessment of Chinese houses have completed their labours, and that the result shows a slight increase in value over the previous schedule. They have assessed twelve thousand houses in the English and Hongque settlements.

We are glad to learn that a dispensary for the benefit of the Chinese has been opened, at the house in Hongque known as Dr. Boone's office, in connection with the Protestant Episcopal Mission. Dr. Macgowan kindly gives his services as consulting surgeon, and a Chinese assistant is in regular attendance. The house is provided by the mission, but the medicines depend upon charitable contributions from natives and foreigners, which we have no doubt will be forthcoming.

With reference to the discharge granted to Mackellar and Co., the *Recorder* says:—

Our readers have doubtless been somewhat astonished at a notification issued by Mr. Consul Medhurst to the effect that the discharge of the partners in Messrs. Mackellar and Co.'s has been finally granted. This, we are informed upon good authority, has been done under such peculiar circumstances that it is not likely the proceedings will be allowed to drop. The Chinese creditors were granted leave to appeal on condition of their paying certain fees before noon on the 18th inst., and it appears they came a few minutes late, and found that the Consul had gone to breakfast. They waited patiently, and on his return was informed that the appeal would not go forward to the Supreme Court, and that a discharge would be granted to the bankrupts. We need scarcely say this unpleasant matter will be referred to the Supreme Court.

Mr. William Chisholm and Mr. Frederick Dallas Barnes have been appointed joint agents of the P. and O. Company.

The arrangements for carrying on the Shanghai Club have been completed. A secretary has been appointed, and a contract concluded for supplying the cuisine department. Some complaints have been made concerning a tendency to the same indiscriminate black-balling which was so detrimental to the former club, but we trust this defect will be speedily remedied.

The Supreme Court held a criminal session on the 7th Oct., specially to settle the fate of Drummond, *alias* Woodward, brought from Kinkiang by the *Plymouth Rock* under a warrant for his apprehension on a charge of swindling by obtaining goods on false pretences. A jury was sworn, and the court opened under the presidency of Acting Judge Goodwyn. But the prisoner gave little trouble. He at once pleaded guilty to the indictment on Messrs. Watson and Co.'s information, and was as promptly sentenced to three years' penal servitude at Hong Kong. It would seem that Drummond anticipated a sentence of less severity than this, and begged hard that the sixteen days he had already been in custody might be allowed to count in. This the Court said would be irregular.

A specimen of the depreciated value of land at Hankow was given a few days ago in the sale here of a 99 years' lease of a plot of land on the concession, together with the dwelling-house, godown, stables, outhouses, &c., for Tls. 5,500. The *Hankow Times* gives interesting particulars regarding the high floods which have again this season partially submerged the settlement. Great damage appears to have been done higher up the country.

Sir Edmund Hornby has returned from Yokohama, so the Supreme Court vacation may, we presume, be now considered at an end. Several interesting cases await his decision.

The following items are from the *Recorder*:—

It is with deep regret that we have to announce the death, after an illness of about nine days' duration, of Mrs. Winchester, wife of C. A. Winchester, Esq., H.B.M. Consul at this port. Though only a short time amongst us, Mrs. Winchester, by her courtesy and amiability, had attracted to herself the affectionate regard of all in Shanghai, and her sudden death has cast a gloom over the settlement. On the 11th Oct. her remains were deposited in the old cemetery, when a very large number of residents paid a last sorrowful respect to one whose memory will be long cherished by all who were so happy as to enjoy her acquaintance.

An incident illustrative of the progress Japanese are making in European science occurred on the 15th Oct., in the arrival of the steamer *Cosmopolite*, from Yokohama, entirely officered by Japanese. The number of the crew is, however, somewhat large, there being no less than two captains, Ozagema and Ozagaro, twenty-four officers, sixty sailors, and twenty-two stokers, making a total of 108 men all told, to work a ship a little over 600 tons.

We are informed that the British flag has, by direction of the Supreme Court, been hoisted on the derelict barque *Siam*; any interference with it on behalf of the Bremen authorities will therefore become an international question.

The launch of the str. *Jessie*, built by Mr. Lambert at Pootung, took place on Oct. 16th. The *Jessie* is 75 feet long, 14 feet beam, and of 20-horse power. She draws but a small draught of water, some two or three feet, and is expected to steam 8 to 9 knots per hour.

Charles A. Winchester, Esq., H.B.M. Consul, has issued a circular convening a meeting of British subjects, to be held at the Consulate on the 26th October, to receive the report of the Church Committee.

A Passiett correspondent says that rich gold mines have been discovered in the neighbourhood of that port. The Russians have stopped the works until the field shall have been properly surveyed. The Governor has come down in person to inspect the mines, and is said to purpose letting them out. At present they are jealously guarded, artillery having been brought down to keep off intruders.

FORMOSA.

A letter from Takao, dated 19th Oct., noticing the loss of the *Philomela*, says:—"She encountered a severe typhoon on the 20th September, and was driven on shore at Lokong, west coast of Formosa, to the north of this. Hundreds of Chinese boarded the vessel, plundering her, and destroying everything within their reach. The crew were left almost naked; even their hats and shoes were taken away. The mandarin of the place gave each of the crew (21 in number) a dollar, and gave them a passage in a junk, which arrived here on the 17th inst., having called at one of the Pescadores for repairing the junk. The men proceed to Amoy immediately, in H.M.'s gunboat *Banterer*, which arrived this morning from the Bashees, having landed safely at one of those islands the eight men wrecked some time ago at the south-end of Formosa."

HONG KONG

From this port our advices are to the 1st of November, four days later. The outward French mail of September 17 was delivered on October 31, conveying also telegrams from London to October 5.

Amongst the passengers who arrived by the last English mail (says the *Mail*) was the Right Rev. Dr. Alford, Bishop of Victoria, accompanied by Mrs. Alford and family. In welcoming his lordship to this colony we express the views of a large number of our readers to whom the appointment of Dr. Alford has given unmixed satisfaction. In so small a place as Hong Kong sectarian feeling has but little play, and is, we conscientiously believe, never offensively exhibited. His lordship's duties as regards church matters are likely to be light, but a vast field for the exercise of a wise and temperate advocacy of a truly Christian policy, both in and out of the colony, and of that nameless influence which ability and straightforwardness ever command, will be afforded him in his new sphere of labour. Immediately upon his arrival his lordship proceeded to St. Paul's College, where several of the clergy were waiting to meet him. The Rev. C. F. Warren then read an address of welcome, to which his lordship replied in a few words, warmly acknowledging the address, and thanking his clergy for the kind reception he had met with. On Sunday, Oct. 27, at St. John's Cathedral, the right rev. gentleman was installed into office as Lord Bishop of Victoria. The attendance of the congregation was exceedingly good. The service was unattended by any pomp or parade, but was eminently befitting the occasion, and calculated to give a favourable impression of the quiet and unassuming character of the new bishop. Several of the clergy of the diocese were present and took part in the proceedings.

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As a further illustration of the unwarrantable manner in which merchant vessels are interfered with by naval officers (as exemplified in the detention of two mail steamers, recently referred to our columns) the *China Mail* relates the following incident :—"The *Erl King*, on her last passage down from Shanghai, was induced by the firing of three rockets and the display of two blue lights, to return several miles on her course, in the belief that her aid was required in relief of a ship in distress. Much to the captain's disgust he found that he had been signalled by a British man-of-war under the belief that he was going northward ; and that was all the explanation offered."

We have to note the departure by the outgoing mail of a gentleman who has for some considerable time represented the leading German firm in China—Mr. Woldemar Nissen, of Messrs. Siemssen and Co. Mr. Nissen, during his residence in China, has done much to engender not only a feeling of respect for his German countrymen among all nationalities in this part of the world, but has contributed greatly to the mutual regard between Germans and Englishmen, and his loss as a generous friend and honourable merchant will be much felt in the foreign community.

We understand that Mr. Porter, late of Amoy, who had been appointed Commissioner of Customs for the Northern ports of Formosa, has resigned his appointment. Mr. Kopsch, Interpreter at Shanghai, has been appointed Acting Commissioner for the same ports.

By the last mail arrived a gentleman sent out to superintend the removal and re-erection of the Cathedral organ, which is to be placed on the north side of the chancel, instead of in the organ loft as hitherto. When re-erected the instrument, which is a very fine one, will be considerably improved, as in addition to new finger boards one or two new stops will be fitted and all existing defects remedied.

The sum of $4,000 was recently awarded by H.M.'s Acting Consul at Swatow, to the P. and O. steamer *Cadiz*, for having picked up the British schooner *Restless*, from Foochow bound to Sydney with a cargo of tea, twenty-five miles to the southward of Swatow, with lower and topmasts gone, and having towed that vessel to Hong Kong.

In a notice that appeared in our last issue in reference to the docks at Kowloon, the name of the company should have been the "Union," not the "Hong Kong and Whampoa," Dock Company.

SIAM.

BANGKOK.

We hear that the King of Siam has conferred upon Sir John Bowring the title of "Phraya Siamitre Maha Yesa," for services rendered to the Siamese. This is the highest dignity that can be bestowed on a foreigner.

The *Lammermuir*, Captain Bell, a large vessel carrying some 1,500 tons, has been fixed to land a general cargo outside the bar for England.

STRAITS SETTLEMENTS.

SINGAPORE.

The news from this port is to the 8th November, five days later. Very little had transpired in the interval. The protest of the non-official members of the Legislative Council against the Supreme Court Bill is warmly supported by public opinion. The *Straits Times* says :—"Considerable doubt has for a long time prevailed as to how the military defence for the colony, for which it pays the good round sum of £59,000, is to be constituted. It was said that we were to have a wing of a European regiment, as well as two batteries of artillery and a company of Ceylon Rifles ; but up to the present time no measures have been adopted to carry out this intention. There is no feeling of uneasiness whatsoever as to the strength of our military protection, but in face of the remonstrance of our neighbours of Hong Kong to their paltry contribution of £20,000 to the enormously superior garrison which is maintained there, we may be excused the expression of some curiosity as to the nature of the force for which we are to pay three times the Hong Kong contribution."

H.M.'s ironclad steamer *Ocean* arrived in this harbour on the 23rd Oct., and for some days formed a considerable attraction to visitors. She appears to have encountered some heavy weather on the voyage out, but not to have suffered from it to such an extent as to cause any fear for our ironclad squadron on ocean voyages. However, ability to resist storms at sea is not the only qualification necessary for vessels destined for service in this part of the world, as was apparent to most persons who visited the *Ocean* while here. Whether from the amount of iron by which she was encased, or the narrow slits of port-holes on the gun-deck, the heat was intense ; and to cramp up seven hundred to eight hundred men in such a ship, in such a harbour as this, is at least positive cruelty, if not slow murder—and in most of the China ports during the summer months the heat is equally great. The *Ocean* has been the greater part of the voyage from Rio under canvas, having sailed 7,000 and steamed 2,740 miles. Her average rate of speed under sail has been 10, and under steam 13 knots.

The Marine Court of Inquiry held at the marine magistrate's office respecting the stranding of the British barque *Maggie Leslie*, on the Alceste Reef, in Gaspar Straits, resulted in the cancellation of the master's certificate for carelessness. At the time of the inquiry the fate of the vessel was unknown in Singapore.

The banks, with the exception of the Oriental, have all reverted to the six months' usance for bills on England ; a measure which meets with general approval.

We understand that Dr. Randall, R.A., has been appointed Colonial Surgeon of the Straits Settlements *vice* Dr. Rose who declined the appointment. The Colonial Assistant Surgeoncy at Singapore has been offered to Dr. Anderson of Penang, and that at Penang to Dr. King, at present holding the acting appointment.

JAVA.

The *Maggie Leslie*, of Newcastle, Stephen, from Foochow to London, which was brought into Batavia derelict, Oct. 21, had been recommended by surveyors to discharge her cargo.

HONG KONG STAMP DUTIES.

SCHEDULE.

1. Agreement, or any minute or memorandum of an agreement not being under seal, or of the nature of an obligation for the payment of money, and not specially charged with duty under this schedule, whether the same be only evidence of a contract or obligatory upon the parties—50 cents.

Note.—If two or more letters are offered in evidence to prove an agreement between the parties who shall have written such letters, it will be sufficient if any one of such letters be stamped as an agreement.

EXEMPTION.

Label, slip, or memorandum containing the heads of any fire or marine insurance to be effected.

Memorandum, letter, or agreement made for or relating to the sale of any goods, wares, or merchandise, or to the sale of any shares in any public company.

Memorandum or agreement made between the master and mariners of any ship for wages.

2. Bank-notes or other obligations for the payment of money issued by any banker or banking company in the colony for local circulation and payable to bearer on demand—A stamp duty of half per cent. per $100 of the average value of such notes in circulation to be calculated by the value of such notes in circulation on the last Saturday of each month during such half-year, from a statement thereof to be furnished by each banker or banking company to the collector of stamp revenue, and verified on oath by the banker or the manager or agent and accountant of such banking company.
3. Bills of exchange, promissory notes, or other obligations, for the payment of money not included in the last preceding article, and not being cheques or orders for the payment of money at sight or on demand, if drawn singly—$1.

   If drawn in sets—50 cents on each part of the set.
4. Bill of lading or acknowledgment of or for any goods or effects to be exported, for each part of every set—10 cents.
5. Bond or other obligation concerning respondentia and bottomry—When the sum secured does not exceed $10,000, $10 ; when above $10,000, $20.
6. Charter party or any agreement or contract for the charter or hiring of any sea-going ship or vessel—$5.
7. Transfer of shares or stock in any public company—See Article 13.
8. Power of attorney—$2.
9. Note of protest by any commander or master of a vessel—25 cents.
10. Any notarial act whatsoever, not otherwise charged in this schedule—$1.
11. Receipt or discharge given for the payment of money or in acquittal of a debt paid in money or otherwise, when the sum received, discharged, or acquitted exceeds $10—3 cents.

EXEMPTIONS.

Letter sent by post, acknowledging the arrival of a currency, or promissory note, bill of exchange, or any security for money.

Receipt or discharge written upon or contained in any bill of exchange, promissory note, bond, or other instrument charged with duty under this schedule and duly stamped.

12. Probates and letters of administration, with or without the will annexed—The ad valorem duty is on a conveyance to be calculated upon the value of the estate and effects for or in respect of which such probate or letters of administration shall be granted exclusive of what the deceased shall have been possessed of or entitled to as a trustee for any other person or persons, and not beneficially.

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13. Conveyance, assignment or instrument of any kind or description whatsoever not specially charged with duty under this schedule executed for the transfer for valuable consideration either by way of mortgage or otherwise of any property, moveable or immoveable, or of any right, title, claim or interest in, to, or upon the same—25 cents for every $100 or part of $100 of the consideration money or amount secured up to $1,000, and $2 for every $1,000 or part of $1,000 after the first $1,000.

Where in a mortgage the sum secured is unlimited—$25.

Deed or other instrument of gift, or of exchange or settlement where no money consideration or a merely nominal money consideration passes—$25.

EXEMPTION.

Transfer by mere endorsement of a duly stamped bill of exchange, promissory note or other negotiable instrument, or of a bill of lading, and transfer by assignment of a policy of insurance.

14. Mortgage—See Article 13.

15. Reassignment of any mortgaged property—The same as on the assignment.

16. Letter or other instrument of hypothecation accompanying deposit of documents of title to any property—same as a mortgage.

17. Duplicate or counterpart of any deed, instrument, or writing of any description whatever chargeable with duty under this ordinance—The same duty as the original when such duty does not exceed 50 cents.

If the duty chargeable on the original exceeds 50 cents, but does not exceed $10—$1.

If the duty chargeable on the original exceeds $10 but does not exceed $20—$2.

If the duty on the original exceeds $20—$3.

Provided that such duplicate or counterpart stamp shall be affixed upon the production of the original deed, instrument, or writing bearing its proper stamp, and not otherwise.

18. Lease or agreement for a lease made for a term of years, or for a period determinable with one or more life or lives or otherwise contingent, in consideration of a sum of money paid in the way of premium, fine, or the like, if without rent—The same ad valorem stamp as on a conveyance. See Article 13.

19. Lease or agreement for a lease of any land, house, building, or tenement, at a rent without any payment of any sum of money by way of fine or premium:—

	When the Lease is for a period not exceeding one year.	When the Lease is for a period exceeding one year.
When the rent calculated for a whole year shall not exceed in value ...	$100	$0.50	$1.00
Above $100 but not exceeding	250	1,00	2.00
" 250 "	500	2.00	4.00
" 500 "	1,000	4.00	8.00
" 1,000 "	2,500	10.00	20.00
" 2,500 "	5,000	20.00	40.00
and for every additional 1,000 or any part thereof		5.00	10.00

20. Lease or agreement for a lease of any land, house, building, or tenement, stipulating for a rent granted in consideration of a fine or premium—A stamp of value equal to the joint value of the stamps for conveyance in consideration of the fine and a lease for the rent.

Note.—A lease, executed in pursuance of a duly stamped agreement for the same, shall require a stamp of one dollar only, to be affixed on production of such agreement.

21. Every instrument in writing under seal not otherwise specially charged with duty under this schedule—$10.

GENERAL EXEMPTIONS.

Any deed, instrument, or writing of any kind whatsoever, made or executed by or on behalf of Her Majesty, or of any department of Her Majesty's service, or whereby any property or interest is transferred to or any contract of any kind whatsoever is made with Her Majesty or any person for or on behalf of Her Majesty or any such department as aforesaid.

Note.—The foregoing exemption does not extend to any deed, instrument, or writing, executed by the Registrar of the Supreme Court as official administrator, or by a receiver appointed by any court; neither does it extend to a sale made for the recovery of an arrear of revenue or rent or in satisfaction of a decree or order of Court, in any of which cases the purchaser shall be required to pay in addition to the purchase money the amount of the requisite stamp.

When of several deeds, instruments, or writings, a doubt shall arise which is the principal, it shall be lawful for the parties to determine for themselves which shall be so deemed.

In any case, however, where there are more deeds than one, every other deed than the principal requires a stamp of two dollars, and every such collateral deed shall specify by its contents which other is the principal deed.

Any deed, instrument, or writing required by the foregoing schedule to be stamped may be written on one or more stamps if the value of the stamps used amount to the value required by the schedule.

*** *An appendix to the schedule states that for the first six months the duty on bank-notes shall be two-thirds of one per cent. per annum, and 75c. on three months' bills of exchange, and the maximum on mortgages, &c., $25, to cover any value.*

SHANGHAI MERCHANT STEAM MARINE.

(Shanghai News Letter.)

The following list gives the names of all the steamers running to and from this port, with their signal numbers prefixed, as indicated upon arrival by Marryatt's Code of Signals from the mast heads of the opium receiving ships. The different steam companies are also indicated, together with the tonnage of their vessels, names of commanders, and the usual days of despatch hence to their several ports of destination:—

Pacific Mail Steamship Company.

No. 15, Costa Rica, 2,200 tons, Capt. W. G. Furber, leaves Shanghai on or about the 15th of each month for Yokohama, *via* Nagasaki and the Inland Sea, there to connect with the company's steamers Colorado, 3,357 tons, Capt. Smith; Great Republic, 4,000 tons, Capt. Doane; China, 4,000 tons, Capt. Bradbury; for San Francisco, and New York *via* Panama by company's steamers.

Peninsular and Oriental S.N. Company.

No. 32, Ganges, 742 tons, Capt. Bernard.
No. 35, Cadiz, 481 tons, Capt. Edmond.
No. 37, Aden, 507 tons, Capt. Andrews.
No. 39, Malacca, 1,683 tons, Capt. Tomlin.
No. 40, Sunda, 1,260 tons, Capt. Soames.

Despatch hence about the 7th and 24th of every month, carrying the English mail, *via* Suez.

Messageries Imperiales.

Dupleix, 871 tons, Capt. Noel.
Phase, 850 tons, Capt. Hinstin.

Despatched about the 20th of each month with the French mail *via* Suez.

Holt's Line.

Agamemnon, 1,587 tons, Capt. Middleton.
Achilles, 1,550 tons, Capt. Russell.
Ajax, 1,500 tons, Capt. Kidd.

Leaving Shanghai every other month for London *via* Cape of Good Hope, calling at Hong Kong, Singapore, Penang and Mauritius.

Shanghai Steam Navigation Company.

No. 1, Fire Queen, 1,500 tons, Capt. Horatio N. Gray.
No. 2, Plymouth Rock, 1,721 tons, Capt. Chas. E. Simmons.
No. 3, Hirado, 1,200 tons, Capt. Robert McQueen.
No. 4, Fusi Yoma, 1,209 tons, Capt. James Hardy.
No. 5, Kiangloong, 1,100 tons, Capt. W. West.
No. 6, Moyune, 1,233 tons, Capt. Geo. C. Johnson.
No. 7, Tahwah, 590 tons, Capt. G. W. Andrews.

Despatched from this in their turn every Tuesday, Thursday, and Saturday evenings for Chinkiang, Kiukiang, and Hankow, stopping at intermediate ports for Chinese passengers, and connecting with the Tientsin and Hong Kong lines.

No. 8, Lamont, 780 tons, Capt. Oliver C. Spencer.
No. 9, Shanse, 1,100 tons, Capt. A. F. Friend.
No. 10, Szechuen, 1,200 tons, Capt. A. M. Bisbee.

Leaving this on or about Wednesday and Sunday mornings for Chefoo and Tientsin.

No. 13, Kiangse, 1,086 tons, Capt. W. C. Law.

Leaving on Monday, Wednesdays, and Fridays at 4 P.M. for Ningpo.

Messrs. Russell and Co.'s Steamers.

No. 14, Yunghaian, 547 tons, Capt. H. Morrison, leaving for Hong Kong fortnightly.

No. 12, Manchu, 895 tons, Capt. A. H. Clark, running to Chefoo and Tientsin, completing the semi-weekly line in connection with the S.S.N. Company's three steamers above-mentioned.

Messrs. A. Heard and Co.'s Steamers.

No. 21, Suwonada, 1,200 tons, Capt. Jayne.
No. 45, Erl King (chartered), 1,044 tons, Capt. J. Pinel.
No. 47, Fung Shuey, 987 tons, Capt. J. S. Watson.

Leaving here about twice a month for Hong Kong direct.

Union Steam Navigation Company.

No. 18, Rona, 784 tons, Capt. Hutchinson.
No. 28, Tunsin, 610 tons, Capt. Hewlett.

Leaving every Thursday at daylight for Chinkiang, Kiukiang, and Hankow, calling at Nanking, Ngankin, and Tatung, and connecting upon return trips with steamers at Shanghai for the northern and southern ports and Japan.

Messrs. Glover and Co's. Steamers.

No. 31, Fusi Yama, 710 tons, Capt. Callaghan.
No. 43, United Service, 750 tons, Capt. W. Stocks.
Kiushiu, 786 tons, Capt. R. Hoole.

Running between Shanghai, Hong Kong, and Calcutta.

No. 16, Miaca (chartered), 306 tons, Capt. Sutherland.
No. 24, Nanzing, 419 tons, Capt. A. Tulloh.
No. 25, Yingtsefee, 319 tons, Capt. L. B. Drage.

Despatched hence for Chefoo and Tientsin Twice a Month.

Prince Kung, 135 tons, Capt. Wm. Brown.

In the Foochow Trade.

No. 17, Glengyle, 1,265 tons, Capt. T. B. Hooper, running between this and Hong Kong and Canton. Messrs. Jardine, Matheson, and Co., agents.

No. 25, Express, 290 tons, Capt. Whitelaw, despatched every Tuesday, Thursday, and Saturday for Ningpo. Messrs. D. Sassoon, Son, and Co., agents.

Thales, 774 tons, Capt. R. Bramwell.
Lightning, 316 tons, Capt. D. Rodger.

In the Japan Trade. Messrs. Gibb, Livingstone, and Co., Agents.

No. 46, Osaca, 417 tons, Capt. Burdis.
No. 30, Feloong, 260 tons, Capt. Pritchard.

Running Weekly to Nagasaki.

No. 27, China, 184 tons, Capt. Muller, running from this to Hong Kong. Messrs. Siemssen and Co., agents.

Tug Boats.

Bunker Hill, 63 tons, Murray; Primrose and Co.
Fohkelin, 70 tons, Koford; D. Patridge.
Samson, 81 tons, Ryder; McKenziege.
Maggie Lauder, 180 tons; McKenziege.
Titan, 90 tons, Loberge; S. Kenned.

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LATEST TELEGRAMS.

(Received via Galle, Dec. 6.)

CHINA.

Hong Kong, Nov. 15.

Grey shirtings, 6¼ catty, $3.25. Water twist, 16-24, $165.

Tea, firmer, and moderate demand. Total export, 87,500,000lb.

Exchange on London, six months' bank bills, 4s. 4d.

Shanghai, Nov. 9.

Grey shirtings, 6½ catty, 2.6.0 taels.

Tea—Congou, large speculative sales.

Silk higher—No. 3 Tsatlees, 520 taels; settlements in fortnight, 3,500 bales; export to date, 33,000 bales.

Exchange on London, six months' bank bills, 6s. 1d. The return to the six months' usance by the banks has caused a heavy fall on the exchanges.

The Spanish Government has issued a decree, dated Madrid December 11, abolishing the duty on the importation into the Philippine Islands and Porto Rico of cattle, flour, grain, oil, machinery, and some other articles.

We understand that the proposal for the formation of a special corps for Hong Kong for which the necessary sum was voted during last session, and appears in the estimates for the year, has been abandoned by the Government. A regiment from Bombay will shortly be removed to Hong Kong, and the Ceylon Rifles at present on duty there will then be ordered to Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

Barnes—On the 9th Oct., at Shanghai, the wife of F. D. Barnes, Esq., of a son.

Bowra—On the 3rd Dec., at 15, Longton-grove, Sydenham, the wife of Frederick William Bowra, of a son.

Bush—On the 1st Sept., at Newchwang, North China, the wife of Henry Edward Bush, of a daughter.

Frommurze—On the 29th Oct., at Singapore, the wife of Cursetjee Frommurze, of a daughter.

Morice—On the 1st Dec., at No. 8, Inverness terrace, Hyde-park, the wife of John Warden Morice, Esq., of a son

Skinner—On the 31st Oct., at Singapore, the widow of Mr. Archibald Skinner, of a daughter.

Smith—On the 20th Sept., at the Wesleyan Mission, the wife of Dr. F. Porter Smith, of a son.

Trautman—On the 4th Dec., at Carlsruhe, Baden, the wife of J. F. H. Trautmann, Esq., of London and Shanghai, of a daughter.

MARRIAGES.

Brown—Wright.—On the 12th Dec., at Kilnford, Dundonald, Ayrshire, by the Rev. John Sime, Matthew Brown, Esq., merchant, Glasgow, to Mary, eldest daughter of James Wright, Esq., Kilnford.

Carter—Norton.—On the 5th Dec., at St. Peter's, Bayswater, by the Rev. John Robbins, M.A., Charles Edward Carter, Esq., of Shanghai, China, to Annie, eldest daughter of the late George Norton, Esq., of Leeds.

Wood—Kinder.—On the 17th October, at the Cathedral, Hong Kong, by the Rev. John Wilson, R.N., Acting Colonial Chaplain, Thomas Wood, Lieutenant Royal Artillery, third son of Thomas Wood, Esq., Coxhoe Hall, county of Durham, to Alice Mary, eldest daughter of T. W. Kinder, Esq., Captain 3rd West York Militia, Master of the Royal Mint, Hong Kong.

DEATHS.

Carlyon—On the 11th Oct., at Shanghai, of dysentery, Reginald F. Carlyon, Esq., Master H.M.S. Rattler.

David—On the 18th Oct., at Hong Kong, after a severe illness, Mons. C. Vergiere David, aged 29 years.

Evans—On the 25th Oct., at Portland-place, Hongque, Shanghai, of typhoid fever and pleurisy, Henry, only son of Henry Evans, Esq., proprietor of the Empire Brewery and Union Bakery, aged 21 years.

Gallaghan—On the 10th Oct., at Shanghai, Capt. John Gallaghan, barque Salacia, of Melbourne, formerly commander of the Isabella Brown, aged 43.

Gibson—On the 23rd Oct., at Shanghai, Emily, the wife of John Gibson, Esq., barrister-at-law, Interpreter H.M.'s Consulate, Hankow.

Jones—On the 28th Nov., at Grange House, Bromley, Kent, Grace Trevor, the beloved wife of Alfred Orlando Jones, M.D.

Leisk—On the 27th Nov., at Southampton, Thomas Drever Leisk, Peninsular and Oriental Service, aged 26.

Prichard—On the 7th Oct., at Shanghai, of dysentery, Henry J. Prichard, Esq., R.N. H.M.S. Cockchafer.

Winchester—On the 11th Oct., at Shanghai, Jane Blake, the wife of C. A. Winchester, Esq., H.B.M.'s Consul.

Commercial Report.

CHINA AND JAPAN IMPORTS.

Yokohama.—Yarns 28 to 32's have more than maintained their position, having been worth $74 to $75 during the fortnight; they have since receded, but at the close were firm at last mail's rates. Stocks are now very small. There is a tendency to weakness in Grey Shirtings, but not fall has been established. Black Velvets continue in strong demand, but we cannot raise our quotation, and the demand for Taffachelass has continued, some 12,000 pieces having been sold at the prices we give, which are unchanged from those of last mail. All other cottons are quiet and prices nominal. Woollens are slightly more depressed than before, the demand for SS Camlets being less brisk, and very little is doing in any other description of goods. Black and Scarlet Long Ells are almost the only exception to this remark; they have slightly improved. Quotations are:—Cotton Yarn, No. 16 to 24, $68 to 69; 28 to 32, $72 to 74; 38 to 42, $74 to 75. Grey Shirtings, 7.0 lbs. catty, $3.20 to 3.30; 8.4 catty, $3.60 to 3.70; 8.6 to 8.8 lbs., $3.70 to 3.75.

Shanghai.—Soft Goods: A fair business has been maintained, Grey Shirtings the chief article dealt in, 8 lb. 4 oz. having the call, the lighter weights in less demand. White Shirtings: Small inquiry, and prices drooping. T-Cloths are still neglected. Woollens seem to have gone out of demand, sales being made with difficulty at unremunerative rates. Metals: There is no change to report, a current business doing at former quotations, with no increase to stocks since our last. Iron Nail Rod still commands 280 to 290 tls. Coals: The Lota from Sydney, arriving on the 20th October, increased the supply of Australian, and prices for this, Japan, and Formosa Coal, rule lower. The Russian Coal ex Hanover has been offered for public competition and knocked down at 5.5 tls. per ton. It appears to rank with Japan and Formosa yields. The quotations are:—G. E. Grey Shirtings, 7 lbs. at 2.2.5 to 2.3.5 tls.; 8¼ to 8½ lbs. at 2.5.5. to 2.6.2; 9 to 9½ lbs. 2.7.5 to 3.3.5. G. E. White Shirtings, 56 reed, 2.2.5 to 2.3 tls.; 60 reed, 2.3.5 to 2.4; 64 reed, 2.4 to 2.4.5; 66 reed, 2.5 to 2.8. American drills, 40 yards, 15 lbs., 4.1 to to 4.2.5 tls. American jeans, 30 yards, 10½ lbs., 3)7.5 to 3.8 tls. American sheetings, 40 yards, 15 lbs., 4.2 to 4.3 tls. English drills, 40 yards, 12 to 15 lbs., 3.7 to 4 tls. T-Cloths, 6 to 7 lbs., 32 inches, 1.5.5 to 2.3 tls.; 8 to 8½ lbs., 36 inches, 2.5 to 2.7 tls.

Hankow.—Since the 3rd October the business of this port has continued in an unsatisfactory state. The demand has been chiefly local, and tightness of money in the city, and the reported weak state of many of the native banks, have interfered considerably with credit.

Canton.—Very little has transpired in the import market during the fortnight. Rates for Cotton have ruled much as last advised, and Lead shows an upward tendency.

Hong Kong.—Very large auction sales of sea-damaged Yarn have taken place, and sound goods of that sort have therefore been thrown somewhat in the shade; the biddings at the more recent auctions have shown a better demand, notwithstanding the large quantity sold. Settlements of about 100 bales of sound goods are also reported. Quotations last mail were almost nominal, and they cannot be advanced, although the market is certainly firmer; this may have been caused in some measure by a demand which has ruled for the higher numbers of Yarn for shipment to Japan, about 800 bales of Nos. 28/32 and 38/42 having been shipped off during the month. An improvement in the demand for Grey Shirtings has also taken place, although no advance in rates can be reported. A fair business has, however, been transacted, chiefly in 8¼ lbs. goods, at former currencies, and holders have been glad to meet the market. T-Cloths are likewise in a better position, being very scarce with an increased demand; $2.80 to 2.85 is readily obtainable for 7 lbs. goods, both on the spot and to arrive, although, in view of the large sendings, the dealers will make no offers for shipments not yet due. $3 has been paid for some 7 lbs. T-Cloths of superfine quality. White Shirtings remain a "dead letter" as before, and Fancy Cottons are also unchanged with little or no demand. Raw Cotton: The market has continued very much as before; arrivals have been moderate, stock very large. Sales on about the same scale as last, and prices weak, though no material decline is noticeable. This does not, however, apply to the finest parcels of Indian staple, for which the dealers pay fully $½ to 1 over the rate current for common qualities. There is a rumour that a rather serious combination is on foot among the cotton dealers; it is said to emanate from the Cotton Guild in Canton, and designs in a great measure to deprive Hong Kong of its character as a mart for the staple, by binding the dealers to purchase no more cotton at Hong Kong, but only to treat for it in Canton after shipment thence. It remains to be seen what will be the effect of this attempt to resuscitate the trade of that port at the expense of this colony. Woollens: No improvement in the demand for Woollens can yet be announced; the market remains very flat, and although clearances considerably exceed last fortnight's, this has been effected chiefly by forcing off goods at a reduction in price. Metals: 10,000 bundles Nail Rod Iron have been settled (including 4,000 "to arrive") at former rates. Lead continues firm with a good demand in Canton. Coals: English Coals has been sold ex Godown, at $14 per ton, and three cargoes of Welsh and English "to arrive" at $15 per ton. This indicates a firmer feeling in the market. Quotations are:—Cotton Yarn per picul, No. 16 to 24, $165 to 175; No. 28 to 32, 180 to 190; No. 38 to 42, 185 to 195. Shirtings, grey, 7 lbs. piece, $2.50 to 2.65; 8.4 lbs., 3.10 to 3.25; 9.10 to 12 lbs., 4.40 to 5. Shirtings, white, 52 to 56 reed, $2.30 to 2.50; 64 to 66 reed, 3.10 to 3.55; 68 to 72 reed, 3.60 to 3.75. T-Cloths, 6 to 6.12 lbs., 32 inches, $2.25 to 2.35; 7 lbs., 2.70 to 3; 8 lbs., 36 inches, 3.45 to 3.60. Shirtings, white spotted, $3.45 to 3.55. Shirtings, Dyed, $4.20 to 4.25. Turkey Red Shirtings, 3 lbs., $3.10 to 3.50.

CHINA AND JAPAN EXPORTS.

TEA.

Yokohama.—We have no later market advices than those brought by the French mail.

Shanghai.—Black Teas: For some days after the departure of the last mail the market remained quiet, with a weaker tendency; later on, business was resumed at higher prices, and since then the market has again assumed a quiet appearance, and rates are rather easier. The better descriptions of Tea have been bought at an advance of from 1 to 2 taels per picul; inferior kinds have risen in value about 1 tael. The market is now several taels higher than it was two months since. The stock on offer is generally undesirable. The settlements for the fortnight have been 9,600 chests at 11¾d. per lb. for common Hohow, 1s. to 1s. 1d. for common to fair Oonam, 1s. 1¼d. to 1s. 4d. for common to fair Ningchow, and 1s. 2½d. to 1s. 4¾d. for common to fair Oopacks. Green Teas: An extensive business has been transacted, almost entirely on New York account, at advanced rates. Finest Moyunes and Teenkais have been taken up to 44 taels per picul, and show a further advance of from 1 to 2 taels. Fychows have been bought at 28.2.5 to 36 taels, and Pingsueys for shipment to England at 29.2.5 to 32.5.0 taels. Pingsuey Teas have rather yielded in value. Common Fychows drooped slightly, but have since recovered their former level. The stock is again increased, notwithstanding the large nature of the purchases. The settlements for the fortnight have been 56,000 half-chests.

Hankow.—Business has been restricted only by the firmness of holders and the undesirable nature of the stock on offer, for a good demand has existed throughout the past fortnight. Prices of all kinds must be considered one tael higher. Quotations were—Oopacks, common to fair, 13.5 to 17.1 taels; Oonams, common to fair, 11.2.5 to 14.5 taels.

Foochow.—Congou: Settlements have been continued on a more moderate scale at very irregular prices. The inferior quality of the teas causes purchases generally to show worse value than before. Souchong: Nearly 5,000 chests have been taken at advancing rates, the larger proportion

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being of common quality for shipment to America. Oolongs: About 18,000 packages have found buyers at prices which show no material alteration on the opening rates for America, advised in the last report. Flowery Pekoe: There has been some inquiry, and settlements amount to about 400 chests. Scented Teas: The unsold stock is now reduced to a little over 2,000 boxes, including dust. It is improbable that much more will come forward during the remainder of the season.

KIUKIANG.—Black Teas: Between 5,000 and 6,000 packages had arrived from the country during the fortnight, nearly the whole of which had been sent on to Shanghai, no settlements being reported, and only 1,200 packages remaining in stock. Green Teas: Arrivals had been very heavy, amounting in all to 37,000 packages, some 11,000 of which had been bought on the spot at the equivalent of Shanghai taels 27 to 41 for common Tuckhings to fine Moyunes. The reduction last quoted in medium kinds had been recovered, and an advance of fully one to two taels paid for fine Moyunes. The stock comprised only 4,700 packages.

CANTON.—Six chops of Country Congou have arrived at market since our last advices; one, a common mixed Oonam, has been taken for India at 21 taels. The stock consists of nine chops and a half, besides a chop of Canton-packed Congou, making an aggregate of 5,500 packages. In Country Greens there is no change to note. Canton-made Teas: A moderate business in Scented Teas has continued, and prices remain unchanged, and at a reasonable range, but the stock of leaf is much less plentiful. The Scenting Flower continues cheap; all reported settlements of Scenteds are intended for the London market. Quotations:—Country Congous, 21 taels; Canton Congou, 21 to 25 taels; Scented Orange Pekoes, 21 to 33½ taels; Scented Capers, 12 to 25 taels; Gunpowder, 15 to 25 taels.

SILK.

SHANGHAI.—During the fortnight only a moderate business has been transacted in the Silk market, owing to the unfavourable telegraphic advices received from home within the past two weeks. Prices have again declined fully taels 15 to 20 for Market and lower Tsatlees, taels 10 to 20 for Karshing Taysaams, taels 5 to 10 for "Chin Cum" do., taels 15 to 20 for Hainings and Yuenfas, taels 10 to 20 for Hangchow Tsatlees, taels 10 to 15 Sewhings, taels 20 to 25 for Laeyongs—and at these reductions the market appears weak, the dealers evincing great anxiety to realise before the arrival of further advices from England. The settlements are estimated at 3,000 bales. Of the transactions, a portion went forward on joint account with the natives, and a smaller proportion has been bartered against imports, so the actual purchases do not exceed 1,200 to 1,500 bales, and consist chiefly of the lower numbers of Tsatlees and Taysaams. The arrivals from the interior for the fortnight are estimated at barely 1,000 bales, and from Hankow and Ningpo about 180 bales have been received; the unsold stock, consequently, is reduced to about 4,000 bales, the greater proportion of which consists of the lower descriptions of Tsatlees, Taysaams, and Hainings, amongst which are many parcels much mixed with second crop and inferior silk.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

SEASON 1867-68.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total. Bales
From June 1 to Sept. 30, 1867	294506	36329249	29211699		7474284	73309738	24091
Corresponding period last season		31730760	29227878		8641023	72599661	16908

SHIPMENTS SINCE.

	Ship.	From		
Oct. 10 ...	Veronica	... Canton	... 396,000	
— 12 ...	Douglas Castle	... Shanghai	... 937,514	
— 13 ...	Weymouth	... do.	... 1,14[illegible],584	
— 20 ...	Cleveland	... Foochow	... 585,100	
— 20 ...	Belle	... do.	... 341,400	
— 23 ...	Kelso	... Canton	... 655,647	
— 24 ...	Malacca (ml. str.)	... Shanghai, &c.	... —	208
— 25 ...	Dartmouth	... do.	... 1,175,468	
— 28 ...	Cambodge (Fr. ml. str.)	... do.	... —	1,369
Nov. 1 ...	Orissa (ml. str.)	... do.	... —	1,414

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1867	...	...	...	...	...	1291186	278½
Corresponding period last season	...	...	...	...	...	4357272	138½

SHIPMENTS SINCE.

	Ship.	From		
Oct. 3 ...	Meta	... Amoy	... 254,000	
— 6 ...	Arctic	... do.	... 521,969	
— 7 ...	Onsuri	... Shanghai	... 619,121	
— 9 ...	Ethel	... Canton	... 213,570	
— 3 ...	Caractacus	... Yokohama	... 672,343	
— 9 ...	Pauline	... do.	... 650,219	7
— 11 ...	Amicus	... Shanghai	... 612,161	
— 15 ...	Stanley	... Amoy	... 435,656	
— 15 ...	Sunda (str.)	...	... —	20
— 17 ...	Costa Rica (str.)	... Shanghai	... 174,937	74
— 22 ...	Warren Hastings	... Foochow	... 618,000	
— 23 ...	Joachim Christian	... Amoy	... 506,429	
— 23 ...	N. B. Palmer	... do.	... 948,094	
— 23 ...	Samuel Russell	... Foochow	... 722,960	
— 23 ...	Thomas Brown	... do.	... 280,600	
— 23 ...	Caller Ou	... do.	... 682,200	
— 26 ...	Magnet	... Canton	... 93,024	11

TO THE CONTINENT

							Bales
From June 1 to Sept. 30, 1867	...	...	...	...	...	260300	—
Corresponding period last season	...	...	...	...	...	957500	—

SHIPMENTS SINCE.

	Ship.	From.	
Oct. 1 ...	Dioscuren	... Canton	... 29,240
— 19 ..	Oscar Vidal	... Foochow	... 192,956
— 28 ...	Cambodge (Fr. ml. str.)	... Hong Kong	... 25,640

TO AUSTRALIA.

From June 1 to Sept. 30, 1867	6,689,580 lbs.
Corresponding period last year	6,494,718

SHIPMENTS SINCE.

	Ship.	From.	
Oct. 12 ...	Western Star	... Foochow	... 213,700
— 19 ...	Kestrel	... do.	... 170,800
— 19 ...	Pfiel	... do.	... 148,000

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 4¾d.	4s. 5¼d.	4s. 5¼d.	4s. 6¼d.
Shanghai	6s. 1d.	6s. 1¼d.	6s 1¼d to 6s 2¼d.	6s. 2¼d to 6s. 3d.
Canton, Hong Kong, Macao	4s. 4¾d.	4s. 4¾d.	4s 5d to 4s 5¼d	4s 5¼d to 4s 6d.
Singapore	4s. 4¼d.	4s. 5d.	—	4s 5¼d to 4s 5½d.
Manila	—	4s. 3d.	—	4s. 4d.

At Shanghai, bills on India, Rs. 302 to 303 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, taels 111.4.0; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 72.2.0 per 100; and exchange on Hong Kong, 29 discount. Bous at Yokohama, 321 to 322 per $100. Hong Kong and Shanghai Bank shares, new, 1½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 10 to 16 per cent., prem.; Union Dock Company, 35 per cent. dis.; China Traders' Insurance, $250 per share premium.

The following is from Messrs. Sharp and Co.'s Circular:—

Exchange.—A more active business has been done in exchange during the past fortnight, at slightly advanced rates. The demand for Bank Bills has, however, been very small, and buyers of sterling have for the most part availed themselves of six months' credit bills. Private paper at four months' sight has not been obtainable as usual, and the banks therefore, whose self-imposed restrictions preclude them from buying six months' paper, have been unable to operate in exchange. It is quite evident that unless the allied banks desire to abandon all interest in the exchange business of Hong Kong they must revert to the six months' usance. The experiment of the past year has proved a costly one, and in their own interests it is to be hoped that so clearly an error in judgment will be repaired before the commencement of another year. The estimated amount of business by the present opportunity amounts to about £470,000—say £150,000 Bank paper, and £320,000 private bills.

Bullion.—Since the departure of last mail, Bar Silver to the value of $300,000, has been received from San Francisco, the greater part of which has found buyers at 11¼ per cent. premium. There is now but little left in the market, which is also quite bare of Sycee, and only a nominal quotation of 9 per cent. premium can be given.

Shares.—The business of the fortnight in all descriptions of stocks has been on rather a limited scale. Old Bank, which were last quoted at 1½ per cent. discount, have gradually improved with only a few transactions, and are to-day in good demand at ½ per cent. premium, with no sellers. New Bank are wanted in large quantities at 2 per cent. discount, several large lots, however, have been settled during the fortnight at 1½ per cent. discount, and there are now buyers at this rate. Old and new Whampoa Dock are in demand at quotations, but there are no sellers. There are buyers of Union Dock at 37½ per cent. discount, and one lot of five shares is reported during the fortnight at 40 per cent. discount. The report of the referees in regard to work on the dock of Kowloon has been published, and the former engineers discharged on the strength of that report. The shares however do not appear to have been influenced by this, and are firm to-day. There have been no transactions in steamboat shares. There are large buyers of Hotel shares at 70 per cent. discount, but no transactions are reported for the fortnight. Holders are very firm in expectation of an improvement, since there is every prospect of the building being opened by the beginning of the year.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG and CANTON.—None.

At MANILA.—From Newcastle, Oct. 17, Cassiterides.

At SINGAPORE.—From Liverpool, Oct. 28, Dunmore; from Cardiff, Nov. 4, Gertrude; from Newport, Oct. 27, Isabella; from Sunderland, Nov. 4, Ann Adamson; from Freemantle, Oct. 28 Sea Ripple.

At PENANG.—None.

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 9, Pauline.

From SHANGHAI.—For London, Oct. 25, Dartmouth; for New York, Oct. 7, Onsuri; 11, Amicus; 17, Costa Rica (str.)

From FOOCHOW.—For London, Oct. 21, Cleveland, Belle; for Bristol Channel, Oscar Vidal; for New York, 22, Warren Hastings; 23, Samuel Russell, Caller Ou; for Boston, 23, Thomas Brown.

From AMOY.—For New York, Oct. 3, Meta; 6, Arctic; 15, Stanley; 23, Joachim Christian; 23, N. B. Palmer.

From HONG KONG and CANTON.—For Falmouth, Oct. 24, Ellida; for Suez, Malacca (str.); for New York, 26, Magnet.

From MANILA.—For New York, Oct. 14, Asa Eldridge; for Boston, 19, Sooloo.

From SINGAPORE.—For London, Nov. 5, Unrivalled, Flora; for Liverpool, Oct. 23, Eastern Chief; for Boston, 26, Bessie Stanton.

At PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Swanley.

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At SHANGHAI.—For London, Elmstone, Ethiopian, John Lidgett, Zodiac, Emperor, Minnie, Tamerlane, Tyburnia, Vigil; for New York, Resolute, Burnside, Fairleader, Silome, Wild Gazelle (all full), Ensign, Etha, Rickmers, Madura, Royal Berkshire, Yeavering Belle.

At FOOCHOW.—For London, Finzel (full), Laurel, Cora Linn, Hotspur; for New York, Meteor, Ocean Chief.

At HONG KONG and CANTON.—For London, Chetah (full), Corea, Auburn; for New York, Nellie Chapin, Lizzie, Adelia Carlton.

At MANILA.—For London, Elentheria, Fortuna; for Cork, Doriga, Ercilla; for Copenhagen, Havfruen; for Hamburg, Voladoro; for Cadiz, Concepcion; for New York, Ashburton; for Boston, Herald.

At SINGAPORE.—For London, Ann Adamson; for Glasgow and Liverpool, Bothwell Castle; for New York, Dunmore.

At PENANG.—For Bordeaux, Imperatrice Eugene; for Boston (via Padang), Rainbow.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel on the berth. To New York, per sailing vessel, the rate is quite nominal. Per steamer $45 per ton.

At SHANGHAI.—Vessels on the berth are loading for London at £3 per ton of 50 cubic feet; for New York, £3 per ton of 40 cubic feet. There is less inquiry for tonnage to the northern ports.

At FOOCHOW.—To London, £3 10s. per ton, of 50 cubic feet. To New York, £3 10s. per ton, of 40 cubic feet.

At HONG KONG and CANTON.—In consequence of scarcity of tonnage freights have somewhat improved, and diengaged vessels on arrival speedily find employment. For London, the Auburn is loading at Whampoa, at £3 10s., and the Chetah and Corea are engaged full at £2 15. The circular of Geo. Holmes, quotes: several charters to load for the U.K. from Manila, at £3 5s. to £3 12s. 6d., dry sugar or hemp, if from Zebu, £3 17s. 6d. For Bangkok and back the rates are 47½ to 52½ cents per picul.

At MANILA.—The only settlement to report is the Elentheria, having engaged 900 tons wet and dry sugar, at £3 10s. per 20 cwt. for London.

At SINGAPORE.—There is a good demand for tonnage both for home and coasting. The Bothwell Castle is on the berth for Liverpool at £3 all round, and £3 5s. for Glasgow; the Ann Adamson has obtained an advance on last rates, and has engaged a full cargo for London at £3 5s. per ton. The following charters have been made:—Lammermuir (Brit.) 1,050 tons, to load rice at Bangkok for London, at £3 12s. 6d. per ton. Dunmore (Brit.) 439 tons, to load hence to New York, at £3 5s. for dead weight, and £3 10s. per ton for light freight.

At PENANG.—There is no inquiry for tonnage.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Sept. 28	Scawfell	Foochow	London
Oct. 2	Invincible	Shanghai	Do.
— —	Simoeda	Singapore	Do.
— 6	Helena and Anna	Batavia	Rotterdam
— —	Hendrika	Do.	Do.
— 8	Gustave	Saigon	Bourbon
— —	Bombay	Padang	Batavia
— —	Isles of the South	Shanghai	London
— 9	Titania	Do.	Do.
— 10	Margot	Cardiff	Hong Kong
— 11	St. Wachusett	Singapore	New York
— —	Zeenymph	Batavia	Amsterdam
— 13	Red Riding Hood	London	Hong Kong
— 14	Marg. Simonetta	Batavia	Rotterdam
— —	Catharina Maria	Do.	Do.
— —	Passaroeang	Amsterdam	Batavia
— —	Waterloo	Do.	Do.
— 16	Johanne Marie	Hamburg	Hong Kong
— 17	Fuse Yama	Shanghai	London
— 18	Insulinde	Batavia	Holland
— 20	W. A. Farnsworth	Boston	Batavia
— 22	Falcon	Liverpool	Hong Kong
— —	Wild Deer	Shanghai	London
— 24	Medina	Foochow	Do.
— —	Sir William Wallace	Shanghai	Do.
— —	Ocean	Toulon	Saigon

COMMERCIAL POSTSCRIPT.

The steamship *Achilles* arrived in the river yesterday with a large cargo of teas, having completed the voyage from Hong Kong in seventy days including stoppages. The teas from this vessel have not yet been placed on the market, but a portion will be offered on the 16th inst.

ARRIVALS NOT IN THE TABLES.—Dec. 7, off Dungeness, from Batavia, Stad Dokkum; 6, at Hamburg, from Foochow, Chusan; 10, at Falmouth, from Rangoon, Jorgen Bruhn, Antipodes; at Liverpool, from Singapore, Huntly Castle; 8, at Texel, from Batavia, Elizabeth and Jacoba; from Samarang, Stad Leyden; at Brouwershaven, from Batavia, William Poelman, Medea; 10, at Falmouth, from Akyab, Andreas; from Rangoon, D'Elmina; 11, from Akyab, Rutlandshire; at Liverpool, from Singapore, Edinburgh Castle; at Falmouth, from Moulmein, Persian; 12, at London, from Shanghai, Silver Eagle; 10, Off Dungeness, from Batavia, Cornelia Adolfina; 11, at Liverpool, from Rangoon, British Sovereign; 10, at Havre, from Rangoon, Minerva; 13, at London, from Shanghai, &c., Achilles (s.s.); from Rangoon, Seringapatam; at Deal, from Penang, Benvenue; 10, at Brouwershaven, from Batavia, Ida Elisabeth; 14, at London, from China, Hoang Ho; 13, at Falmouth, from Rangoon, Tarquin.

DEPARTURES.—Dec. 9, from London, for Penang, Ceylon; 7, from Liverpool, for Singapore, Panuco; 8, for Hong Kong, Everest; from Rotterdam, for Batavia, Nederland and Oranje; Dec. 9, from Cardiff, for Shanghai, Tony; 11, from London, for Newport and Singapore, Moneka; 9, from Swansea, for Hong Kong, Eleanor; 6, from Liverpool, for Yokohama, Westminster; 8, for Hong Kong, Mataura; from Cronstadt, for River Amoor, Sago; from Rotterdam, for Padang, Karel August; 9, from Newport, for Singapore, Cyclone; from Hamburg, for Singapore, Ravel (?); 10, from Shields, for Ceylon, Hollinside: 7, for Batavia, Anna; 12, from Newport, for Singapore, Eudora; 12, from Shields, for Galle, Collingwood.

LAID ON.—At Glasgow, for Samarang and Sourabaya, Glenclune; for Batavia and Sourabaya, City of Perth; at Liveroool, for Hong Kong (via) Newport, Young England.

SPOKEN.—Recife, Liverpool to Japan, Oct. 27, 2 N., 24 W.; Edinburgh Castle, Singapore to Liverpool, Nov. 17, 39 N., 34 W.; Silver Eagle, Shanghai to London, Nov. 13, 36 N., 35 W.; Lord Macaulay, Cardiff to Shanghai, Dec. 3; Guurtje en Maria, Batavia to Amsterdam, Nov. 9, 22 N., 34 W.; Gaspee (Amer. ship), Cardiff to Shanghai, Oct. 10, 25 S., 27 W.; Spindrift, London to Shanghai, Oct. 16, 19 S., 28 W.; Stephen Lurman, Hamburg to Hong Kong, Sept. 12, 39 S., 27 E.; Alexandra, Cardiff to Japan, Sept. 12, 39 S., 27 E.; Rocket, Boston to Batavia, Oct. 15, 23 N., 34 W.; Miranda, for Galle, Oct. 22, 4 S., 29 W.; Anna and Sophia, for Sourabaya, Oct. 15, 22 S., 31 W.; Pudsey Dawson, Liverpool to Galle, Oct. 28, 7 N., 29 W.; Zwaan, Batavia to Amsterdam, 98 days out, lat. 42, long. 36; Jacoba, South Shields to Batavia, Oct. 6, 2 S., 19 W.; Mount Stuart Elphinstone, London to Galle, Oct. 13, 35 N., 19 W.; Emerald, Manila to Queenstown, Aug. 23, 1 S., 129 E.; Capillina (Capiolani?), Hong Kong to Liverpool, 60 days out, 9 S., 124 E.; Harriet Maria, Batavia to Amsterdam, Sept, 22, 35 S., 18 E.; Seven Brothers, Plymouth to Hong Kong, Oct. 24, 6 N. 25 W.; Plumagana (?), Amsterdam to Batavia, Nov. 10, 12 N., 25 W.; Indian Empire, Liverpool to Singapore, Oct. 15, 2 N., 30 W.; Trelick (?), Batavia to Antwerp, Nov. 4, 15 N., 30 W.; Avon, London to Hong Kong, Oct. 25, 5 N., 22 W.

CASUALTIES.—The Cape City, Bowden, which arrived at Scilly, Nov. 25, from Colombo, with damage, having been in collision, sailed for London, Dec. 5, in tow. The Patriot Queen, from Liverpool to Singapore, has arrived off Queenstown with cargo shifted. The Panuco, which sailed from Liverpool, Dec. 7, for Singapore, grounded on the bar of Victoria Channel, but proceeded.

The Johanna, Ouwehand, from Amsterdam to Macassar, which put in at Lisbon Nov. 30, had lost bulwarks, stanchions, head, cutwater, bowsprit topmasts, &c., and sustained other damage; she was in collision on Nov. 17, in lat. 26 N., lon. 19 W., with the Ranger (barque), of Dundee, and not with a steamer as before reported.

The Philip van Marnix (Dutch ship), from Batavia to Rotterdam, ad put into Mauritius leaky, and would probably have to discharge.

Advices from Batavia state that the Quintet (Dutch ship), for Amsterdam, had been condemned, and was to be sold Nov. 18, her cargo would be transhipped to the Waterloo.

The Miranda, Moller, for Hong Hong and Shanghai, put back to Cuxhaven, Dec. 7, with loss of two anchors.

MISCELLANEOUS.—The following vessels from China are overdue:—Mary Whitridge, Silver Eagle, Niphon, Sovereign of India, Caldew Hoang Ho, Alma, and Star of China.

The Maggie Lealie, Stephen, from Foochow to London, with tea, which was taken into Batavia Oct. 21, derelict, had been recommended by surveyors to discharge her cargo.

At Fayal, November 24, Elena, Vaca, from Manila, and sailed 26, for Cadiz.

The Amazon, from Sourabaya, which put into Falmouth, Oct. 27, with damage, having been in collision, has arrived at Rotterdam, and sailed for Gothenburg; the master, mate, and one seaman, arrived off Santa Cruz de la Palma on the 15th Nov. in the Tamanlipas, Martin, from Havre, the vessel with which the Amazon had been in collision.

RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED)—EX PARTE J. M. SMITH.—This was an appeal from an order made by Vice-Chancellor Stuart on the 7th of November last. The above company in November, 1866, resolved on a voluntary winding-up, and this winding-up was subsequently brought under the supervision of the Court. In February, 1867, the liquidator brought an action against Mr. Smith upon a guarantee given to the company. This action was tried at the last Spring Assizes, and a verdict was found for the defendant, and a rule *nisi* obtained by the liquidator to set aside the verdict was, on the 31st May last, discharged. The costs of the action having been taxed, Mr. Smith, on the 23rd July last, signed judgment for the amount of taxed costs. A writ of *fi. fa.* was afterwards issued, under which the sheriff proceeded to take the property of the company in execution. An arrangement was then made that the liquidator should set apart a sum to answer Mr. Smith's demand. The case was afterwards argued before Vice-Chancellor Stuart, when it appeared that the company claimed a set-off against Mr. Smith in respect of some unpaid calls due from him, and they relied upon this as a defence against his demand. They also alleged that execution against a company in liquidation was altogether void under the Companies Act, 1862, sec. 163. On the other hand, as Mr. Smith's solicitor claims a lien for his cost of the action upon the sum found due for costs, it was contended that there could be no set-off. The Vice-Chancellor held that the set off must prevail, and from this decision Mr. Smith appealed. —Mr. Dickinson and Mr. Eddis appeared for the appellant; Mr. Greene and Mr. Lindley for the respondent.—Lord Justice Lord Cairns said that two questions of considerable importance had been raised. (1) It was said that, under sec. 163 of the Act any execution against the company was void to all intents and purposes, and that, therefore, neither Mr. Smith nor his solicitor could substantiate any claim; (2) that the solicitor's right must be measured by that of his client, and that the company were entitled to set-off the cost against Mr. Smith's unpaid calls. With respect to the second point, independently of the 163rd section, it was clear that in the view of a court of law there could be no set-off of a sum of money alleged to be due, but which had not in any action been determined to be due, and that, notwithstanding such claim, the defendant in the action would have been entitled to recover his costs by execution, and the Court of common law would recognise the lien of the solicitor on the sum so recovered. In that state of things his lordship thought that Mr. Smith's solicitor was entitled to come to this court just as he might have gone to the court of law, and say that he was entitled to a lien on the sum which had been set apart to answer the demand. Then it was said that the 163rd

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section made the execution altogether void. His lordship would be sorry to decide that without greater consideration, as it was a question of very great importance. If it were so, then, after a winding up had commenced, the liquidator might bring any number of actions against any number of persons, and if he failed, his suit being quite groundless, the defendants must still be told that the judgment in their favour was useless, and that they must go in and prove for their costs against the company's estate. It was not, however, necessary to decide this question. Even assuming that the 163rd section applied to an aggressive proceeding on the part of the liquidator, his lordship thought that it would still be open to the defendant at law to come to this court and ask to have his costs paid to him out of the assets of the company; and, if so, his solicitor was equally entitled to ask this Court to put himself and his client in the position in which they would have been if the execution were not technically void at law. There must, therefore, be an order for payment of the amount of taxed costs of Mr. Smith's solicitor out of the fund set apart by the liquidator, and he must have his costs in the Court below out of the same fund, but there would be no costs of the appeal.

THE JAPANESE PRINCE.—The Japanese Prince, Tokugawa Mimbut you has made a long inspection of the ships of war in the harbour and dockyard of Portsmouth. The Prince, accompanied by Major Edwards, R.E., and M. von Siebold, interpreter, and suites, was received by Admirals Sir Thomas Pasley and G. G. Wellesley, C.B., Flag-Captain Hon. F. B. Seymour, C.B., Flag-Lieutenant Roger, and other officers, the Japanese standard being at the same time run up at the main royal masthead of the Port Admiral's flagship, under Royal salutes from the guns of Her Majesty's ships Victory, Duke of Wellington, and St. Vincent. The Serapis screw Indian troopship, was the first object selelected in the yard for the Prince's inspection. The magnificent proportions of this noble troop transport and the luxurious completeness of all her fittings were highly appreciated. On leaving the Serapis the Prince was conveyed on board the Royal Sovereign turret-ship, at her moorings up the harbour. Some time was spent on board this vessel in exhibiting to the Prince the mode of working the guns and turrets in action. The third turret was manned and revolved to different angles of fire with bulwarks down, the loading motions (in blank of course) and all parts of the drill being gone through. On leaving the Royal Sovereign the Prince was conveyed on board the gunnery ships Excellent and Calcutta, Captain A. Hood, C.B., and here a stay was made of considerably upwards of an hour, the Prince exhibiting much interest as the various descriptions of ship's ordnance, from the 12-ton rifle on its costly iron carriage and slide, down to the latest converted "Palliser," were explained to him by the officers of the gunnery establishment. Some very effective shell firing was made from the port broadside of the Excellent at 1,200 yards range, in independent firing and in volleys. On leaving the Excellent the Prince proceeded to the Admiralty-house, the official residence of Admiral Sir Thomas Pasley, where he took luncheon. After luncheon the Prince, accompanied by the same officials made a tonr of the dockyard, and went ou board the armour-plated hydraulic propelled gun vessel Waterwitch, the armour-plated turret-ship Scorpion, and other vessels; afterwards visiting the woodmills, where Brunel's wonderful block-making machinery was seen at work in all its marvellous efficiency and accuracy of motion. The steam factory with its noble collection of machinery was visited, and thence to the armour-plate workshop was but a natural sequence. The last part of the dockyard visited by the Prince was the great iron foundry, and there he stayed sufficiently long to see several lots of molten iron drawn off from the cupola furnaces and poured into a row of large moulds, which stood in readiness for the operation. On leaving the Serapis and the Excellent, and on several occasions through the day, the Prince expressed, through M. von Siebold, his gratification at the courtesy and attention shown to him. It may also be observed here that every official who came in personal contact with the young Prince on board any of the ships or in the workshops of the yard was much impressed by his evident keen intelligence, and the shrewdness and pertinence of the many inquiries made by him through his interpreter.

ROYAL GEOGRAPHICAL SOCIETY.—In addition to the letters respecting Dr. Livingstone read at the last meeting of the society, an interesting and important memoir "On a Journey through Central China, from Canton to Hankow," by Mr. A. S. Bickmore, was read and discussed. The author left Canton on the 7th of August, 1866, with the intention of following a route proposed for a future railway to Hankow, via Quei-lin and the banks of the Siang affluent of the Yang-tze. Travelling up the Si-kiang to Wu-chan, he ascended the Cassia river to Hingnan, and near that place found that this northern affluent of the Canton river was connected by an artificial canal with the great Siang river, flowing northward into the Yang-tze. It being autumn, and the season unusually dry, the upper courses of both the Cassia and the Siang were encumbered by rapids; at other times he believed it would be possible to travel from Canton through the interior of China to Shanghai in the same boat. Near the populous city of Quei-lin Mr. Bickmore narrowly escaped massacre at the hands of the unruly populace, notwithstanding the protection afforded him by the Mandarins. The whole country had been in a state of anarchy since the Taiping rebellion, and even boats belonging to the Imperial Government, with Mandarins on board, were frequently plundered by hordes of ruffians on the banks of the river. Thenceforward his Chinese guides kept him closely confined in his boat, that he might escape observation and reach the Yang-tze in safety. The canal connecting the Yang-tze basin with that of the Si-kiang can only be used by boats drawing 2ft. of water. The water is kept in by dams built across wherever a rapid would occur; and allowing an escape only through a small gap deep enough for a single boat to pass. At Sichang, on the Siang river, are situated the principal coal mines of the region, and some 50 boats were seen loading. The mines are nothing more than deep pits in the sides of the hills, and consequently only surface coal is obtained. It is to be expected that better coal would occur below the water level, but as soon as the miners come to water they are obliged to abandon the mines for want of proper pumping apparatus. From Sichang to Monkden, north of Peking, there is a continued series of coal mines on the flank of the elevations that form the western border of the great plain. A striking spectacle was presented, on arriving at the Tung-ting lake, at the junction of the Siang with the Yang-tze. A heavy northerly wind had been blowing for six or seven days, and few or no boats had been able to proceed; a southerly breeze then set in, and all the boats that had been harbouring in many creeks and bays came out, and at sunrise such a sight was obtained as could only be seen in a land where the population is numbered by the hundred million. As far as the eye could reach the surface of the lake was thickly feathered with white sails, some in sunshine, some in shadow, and some in the dim distance apparently gliding on a thin film of air above the water. 440 boats were counted in sight at one time. The Poyang lake, lower down the river, is of the same character. It has been noticed that these great lakes have near them a group of high mountains; this is only another way of stating that where there has been an unusual elevation there has been a corresponding depression. The president explained that Mr. Bickmore was a young American traveller of high promise, who had been occupied during three years in exploring the islands of the Malay Archipelago, and had finished his travels by passing through this unfrequented part of China,—unvisited by Europeans since the days of the old Jesuits,—and traversing Mongolia and Siberia from Peking to St. Petersburg.

POSTAL SERVICE TO CHINA VIA TRIESTE.—By a Treasury warrant in the *Gazette* it is directed that on every letter not exceeding half an ounce in weight transmitted between the ports of Trieste and Alexandria by Austrian packet boat, and further transmitted between Suez and any port in the East Indies, China, Australia, or New Zealand by British packet boat, and on every letter not exceeding half an ounce in weight posted at the Austrian post-office in Alexandria, addressed to any place in the East Indies, China, Australia, or New Zealand, there shall be on every letter exceeding half an ounce in weight two rates of postage, and on every letter exceeding one ounce, and not exceeding one ounce and the half of another ounce, three rates of postage; and on every letter, if exceeding one ounce and the half of another ounce, and not exceeding two ounces, four rates of postage; and for every additional half of an ounce in weight of any letter above the weight of two onnces there shall be charged one additional rate of postage, and every fractional part of such additional half of an ounce in weight shall be charged as an additional half of an ounce in weight.

CHINA GRASS.—The Duke of Devonshire has addressed the following letter to the *Times* on this subject:—"Sir,—More than a month since a letter appeared in the *Times*, signed 'J. Westmoreland,' asking any of the 9,000 who had tried the Chinese grass seed to give their experience on the subject. I think it, therefore, only due to the much-maligned Mr. Hallett to send you mine. I wrote for a 1s. parket of seeds, which unfortunately were not planted for more than three weeks after the time mentioned in the instructions. However, they quickly 'entered an appearance,' grew, and flourished, without any further care or attention; and at the end of last month the canes (of which there are from three to six on each plant) were nine feet high, with large heads of seed on them, which I fear will not thoroughly ripen owing to the late planting. Had they done so I should say some of the heads would have borne as many as 5,000 seeds. I think very few of Mr. Hallett's adversaries would care to face him armed with one of the canes, which are large in proportion to their height."

MR. WHALLEY AND OUR REPRESENTATIVE IN CHINA.—Mr. Lowe, a short time since, made a speech in which he held up to ridicule the ignorance which prevails in reference to geography—and especially that of our own colonies and possessions—amongst the public generally and members of Parliament particularly. Mr. Whalley has just proved that the charge (as far as regards honourable members) was not unfounded, for, in the debate on the Abyssinian expedition, he expressed a hope that our forces would take permanent possession of some island on the coast, in order to secure a safe residence for our national representative "as we had already done in China." It would seem, therefore, that Peterborough's zealous member is under the impression that Sir Rutherford Alcock resides at Hong Kong, and also that his ideas as to the ownership of the islands in the Red Sea are still somewhat obscure.

APPOINTMENTS.—The Queen has been pleased to appoint Edward Barnett Anderson Taylor, Esq., to be a member of the Executive Council of the Bahama Islands; Phineas Ryrie, Esq., to be a member of the Legislative Council of the colony of Hong Kong; Charles Packer, Esq., to be a member of the Council of the island of Barbadoes; and Claude Augustus Champion de Crespigny, Esq., to be a member of the Legislative Council of the island of Labuan; Edward Thornton, Esq., C.B., now Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of Portugal, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States of America; John M'Kinnon, Peter Smyth, William O. Heffernan, Samuel Creelman, Daniel M'Niel Parker, and James Frayer, Esqs., to be members of the Legislative Council of the province of Nova Scotia, in the dominion of Canada.

RELIGION FOR THE CHINESE.—A new religion was recently inaugurated at a meeting held near Lincoln's Inn Fields, the fundamental rule of which was declared to be the cultivation of filial piety and brotherly love, without at the same time requiring of the members any particular unity as to matters of doctrine or faith. Various resolutions were discussed and passed, and finally it was agreed upon that a new church should be erected for the cultivation of the above form of religion. This is certainly coming very near the Chinese view of religion, and it might be predicted that missionaries sent by this body to China would meet with much greater success than have those who have hitherto been sent. On the other hand, it would not be unreasonable to look forward to the arrival at no distant date of some bouzes as a "deputation" to this new body of co-religionists. At all events, Chinese classics and ethics will now rank high with at least one portion of the Christian world.

MACHINERY FOR JAPAN.—The Marquis d'Estel, formerly an officer of the French navy, director of the arsenal which is being founded at Yokohama by the Japanese Government, arrived at Havre a few days since to superintend the loading of a French vessel, the *Fabius*. Her cargo will consist of numerous machines for working metals, an apparatus for masting vessels, and some improved cannons, with their supplies of cylindrical and conical shot. The vessel in question will very speedily leave for Yokohama.

THE *Stonewall*, ironclad steam ram, transferred by the U.S. Government to Japan, has reached Monte Video on her outward voyage. Letters received thence state that she is a failure as a sea-going vessel, and that her commander despairs of getting her safely to Japan.

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BANKRUPTCY COURT.—IN RE EDWARD TIERNAN.—The bankrupt, who was a tea broker of Great Tower-street, applied at a former sitting for an order of discharge. His Honour, having taken time to consider, now gave judgment. The petition in this matter was filed so long since as November, 1866, and a great deal of evidence had been taken; but having given his very best attention to the facts, he was of opinion that the opposition had not been brought within the 159th section of the Bankruptcy Act, 1861. The Court must be careful in the application of that section, and to say that the present case was within the statute would be to decide contrary to every rule of construction. What was the evidence? The bankrupt had large loan transactions with Agra and Masterman's Bank; he applied for cash advances, and, as security for them, he deposited warrants, which were kept in a strong box, to which he, as well as the bank, had access. It was alleged by the bank that the bankrupt had abstracted from the box warrants of the value of between £10,000 and £12,000, and if he did so unknown to the bank that would be a very gross and wicked act, for which, possibly, he might have been indicted. But that was not the question for his determination; the sole point was whether the bankrupt had brought himself within the 159th section of the Act. In opposition it was contended that the bankrupt had contracted the debt due to Agra and Masterman's Bank at a period when he could have had no reasonable expectation of making payment; but his Honour could not follow that argument, and although there was a great deal to be regretted, and which bore adversely to the bankrupt, there was nothing to bring him within the statute. The order of discharge would, therefore, be granted.

THE SUEZ CANAL.—The Government tug *Prompt*, recently despatched from England to assist in the embarkation of the Indian troops at Suez, was conveyed through the new Suez Canal to the Red Sea. After having been lightened as much as possible, even to the removal of the paddle-wheels, a number of empty casks were placed under her, and in this manner she reached Suez.

THE MAIL SUBSIDIES.

(TIMES.)

The contract recently made by the Government with the Peninsular and Oriental Company for the conveyance of the Eastern Mails was on 29th ult. approved by the House of Commons. It was, however, severely criticised, and the motion of approval was not passed without a division. It is undoubtedly true that the terms of the contract could not be justified on strict commercial principles, but, as we recently explained, the answer is that, having regard to the nature of the service, and, moreover, to the competition fostered by foreign Governments, it is impossible to be guided by purely commercial principles. The question happens to be further illustrated at the same moment by the case of another great company, which has hitherto been responsible for the conveyance of the mails to the opposite quarter of the globe. For the last 28 years the Cunard Company have maintained the mail service between Liverpool and New York, and have conducted it in a manner as honourable to the country as to themselves. According to notice, this contract would terminate at the close of the present year, and the Government have been endeavouring, as in the case of the Eastern Mails, to obtain some advantages to the public by offering the service to general competition. Very similar difficulties have arisen, and here also the Government have found it necessary to retain the services of the old company. The new arrangement, however, is as yet only made for a short time; and the terms are much more favourable to the public than in the former instance. The nature of the negotiations has been briefly stated in the House of Commons; but the subject is of sufficient interest to justify some further explanation.

Anticipating the close of the Cunard contract, the Government, as we have stated, invited tenders, but they proposed that the remuneration for the service should be on a totally different system from the present. As matters now stand, the Government pay a fixed subsidy to the Cunard Company for the performance of the service, and charge their own rates of postage. For the future they proposed that there should be no regular system of subsidies; but that shipowners should make tenders to convey the mails on particular days of the week, receiving the sea postage. Any arrangement of this sort would only concern the mails from this country, and the United States would be left to make similar arrangements for themselves on the other side of the Atlantic. The answers received to this proposal were as disappointing as in the case of the Eastern mails. In point of fact, there is one important condition of the service, for which not a single offer would have provided. The greater part of the correspondence of this country with the United States is habitually posted on the Saturday, and leaves Queenstown on the Sunday. But of the various competitors the North German Lloyd's Company offered for Tuesday, the Messrs. Inman for Thursday, the National Steamship Company for Friday, and an offer from the Hamburg-American Company was equally defective. The proposed new system, therefore, was for the moment impracticable, and the Post-office had to face the prospect that at the end of the year the commercial community might suddenly find they were unable to despatch their letters in the same way as before.

The Cunard Company had not sent in any tender under the scheme of the Government, being satisfied that when reduced to the test of practice it would not work, and they had actually begun to dispose of their fleet. The Government had, however, left an opening for offers varying from their own proposal, and the company expressed their willingness to propose a contract of the same character as the present one, but on lower terms. As their own plan had failed, the Post-office had practically no alternative but to consider this offer. The company then proposed a contract for a fixed sum, to last eleven years. Here, however, a new difficulty arose. The Government had been carrying on negotiations with the United States, and it appears that they were, for the moment, committed to a postal convention founded on that principle of sea postages, instead of a subsidy, which had just broken down. It was, therefore, impossible for them to enter upon any such lengthened contract. In this emergency they availed themselves again of the services of Mr. Scudamore, who had just rendered so much assistance in the arrangement with the Peninsular and Oriental Company. This gentleman was associated, on the part of the Cunard Company, with Mr. Burns, to whom Mr. Hunt paid the compliment of saying that he had met the Government "in what might be described as a public spirit." We are happy to say that between these two gentlemen an arrangement has been made which will serve at least to tide over the immediate difficulty. The company have agreed to continue the service for one year, for the sum of £80,000. This is considerably less than their present subsidy, and they also engage for a weekly, in place of a fortnightly, service to New York. Some details of the arrangement remain to be completed; but these are its most important particulars, and the matter is practically concluded.

It will be seen that, under the circumstances, the Government had hardly any choice but to come to some agreement with the Cunard Company; but apart from this, the arrangement cannot, we think, be received otherwise than with satisfaction. In the manner in which the mails are now carried to North America the public enjoy, at all events, one great advantage. The Cunard Company performs the service with the most admirable efficiency and liberality. Complaints were made of the indifferent rate of speed which the Peninsular Company offer to maintain in their service to India, and of the opportunity afforded by the contract for unpunctuality. No similar complaints can be made against the Cunard Company if, as we believe, they engage to maintain the service with the same efficiency as before. It is a boast of which they may justly be proud that in the course of the twenty-eight years during which their contract has lasted they have never failed to start their vessels at the appointed time, unless detained by the Government, and have never lost a passenger or a letter. They provide, in fact, the finest packet service in the world, and it is a fair ground for congratulation that an enterprise in which all Englishmen ought to feel a pride is sustained by the present arrangement for at least a short time longer. It would be melancholy to hear, as it seems we were nearly doing, of the dispersion of this noble line of steamers. For this fine service, however, the country must expect to pay. No company, looking to purely commercial objects, would start ships in all weathers, steam at full speed in all seas, especially across the Atlantic, and despatch ships in equal numbers all the year round. It is but reasonable that a company should have some compensation for such a disregard of the ordinary rules of commercial economy. Yet it is certainly of the utmost importance that our communications with North America should be as regular and frequent as possible. Independently of the demands of commerce our relations with the United States' Government may at any time need the greatest speed and security in the transmission of despatches to our Minister at Washington; nor should it be forgotten that we have an important naval station in North America, and, except by contract, no steamer could be expected to go regularly to Halifax. Both the French and the German Governments are doing everything in their power to encourage and maintain transatlantic postal services, and the French Government in particular has contracted for a postal service to New York for a period of upwards of 20 years, at the rate of nearly double the subsidy which is paid to the Cunard Company, even under their present contract, besides advancing 10 millions of francs, to be returned in 20 years, without interest. We are, however, in possession of the Atlantic; and all must be glad to learn that, even with a reduced subsidy, the Cunard Company are prepared to hold their own. The Government have another year in which to review their engagement with the United States and to reconsider the question. But if at the end of the year they are led to make a further contract with the Cunard Company, we shall rejoice for the maintenance of an enterprise which at once confers a great benefit on the public service and maintains the position of the country in a field peculiarly its own.

Naval and Military.

The Cracker, 2, twin-screw composite-built gun vessel, 464 tons, has been launched from Portsmouth dockyard, in the presence of Admiral Sir Thomas S. Pasley, Rear-Admiral G. G. Wellesley, C.B., the chief officials of the yard, and a number of visitors. The vessel was named by Miss E. Murray, the youngest daughter of Mr. Andrew Murray, the engineer in chief of the dockyard and steam factory at Portsmouth. The Cracker has joined the flotilla of gun vessels now completing their outfit for foreign service. These latter comprise the twin-screw Ringdove (of the Plover class), 3 guns, 666 tons, 160-horse power; the Avon (of the Cracker class), 2, twin screw, composite built, 464 tons, 120-horse power, and the Pandora, 5, screw, 426 tons, 80-horse power. Her Majesty's composite 2, gunboat Dwarf, designed by Mr. W. Ladd, master shipwright of Woolwich dockyard, has been launched successfully from her building slip. Colonel Suther, Colonel Second Commandant of the Royal Marines, is appointed to succeed Colonel Connelly as Commandant of the Woolwich Division of Royal Marines.

According to the *Army and Navy Gazette*, the health of Admiral Sir Charles H. Freemantle is in such a precarious state that the Lords of the Admiralty have arrived at a decision, as he can never again serve afloat, to remove him to the Retired List. This step on the part of their Lordships, is deserving of commendation, as officers in the junior grades will now be satisfied that even-handed justice will be meted out to all classes, as hitherto there has been a feeling prevalent that there was one law at Whitehall for the admiral and another for those below him in rank. The removal of Sir Charles will promote Vice-Admiral the Earl of Lauderdale to be an admiral, Rear-Admiral Kellett, C.B., to be a vice-admiral, and Captain John W. Tarleton, C.B., to be a rear-admiral. In consequence of these changes, Mr. Corry will have in his gift the appointment of admiral-superintendent at Malta Dockyard, the post of comptroller-general of the Coast-guard, and the distinguished situation of a naval aide-de-camp to Her Majesty the Queen.

The bursting of the 12½-ton smooth-bore gun on board the Wivern is thought to be an encouraging and comforting accident. What reliance are we to place in these built-up 12-ton guns? No one will say the Wivern would be very effective without any guns at all, and such burstings, though "there's nobody hurt," are not much more exhilarating than the development of an enemy's shell. Let us remember that the cast iron American guns—not the Parrotts, or the rifled guns—do not burst. They are certainly gaining character in face of much opposition and prejudice, although they may not be all the Americans say they are.

Intelligence has been received at the Admiralty of the safe arrival of Her Majesty's ironclad ship Ocean at Batavia on the 15th ultimo, all well.

Her Majesty's screw troopship Serapis, Capt. Soady, according to existing arrangements, will sail from Portsmouth for Alexandria with troops

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for India as follows:—Four batteries of the 8th Brigade, Royal Artillery, and detachments from various regiments.

Her Majesty has been graciously pleased to approve the 70th (Surrey) Regiment of Foot being permitted to bear on the colours the word "Guadaloupe," in consideration of the distinguished part taken by the flank companies in the recapture of that island in 1810.

Even the Swedes, who are not likely to have much to say to Abyssinia, even if another Charles XII. come to vex the Scandinavian soul with thirst of glory, have got leave to send out three officers with the Abyssinian expedition. The Prussian has already taken the field, we believe, and the head-quarters of Sir R. Napier promise to be Bableish. They will not be very far from Babelmandeb at all events. The numerous amateurs who are going out for sporting purposes will be very much disappointed if they think they will be let go out shooting on the skirts of an army in the field.

Staff-Commander Henry A. Moriarty, C.B., commanding the screw store frigate Fox, who rendered such important services in the laying of the Atlantic Cable, has, we understand, been appointed by the Admiralty Second Master Attendant of Portsmouth dockyard, vice Sturdee, retired.

The finding and sentence of the general court-martial which assembled at Chatham, under the presidency of Col. C. Louis, for the trial of Capt. Charles Loftus Tottenham Usher, of the Chatham division of Royal Marines, was promulgated on the 7th instant. The prisoner was tried for being drunk at the Royal Marine Barracks, Chatham, on the afternoon of the 20th ult., he being at the time in uniform. The Court found the prisoner "Guilty," but in consideration of his lengthened service, and also the high character given him by the numerous officers called for the defence, including several members of the Court, on the occasion of his trial, he was only sentenced to be placed at the bottom of the list of captains of the Royal Marines Light Infantry.

The iron armour-plated screw steamship Agincourt, 26, having undergone sundry minor alterations, was removed to the Steam Reserve in Hamoaze, where she will remain until opportunity offers for reducing her masts from five to three.

The following is a report on the competitive firing of the Chassepot and the Carter and Edwards' rifles at Hythe:—"The first trial was at 200 yards, quick firing. The result was in favour of the Chassepot as regards accuracy, and of the Carter and Edwards for celerity of firing. Taking the merits of the two weapons together, there cannot be a doubt of the advantage of the Carter and Edwards over the Chassepot. The latter, after the 13th round, became fouled, and had to be cleaned out, while the Carter and Edwards fired 50 cartridges without being cleaned. After the quick firing the trial was resumed at 400 yards. The Chassepot was cleaned out and put in perfect order by the armourer at the range, and at the end of the seventh round it showed signs of fouling in the breech arrangements sufficient to cause some difficulty in working it, and at the end of the 13th round it was so fouled as not to explode the cartridge, and therefore became useless. The Carter and Edwards rifle had a cartridge burst in the breech, and on examination of the breech the cap was thrown out and no ill effects were produced. The rifle appeared as ready for further use as at the commencement, a single wipe of tow having been sufficient to clean the fouling from the barrel. The Carter-Edwards rifle was sent down to Hythe in a rough and unfinished state, not browned, and with the sighting 'all astray,' and was fired at the 200 yards range with 100 yards sighting. It has proved itself a thoroughly good weapon, under all circumstances, no matter how rough the manufacture. The small screw in front of the face of the bolt, however, in the present weapon showed a decided tendency to unscrew and cause the arm to miss fire. This, it is suggested, might be removed from the front to the rear of the bolt, which would prevent the risk alluded to. It is also suggested that, before issuing the rifle for general use, it should be provided with a chamber, the expanding part of which should be slightly larger than the cartridge, so as to admit of a more easy mode of extraction, as the cartridges at Woolwich are now made with a little overlap. The system of 'grooving,' used by Mr. Ashton, the armourer at Hythe, which has a special degree of advantage in not fouling readily, and which is one of the greatest defects in smallbores, is recommended to be adapted for the rifle, and a slight alteration to render the 'grip' more firm."

Continental Intelligence.

HAMBURG.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, December 7.

The general Budget of the North German Confederation for 1868 has just been published in the *Bundes-Gesetzblatt*, or Federal Gazette. The revenue and expenditure are made to balance with the sum of 72,158,243 dols., but as the estimated receipts fall short of the requirements by nearly twenty millions of dollars, the deficiency is to be made up by payments from all the States composing the Confederation, in the ratio of the number of their population. Under the head of Federal Consulates the sum of 77,000 dols. is put down for salaries, 25,000 dols. for official expenses, and 50,000 dols. for the dotation of Consulates to be created, making together 152,000 dols. These are to be annual, and in addition there is a charge "for once only" of 35,000 dols. for the erection of a new building for the Consulate-General at Alexandria, and 20,000 dols. for the purchase, alteration, and suitable fitting up of premises for the Consulate-General in Japan. Hamburg has some reason to grumble at the demands made on her finances by this Federal Budget, in which she figures as having to pay 710,160 dols. as *aversum* or contribution in lieu of Zollverein duties, 607,500 dols. as her share of the military expenses of the Bund in time of peace, and 195,925 dols. as her quota of the deficit, making together 1,513,583 dols.; whilst all that she gets credited for is 27,620 dols., her share of the estimated surplus of the Federal Post-office, though as the reduction of the rates to one uniform penny postage comes into operation on the 1st of January next, it appears a great question whether there will be any surplus at all to divide in the first year. At all events the loss of revenue derived from the Hamburg Post-office becomes a serious event, as it has hitherto brought in a clear profit of about 150,000 dols., which she in future will have to share with the other States. For several years past the finances of Hamburg have been in a very prosperous condition, leaving a clear surplus of about a million of dollars; but in the Budget for 1868, just laid before the Bürgerschaft, the items for Federal purposes are of such formidable magnitude that the account closes with a deficiency of a million and a-half of marks currency.

Mr. James Murray Forbes has been appointed Consul at Canton, under the Consulate-General at Shanghai, for his Majesty the King of Sweden and Norway.

COMMERCIAL.

A decidedly better feeling prevails in the produce markets generally, consequent on the increased prospects for the preservation of peace. Rice continues in favour, and the transactions of the week have been so numerous and extensive that the diminution of the stock is beginning to be seriously felt, so that many orders could not be executed. Cassia Lignea is again higher, the last parcel in the hands of importers—700 chests ex *Peru*, from Canton—having been taken at 13 sch. Banco per lb. Cassia Flores in good demand, and rather higher prices paid. Pepper sells easily at firm rates. Spelter alone is neglected, and no sales have been effected; purchases might probably be effected at lower figures than hitherto paid. Discount 2¾ to 3 per cent.

SHIPPING.

SAILED.—Friesland, to Batavia; Amaranth, to Hong Kong; Miranda, to Hong Kong and Shanghai; and Herman and Emma, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 7.

My supposition that the Second Chamber of the States General would not approve of the Budget for the Department of Foreign Affairs has been realised. After a very sharp debate, in which strong objections were made to the diplomatic behaviour of Mr van Zuylen, the Budget was rejected by 38 ayes against 36 noes. Immediately after the Budget was outvoted the Minister for the Home Department declared, in a special Council, which lasted but a few moments, that it was resolved that the whole Cabinet should tender its resignation, considering the vote which had taken place, in conjunction with the debates which preceded it, as a vote of want of confidence. I need not say that this resolution caused a great deal of astonishment, because only the policy of the Minister of Foreign Affairs was criticised, and not that of the whole Cabinet. Remembering what occurred last year, of course the general opinion prevails that the King will not accept the resignation, but that the Chamber again will be dissolved. This supposition is the more founded now that the King has declared that he will not take any decision before the credit laws shall have passed, by which the money will be granted to the ministers necessary for the State's service. In the meantime the Conservatives are very busy creating an agitation throughout the country, and appeals are made to the people on behalf of petitioning the King to reject the tendered resignation, but till now only two addresses have been forwarded from Rotterdam and one from Maastricht, provided only with a few signatures.

The Second Chamber is now occupied in discussing the credit laws; but it was duly resolved—contrary to the wishes of the Cabinet—that no important political matters should be discussed. Nothing is known officially at present if our Government has accepted or rejected the invitation of the French Government to attend a congress for the settlement of the Roman question. Our King has, however, in his quality of Grand Duke of Luxemburg, accepted that invitation without the least reserve.

The Great Amsterdam Canal Company and the Company for the Exploitation of the State railways are *en deconfiture;* meetings are held to find the proper measures to redress the monetary difficulties.

H. M. has approved of the statutes of the society for the benefit of the Javanese. Some officers of the Dutch army will take part in the Abyssinian expedition.

The costs of the single telegrams of twenty words will be fixed on the 1st of January at 30 cents, being a decrease of 20 cents.

Professor Vreede has edited the first No. of *Le Conservateur, Revue de Droit International.* Several Dutch, Belgium, and Swiss publicists appear amongst his collaborateurs. The purpose of this periodical is to protest against the aggressive and annexing policy of some large Powers.

COMMERCIAL.

COFFEE.—Since the sale of the Dutch Trading Society the market has been very firm, and there was a good demand at sale prices to ½ per cent. higher. There was, however, but little offered, whilst the deliveries are very great; they amount to 127,247 bags, against 91,334 b. in October. From 1st January 858,840 b. against 764,860 in 1866. Stock on 1st Dec. 339,188 b., against 345,616 in 1866. The stock on warrants at the Dutch Trading Society amounts to 197,088 b. The private stock amounts to 20,850 b., and there are floating 33,178 pic. Java for private account, and 309,000 b. for the Trading Company. There were, since my last report, no private transactions, except 1,270 b. fine green West Indian sorts ex President van Ryckevorsel at 43½c.

RAW SUGAR.—For the Trading Company's sale, in which 21,180 baskets Java were offered, 1½f. to 1¾f. was paid above the September sale price. For the white sorts there was much demand, but the quality was on the average not very fine. For export 5,000 b. were taken. No. 16 was paid with 34½f. Since the sale the market remains very firm, but the transactions were unimportant, because the holders decline to operate without a further advance. Only 570 baskets Sourabaya No. 11¾ floating per Herald of the Morning were sold at private terms.

RICE.—Of uncleaned 1,500 b. Java per Dordretcht were brought on the market. The quotations are:—For 1st Table Rice, 16 to 17f.; 2nd, 11½ to 12f.; good White, 9½ to 11f.; White, 8½ to 9½f.; Sourabaya, 8 to 8½f.; Rangoon, Bassein and Necransie 8½ to 8f. and 7¾f.

TIN.—A decidedly better market is to report. In the beginning of November Banca Tin was sold at f.53¼ to f.53½, but a more regular demand springing up on these prices, an advance was again very soon obtainable, and large sales were made up to f.54½. Holders now demand f.54½. For delivery ex next sale large quantities changed hands on speculation from 55fl. to 55¼, at which price there are still buyers. Billiton Tin was sold from f.52¼ to f.53¼, and a good business was done, f.53¼ being now asked.

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NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The London & China Telegraph.

LONDON: SATURDAY, DEC. 14, 1867.

SHANGHAI TRADE RETURNS FOR 1866.

SOMEWHAT late, but nevertheless very welcome, the *Report on the Trade at the Port of Shanghai for the Year* 1866 has at length reached us. After the elaborate and exhaustive statement made by Monsieur GIQUEL at the close of 1865, Mr. FITZ ROY's task was apparently an easy one, yet really difficult in the extreme. He had to produce a report that should not compare unfavourably wth that drawn up by his talented predecessor, whose vast experience and intimate acquaintance with Chinese and the resources of the empire gave him an unspeakable advantage as a writer upon Chinese subjects. It is not too much too say that, without recapitulating any of the valuable facts wherewith M. GIQUEL's report was filled, Mr. FITZ ROY has, in addition to mere statistical details, contributed no mean quota to our general fund of knowledge respecting China and the interests of foreign trade with that empire. Last mail, which brought us the report, brought also the comments made upon it by our Shanghai contemporaries, among whom the *Friend of China* takes a prominent position. Its editor enters into a curious if not very valuable calculation suggested by the increase in the trade, to which we shall immediately refer, and arrives at the conclusion, which we are not disposed to question, far less to verify, that if to each day of the three hundred and sixty-five eight working hours be assigned, for every such working hour of every day in the year no less a sum than £5,000 sterling passed through trading hands in Shanghai, and necessarily yielded to some one or another a commission either small or large. The upshot of the matter is, that the Shanghai import trade of 1866 exceeded that of 1865 by nearly three million sterling; or, in other words, that during last year foreign imports to the amount of more than fourteen millions and a-half sterling entered the port. This does not, however, represent an exactly corresponding increase in the total trade, for exports fell off nearly a million and a-half, which reduces the addition to the figures of 1865 to five millions of taels, or say one million and three quarters sterling. Mr. FITZ ROY enters into a careful review of the silk trade for the past seven years, from which it appears that the export attained its largest dimensions during the rebel occupation of the producing districts, and that since that period it has (with the exception of the season 1865-66) steadily decreased. We are glad to perceive that the opinions which we have frequently pronounced as to the cause of the vast increase in the silk trade during the year 1859 to 1863 are fully endorsed by the Commissioner. He ascribes it "not to the fostering care the Tai-"pings manifested for trade, but to the total cessation "of native manufacturing through death or flight of the "manufacturers." That the silk trade during 1866 was highly remunerative was not, in Mr. FITZ ROY's opinion, due to the good management of the merchants. Luck, in the shape of European complications, which diminished the demand in the early part of the season and brought down prices, befriended the foreign traders. "The system of contracting before-"hand for delivery has prevailed to a large extent of late "years, and now instead of merchants awaiting the arrival of "produce on the market, they send large sums of money into the "country by their Chinese servants, who make advances to and "make contracts with the hongs. This is a system which may "eventually prove extremely dangerous, and *certainly tends to "throw all the advantages of trade into the hands of the Chinese.*" Year after year in the consular reports, in the customs reports, and in these columns, as well as in those of every newspaper published in China, this warning has been reiterated, but without effect; and still, as each season opens, merchants plunge into reckless speculations, which, without some specially happy accident, can have but one result.

Turning now to imports, M. GIQUEL's anticipations of a considerable increase in the consumption of cotton goods have been realised, as the following figures will show:—

	1865. Pieces.			1866. Pieces.			Increase.
Grey Shirtings	1,291,865	...	...	1,970,316	...	...	678,451
White ditto	212,097	...	...	383,904	...	...	171,807
Amer. Drills	2,738	...	...	28,753	...	...	26,015

The import of woollens rose from 401,090 pieces in 1865 to 496,008 pieces in 1866. Opium comes next in order of importance, and this, too, displays a satisfactory increase, having risen from 36,689 piculs in 1865 to 41,698 piculs in 1866; of this latter 29,297 piculs were reshipped to other Chinese ports, and 718 piculs were re-exported. The consumption of foreign duty-paid drug in the province of Kiangsu and the northern towns of Chekiang may therefore be estimated at 11,683 piculs for the year. The duties on opium paid into the Government Bank during 1866 amounted to taels 767,383, or at the rate of taels 30 per chest; but it is probable, if not absolutely certain, that this forms the smallest part of the imports to which it is subjected before it finally reaches the consumer in the interior. Coals are even now an important article of import, and until the native fields are scientifically worked they will, in consequence of the rapidly increasing manufacturing energy of the Chinese Government, become yearly more and more in demand. With a remnant of the old short-sighted policy, which we are thankful to be able to say is rapidly disappearing under foreign moral influence, the carriage of Chinese coal in foreign bottoms from one port to another is virtually prohibited by the exorbitant duty levied. Thus the duty paid on two cargoes of coal imported from Formosa as an experiment by a foreign merchant in Shanghai amounted to 23 per cent. *ad valorem*, and as a necessary consequence all the coal consumed is imported. Notwithstanding this, the empire is wonderfully rich in coal fields, the extent of those in the north alone being estimated by Mr. KINGSMILL, who is a very competent authority upon the subject, at 87,000 square miles. Munitions of war swell the list of imports even in spite of the factories recently established at many of the principal ports. In 1866, 100 millions of percussion caps, 2½ millions pounds of gunpowder, 30,000 muskets and rifles, 4,400 pistols and revolvers, 42 guns, 1,000 shot and shell, and 700,000 cartridges passed through the Custom House, but being the property of Government, and therefore exempt from duty, they are not included in the estimate of the value of imports briefly summarised above.

These are the most important matters treated of in the report before us. It also contains many interesting details regarding the opening of bonded warehouses, the Government factories in operation, the mail services, lighthouses, &c., which we have from time to time discussed fully in these columns. One remark, however, we would make upon the most interesting of the miscellaneous topics introduced. It must not be forgotten that in June, 1866, the payments to the British and French Governments on account of the indemnities exacted under the convention of 1860, ceased. Where is now the realisation of those gloomy anticipations in which so many indulged? Eighteen months have passed over us since we lost one of our strongest holds upon the native Government, yet these have been eighteen months of steady and rapid progress not only in the arts of civilised life, but in friendly relationship with foreign Powers.

THE PROPOSED CONTRIBUTION TO THE POSTAL SERVICE.

IF the suggestion of the Postmaster-General that Hong Kong should be called upon for a yearly contribution, in conjunction with Ceylon and Mauritius, towards defraying the subsidy to the P. and O. Company should be actually carried into effect, it will certainly raise the ire of the colonists, as the financial affairs of the colony are not in a position to bear any extra weight. It is but a short time since the Governor was actually compelled to take the judicial deposit money, in order to pay the salaries of the civil servants of the Crown; he had also been compelled to borrow money for Government purposes on his own security; and further, in order to provide for the £20,000 military contribution *octroye* by the Home Government, he has had to raise funds by a stamp tax and by licensing public gambling. How then is the colony to bear any further imposition, or rather, how is its indefatigable Governor to put on the screw effectually to extract it? There is no doubt that, looking at it from a home point of view, it

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seems an equitable arrangement that a colony should contribute its quota towards the support of its postal communication, and the same might be said of its liability to pay a military contribution; but, that there is ample room for a difference of opinion on this point, is patent by the fact of all the *non*-official members of the Legislative Council of Hong Kong having voted against the military contribution, and since its imposition by command of the SECRETARY of the COLONIES, they have never ceased to protest against its continuance. The colonial argument, is, as far as regards the military, that they are there for Imperial purposes and not to supply a colonial exigency, and they very properly will hold that the commerce between England and China is an Imperial benefit; and that the colonists, who carry on that commerce for the benefit of the mother-country, ought not to be weighed down with taxation. There are many more points that suggest themselves in connection with this subject—such as how our Post-office is going to collect their quota from the inhabitants of the treaty ports? How would the imposition fall upon the inhabitants of Hong Kong, with its 1,000 European correspondents and 100,000 Chinese who never send or receive a letter from Europe? And how would our Government compare with the French, who deliver the mail without a grant in aid? We have a word of comfort in conclusion. The SECRETARY of STATE for the COLONIES will not, we believe, sanction the suggestion of the Post-office if the GOVERNOR advances the very patent objections which are amply at his command.

THE STRAITS SETTLEMENT SUPREME COURT.

THE reconstruction of the Supreme Court of Singapore is a measure of great public importance, and excites so much interest that we cannot help expressing a regret that our information regarding the discussion that took place on the subject in the Colonial Legislature is so meagre in its nature. Much has been said, and more might be said, relative to the abuses that notoriously exist in the Supreme Courts of the East; but no view of the case could be so interesting, or carry so much weight, as that emanating from a free discussion of it by the members of the Legislative Council. The paucity of information regarding the course of public affairs of which we have to complain, arises from the exclusion of the representatives of the press from all meetings of the Council, a resolution to that effect having been passed at its first meeting. We can hardly doubt that this policy was adopted at the instigation of Colonel ORD, who would appear to differ widely in his views of such matters from Sir RICHARD MACDONNELL, the Governor of Hong Kong; the latter having consistently done all in his power to promote the most complete publicity of all matters connected with the Government of the colony. There is at least one source of satisfaction in the scanty report published of the proceedings of the Legislative Council in reference to the Supreme Court Bill, and that is, the independent course pursued by the non-official members of the Council. We trust the expression of their opinion will be received with due respect by the Governor, for the non-official members form a most important element in every legislative body, and no good can come of that contemptuous disregard of their opinions which is sometimes displayed.

MACHINERY FOR PREPARING TEA.

WE have recently inspected some very ingenious machinery, worked by steam-power, designed to supersede the employment of manual labour in the preparation of tea for exportation. The apparatus is the invention of Mr. T. WATERS, Engineer, of Japan; it is in process of construction by Messrs. J. and H. GWYNNE, the eminent engineers of Hammersmith, and when complete will be forwarded to Japan, and at once put into operation there. Many of our readers are probably unaware of the totally different systems that prevail in China and Japan with regard to the export of tea. In China it comes into the hands of the exporter all but ready for shipment; whereas in Japan the leaf is delivered by the native merchants almost in a raw state, and the various processes of sifting, sorting, firing, and colouring, are performed by some hundreds of native "hands" on extensive premises erected for the purpose, which now form an important part of every large mercantile establishment there. In this entire system the machinery now under notice is destined to work a complete revolution, by economising both time and labour, and, we may safely predict, by producing infinitely more certain results. Although exceedingly simple in construction, it covers a good deal of space, and performs many different operations, the details of which cannot easily be described without the aid of diagrams. The tea is first put into a hopper at the top of the apparatus, whence it passes over a graduated series of sieves, fixed in horizontal frames slightly inclined, to which a constant oscillating motion is imparted. These sieves being of wire gauze with square meshes of various degrees of fineness, the leaf as it passes over them is sorted into sizes, and falls into separate "blowing chambers" below. Each of these is connected at one end with a shaft, through which a blast of air is driven, and at the other opens into three shoots, somewhat after the fashion of the hand-winnowing machine now in use; this effects a further separation into three classes according to the *weight* of the leaf. The wind is supplied by a revolving fan, and the force of the blast regulated by throttle-valves. The leaf is then conveyed to another set of sieves, called the "hyson-sieves," similar in form to the first set, but with meshes three times as long as they are wide; these allow the long or hyson-shaped leaves to fall through, while the round ones pass over the end of the sieve into a separate receptacle. All the various parts of this apparatus are worked simultaneously by a steam-engine of 8-horse power, and a similar engine works the firing machine, which is of course a separate apparatus. This consists of a long iron trough or jacketed half-cylinder, which is heated to the requisite degree by the waste steam from the engine, and in which the tea is put instead of the old-fashioned iron pans over charcoal stoves. A shaft revolves throughout the length of this trough, to which a sort of spiral fan is attached; this keeps the tea in constant motion, and at the same time moves it steadily from the feeding end of the trough to a reservoir at the other, the operation requiring about 40 minutes. The angle of the fan-blade can be regulated so as to accelerate or retard the progress of the tea through the trough, according to the amount of firing it requires. Another smaller machine has also been devised to facilitate the operation of colouring. The whole has been constructed by Messrs. GWYNNE, and with a degree of excellence that does great credit to their workmanship. The inventors have patented the apparatus, and when it has had a fair trial we have little doubt that it will be extensively introduced, not only into Japan but into China, and other tea-producing countries also. The Secretary of the Assam Tea Company has witnessed some trials of the machinery, and expressed a high opinion of its capabilities.

IN our Parliamentary reports will be found a notice of the Hong Kong Gambling Ordinance. This is not, we are aware, the correct title of it, but it is better known by this than its actual title. The Duke of BUCKINGHAM, it will be seen, ignores any profit to be derived from this tax, and the nature of his speech altogether points to a disapproval of the Ordinance as it is now in force. Meantime the Governor has very cleverly secured a good round sum for the first year, and at its expiration will gracefully bow to the decision of the Duke. Sir RICHARD is a very canny chiel, and although not popular at present with the colonists, we venture to say he will be before the conclusion of his term. We hear it rumoured that Colonel ORD, the Governor of the Straits Settlements, has an idea of introducing a similar measure, and we believe the community in Singapore are to a great extent in favour of it. The merits and demerits of this novel Ordinance we have already discussed, and we are still of opinion that it is better than the present bribery and corruption which exists amongst the police at Singapore.

CHINESE AND JAPANESE CHRONOLOGY.

OUR attention has recently been drawn to a paper communicated to the Numismatic Society of London by the eminent antiquarian, JOHN WILLIAMS, Esq., F.S.A., in which an account is given of the Japanese *Nen-go*, or epochs; and, incidentally, mention is made of the corresponding chronological arrangements adopted in the Empire of China. Mr. WILLIAMS has reproduced the table of epochs given in the Japanese work *Sin Chuan nien piao*, his object in so doing being to facilitate the identification of Japanese coins, a task hitherto of no ordinary difficulty. We are not aware of any attempt made by Chinese scholars to bring the remarkable work from which Mr. WILLIAMS has derived his materials under the notice of the large class of readers now interested in all Eastern matters, unless indeed we except a paper which we have not seen, but which is referred to in the article before us as having been read before a meeting of the Chronological Institute in 1863. We are therefore induced to give a description of the work in question, and the curious in

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such subjects may verify our statements by referring to the volume itself, a copy of which has been presented to the library of the British Museum.

The *Shi Chuan nien piao*, or "Newly Compiled Chronological Conspectus," was forwarded to us some time since rather as a curio than as anything remarkable in a literary point of view. It was at the time of its publication ascribed to the Prince of MITO, and was said to have been published at his expense. Apart from its intrinsic value the book claimed attention on account of its associations, for when princes, whether Eastern or Western, condescend to enlighten the world, their labours, however worthless, must of necessity be accorded a certain definite place in contemporary literature. We have already given the title of the work, and the arrangement adopted, as well as the information conveyed, correspond exactly with the name under which it is introduced to us. It is a synchronological table of the dates of most of the important events which have taken place in the world's history. The pages are divided transversely into three parts, the uppermost of which is devoted to the history of Japan, the middle to China, and the lowest to the "Western Seas." Across these divisions are drawn vertical lines separating the years from one another. In the upper compartment (Japan) the cyclic characters are used to denote the years; in the middle (China) the dates are referred to the years of each Emperor's reign, and the Christian era is taken as the starting point for the chronology of the West. The birth of Christ is placed under the year 1 B.C., and his death in 32 A.D. The former corresponds to the year *Keng Shen*, or 57th year of the eleventh full cycle of sixty, the first cycle commencing 657 B.C. So much for the general arrangement of the work. After the title page (which contains the title, the name of the teacher who revised or read the manuscript before it was sent to the printers, and the announcement that at *Tso tsang* at the shrine of Heavenly prosperity, the blocks are deposited) comes a preface written by the compiler, and evidently intended not only to afford information, but likewise to dissipate any impression that might be conveyed to the reader that admiration for the Western nations and their devices prompted him to undertake the task. This will be easily understood if we accept the report regarding the authorship, for it is well known that the Prince of MITO was long the most prominent member of the anti-foreign party, and that to his influence was ascribed much of the opposition, and to his instigation many of the outrages, which at one time threathened the destruction of the Empire, by bringing it into collision with England and France. This hatred to foreigners which made him worthy of the confidence reposed in him by the Mikado, is fully exemplified in the preface to his book, of which we give a rough translation :—

"It is difficult to come to an understanding regarding the ages which have long passed by, principally because the seats of Empire in the world were so frequently changed. The remotest epoch of which we possess any certain historical account is distant no more than 2,515 years, yet from that time, Emperors following one another in uninterrupted succession bore sway. In what place then was the greatest excellence displayed? Even in the land of Han (China) learned men were ever to be found, nevertheless, the kingly line was constantly changing. As to the years of which there is any certain account, they are extremely few in number. With regard to the foreign barbarians who come from the outer countries, they were sometimes rich and numerous, at others poor and scattered—never the same for any length of time. They count back for something over eighteen centuries, but cannot go beyond Jesus' natal year. They must not, therefore, be compared with the sages and emperors, nor even be spoken of in the same breath; nor can we forget the myriads of years which witnessed no change in our country. The writer of this book has drawn it up in three synchronological tables, the first of which refers to the spiritual land (Japan), the second to the land of Han, and the third to the foreign barbarians. Thus a general view is given of the state of all the nations of the universe year by year. For the future, therefore, it will be possible to see at a glance all that is to be known about the imperial dynasties, and the inferior races of the globe. There is no need for further explanation. If any of those crab-like, so-called learned barbarians, assert that foreign nations were always rich and always formidable, that they have always had fire-arms, and steam-boats, and that they were always inventing extraordinary things, this of itself will show that their hearts were wrapped up in wickedness. They are like the swine of the Feng country and the trailing serpent which, even in time of peace, are not regardless of danger. The holy sages of by-gone days are wanted now. They were both excellent writers and skilled warriors, but as for the princes of the present day they are ever among scenes of war, and are therefore always concocting new inventions. There is no period to it. You who are thus engaged should carefully study this book."

This preface is of itself sufficient to afford an insight into the character of the writer; the information, however, contained in the tables is given apparently without prejudice, although, as might be expected, it is occasionally incorrect. After the preface, which, by the way, is written in Chinese, comes a long explanation in Japanese, which we do not attempt to reproduce. Then come various genealogical tables, a list of Emperors and Tycoons, and a view of the dynastic history of China. After this is "a detailed description of the countries of the Western Ocean," in which the history of the world, commencing with NOAH, is traced with very tolerable accuracy. A list of the Presidents of the United States, beginning with WASHINGTON and ending with BUCHANAN, follows, then a map of the world copied from some Dutch original, then a dissertation in Japanese, and finally the "newly compiled chronological conspectus." We have already given a general idea of the manner in which this is constructed, and as it is manifestly impossible to go through the tables in detail, we must content ourselves and our readers by stating that the pre-historic periods in Chinese and Japanese history are made to open simultaneously with the creation of "ADAM and EVE, who existed 3,984 years before the "commencement of the present reckoning," and that NIMROD, NOAH, SEMIRAMIS, and numberless other ancient worthies with whose names we are familiar, but whom we should hardly expect to meet in this work, swell the roll of fame which is now handed down to the coming generations of Japanese. Rather than follow the eastern historian through his list of events, we will take up the history of the present century, and give the most important occurrences as chronicled by our author. They are as follows :—

1800. France made a commercial treaty with the United States.
1802. England takes over Ireland. War between England and France.
1803. Napoleon made Emperor, and announced to the world as such.
1807. An Englishman invents steamers.
1809. A three years' war between America and England commenced.
1811. The English burned Washington city.
1812. Napoleon defeated in his Russian campaign, and all the nations unite and fall upon him.
1815. French King restored, and treaties made with France.
1821. Napoleon died at St. Helena.
1829. War between Turkey and Russia.
1840. The English take Tinghai and Canton.
1841. The English fought at Canton.
1842. The English make a treaty with China.
1849. Hung and Ping (the *Tai-ping-wang* and one of his disciples) raised a rebellion.
1853. Wellington died.
1854. England and France join to help Turkey against Russia.
1856. Hung Siu-tsuan (Tai-ping-wang) killed the rebel Yong (the Eastern King) and 50,000 men. A misunderstanding arose between England and China.
1857. The telegraph was brought into use.
1859. England and France gained a victory over China. The use of opium forbidden in China. A treaty was made between Japan and the Western States.
1860. English and French troops invested Peking, and the Emperor fled to Jehol. China ceded to Russia 1,700 li of territory on the Black Dragon River in consideration of obtaining certain large guns.
1861. A treaty was concluded between China and England and France. The French went to Annam. The district of Shanghai was devastated by the Taiping rebels.

This brief sketch will give our readers a very fair idea of the nature of the work to which Mr. WILLIAMS refers. An examination of the book itself will amply repay the attention of the curious, but many will probably be satisfied with our description. We have for so long regarded the Chinese and Japanese as completely isolated, or only compelled by violence to come into contact with us, that outside the circles of those interested in Eastern trade, and those who have friends resident in one or other of the countries, few possess clear notions regarding even the relative positions of the great centres of foreign trade on the coasts washed by the Western Pacific. We now learn that the Chinese and Japanese, far from emulating our ignorance, are busily engaged in collecting facts respecting us and our history. We need not be ashamed to learn a lesson from them; indeed, the growing importance of our relations with the East renders it incumbent upon us to gain some insight into the nature of its people, their history, and institutions.

GRAMMAIRE ANNAMITE, &c.

Annamite Grammar, with French and Annamite Vocabularies; by Capt. G. Aubaret, of the French Navy, Consul at Bangkok. (Published by order of the Minister of the Marine and of the Colonies.)

The language commonly spoken by the Annamites, says the introduction to the volume, is a dialect of the Chinese, but the differences between the two are great, and increase with the inferiority of the persons who make use of the former, which tends to prove that a large number of native words are mixed with the Chinese. It is evident that the original native language was allied to the Chinese, but very little, if anything, seems to be known about it; but all Annamite words are mono-

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syllabic, and are further pronounced with those peculiar intonations which belong to all the Chinese dialects, intonations which present the greatest difficulty to the learner. Apart from these intonations there is little difficulty in the sounds of the Annamite tongue. The sounds of the words are given in the two vocabularies, French in Annamite and Annamite in French, in Roman characters, of course with French pronunciation, and with the aid of several vowels with special accents or marks; these latter were invented by ancient missionaries, and are admitted to be defective, but are retained as having become known by the teaching of the missionaries. As M. STANISLAUS JULIEN said of the Chinese, so Captain AUBARET says of the Annamite language, that it presents no greater difficulties than any one of the European languages.

The grammar and vocabularies in question are intended as a practical guide for officials, merchants, and others, and therefore no expressions have been admitted but such as are in common use with the people. The examples are taken from a book called "Luc-van-tien," which is said to be the best specimen of ordinary Annamite extant. This book does not, therefore, supply a manual of the written language of the country, which consists of Chinese or rather of a conventional Annamite in Chinese characters. The conventional signs or accents already referred to are five in number, and are placed over the vowels; they mark the rising and falling inflections, the grave and the acute accents and the interrogative modulation, the acute and the grave accents being the same as in French; there are in fact but three new marks. There are, however, introduced some conventional consonant marks to illustrate pronunciation. The vocabularies occupy, properly, by far the greater portion of the book, and in each the leading words are arranged alphabetically, a plan which on the whole is preferable to that imperfect division under subject heads so common in vocabularies. Various phrases or applications of the main words are added however in many cases; for instance, under *Abattre*, to throw down, we have *Làm ngã xuống*, to bring down: *chém cây*, to fell trees; and *cây nga xuống dât*, that tree is felled.* There is one omission which we regret, namely, that the equivalents are not given in English as well as French, as is the case in some other works on Eastern languages, published under the authority of the French Government. The volume is from the press of the *Imprimerie Imperiale* of Paris, and is a most beautiful specimen of typography, impressed on excellent paper; but the very fulness and beauty of the work render it somewhat bulky, forming as it does a large octavo of very nearly six hundred pages. The copy with which we have been favoured is on large paper, which, of course, adds greatly to its weight; probably there will be other editions of a more portable size. We had almost forgotten to mention that the volume has been printed under the superintendence of the eminent Oriental scholar, M. Leon Pages, a fact which presents an excellent guarantee of its accuracy. Works of this kind reflect the highest credit on such Governmental establishments as the *Imprimerie Imperiale* for it would be hopeless to expect them to be produced in the ordinary way of business.

THE MAIL SERVICE TO PENANG.

The following letter refers to the stoppage of the mail service to Penang. The Post-office and the Treasury have been so pressed to shorten the time to China, that they have reduced the time of stopping to twenty-four running hours at Singapore, and excluded Penang altogether. This is a great hardship on the Penang community, who have so long possessed a direct service, and we hope some measure of relief will be introduced:—

(To the Editor of the *London and China Telegraph.*)

Sir,—As your paper is understood to look after the interests of the Straits, I think it is an omission of its duty taking no notice of this gross injustice on the part of Government to the interests of the important and thriving colony of Penang to stop the direct mail service so long in existence. I have been in correspondence with members of Parliament on the subject, and they are equally surprised at the injustice done by Government to Penang. No doubt it will benefit the P. and O. Company, not to call there, but had Government insisted on it, the P. and O. Company would have been obliged to give in without any additional subsidy.

The present is just an instance of how little care the Colonial-office takes of its far-off settlements, and tends to prove what a mistake it was of the Straits merchant wishing to be under the Crown.—Your obedient servant,

A PENANG MERCHANT.

December 10th, 1867.

*We are compelled to omit some of the special marks for want of type.

THE P. AND O. COMPANY'S MEETING.

THE twenty-seventh annual meeting of this company was held at the company's offices on the 6th inst., ARTHUR ANDERSON, Esq., in the chair. After the usual reference and explanatory remarks on the report—which will be found in another column—the Chairman alluded to the factious conduct of a few of the shareholders, and for the information of the general body he had ordered the correspondence on the subject to be printed. This consisted of a letter from J. CORRY CONNELLAN and EDWARD CANE, of Dublin, addressed to their brother shareholders, asking them to entrust their interests to Sir PATRICK COLQUHOUN. This does not seem to have drawn a number sufficient to give that gentleman a chance of meeting with success. Sir PATRICK, however, addressed a letter to the secretary, pointing out the alleged grievances against the directors, all of which were noticed by the chairman. The reply to this letter from the secretary was that Sir PATRICK not being a proprietor he could not take part in the meeting; that meant, we believe, that he had not held his shares long enough to entitle him to the privileges of a proprietor. It will be seen by the report of the meeting that the large body of shareholders present were unanimous in condemning this attempt to disparage the conduct of the directors. A reference to this subject was made in the *London and China Telegraph* of the 5th—the day before the meeting—and will be found in another column. The following is a report of the proceedings, the result of which did not influence the market value of the shares, which stand at £58 to £60 for the £50 share, while a few months since they were quoted at £40.

The CHAIRMAN: I rise to move the adoption of the report, and I shall call your attention to a few brief facts. The attainment of the position, I can assure you, has caused us, your directors, no little amount of anxiety and arduous exertions. We have had difficulties on all sides to contend with, which required a considerable amount—I will say, without taking too much upon ourselves—of tact and energy. (Cheers.) To enter into full details of our proceedings for the last three or four months I am aware would take up too much time now, and therefore I shall merely refer you to the documents in the appendix to the report, the papers published by the House of Commons, and the discussions which have taken place in this room, as well as in the public press. The result, I think, cannot but be satisfactory. We have now a partnership of 12 years with the Government, and I think a tolerably secure guarantee that our dividends shall never be under 6 per cent.—(loud cheers)—and I am sanguine enough to think from the prospect we have before us, that we shall have something more than that, and if we have to give that quarter of surplus to the Government I am sure none of us will grudge it—that is, the surplus over 8 per cent.

We sent round a circular to all our managers and agents in foreign stations, urging them most strongly to use every effort to economise the expenses of their establishments; and following that up, we sent a gentleman connected with the management, in whose judgment and energy we had full confidence, to these foreign stations on a tour of inspection, giving him power to adopt all such proper measures as he might think proper to carry out the objects of his mission. And concurrently with that, we formed a committee for the revision of the company's expenditure both abroad and at home, consisting of some of the ordinary members of the board, acting with the managing director. They have been working very hard upon it, and I will now give you a short summary of the result of their labours. Well, the directors in their home establishments, that is, London and Southampton, have made a reduction of about £4,000, in round numbers. I may mention that in effecting this reduction the directors have had a very painful duty to perform in many instances by discharging old servants, whom, under ordinary circumstances, they might have kept on longer; and by reducing the salaries and allowances to others. At Suez there has been a reduction of £4,000, and at Bombay £39,000; but I must explain that much of this reduction arose from the completion of extensive works at both places, particularly at Bombay, such as the making of docks and other works, which were essentially necessary to maintain the company in efficient working order. Well, now, added to these items I may mention what does not exactly come in the committee's duties—namely, that there is a sum of £12,000 of which the expenditure has been relieved since the 30th July last. That arose from a commission which I relinquished about thirteen years ago, in order to form a good-service fund; that fund being considered sufficient for the purpose, the amount will be no longer charged. There is another item I may refer to; we were fortunate enough to make an arrangement with the Egyptian Government to have our coals carried cheaper, and also the stores and bulky goods, and we estimate that saving to be equal to £15,000. Putting the whole together, there is a gross sum of £74,000; I do not mean to say that will be an annual reduction, for, as I have said, a great part of the reduction at Bombay and Suez arose from the cessation of works there. You will see by the accounts that the great deficiency of our revenue arose in the first half of the last financial year; it was £153,000, but in the last half-year it is only £24,000; and I am happy to say that since the conclusion of the financial year it has been progressing favourably. Therefore, I think, looking to all these circumstances, that is, the increased and efficient subsidy we have got, and the favourable turn which our commercial traffic is taking, together with the reduction which I have just mentioned in the expenditure, we may reasonably look forward to the future with confidence and satisfaction. (Cheers.)

I will now add a few words in reference to a movement which has been made, and which I think is a very ungracious one after all we have been doing for the interest of these very parties. (Cheers.) There has been a movement which really, in the way in which it has been got up, I can

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hardly characterise in any other way than as a Fenian conspiracy—(a laugh); what the object is I cannot say, except it is to damage the interests of the parties themselves, and also of their brother shareholders. We have nothing whatever to conceal, and we are perfectly willing to have our transactions exposed to any persons, provided they are competent to look into them. The way in which the movement was got up was not candid and straightforward, for the directors only happened inadvertently to know of the movement; but when we did hear of it we took immediate steps that all the shareholders should know it, and not a select few. It appears there has been a gentleman—I don't know whether he is here or not, and it does not matter—(a laugh)—who has been chosen as what I call the champion of these parties—I will not say Fenians—and he has written a letter in order to show how much he is competent for an investigation of this sort. He has written a letter to the secretary, which you have all seen, I have no doubt, and which contains a summary of the delinquencies of these unfortunate directors. (A laugh.) Whatever ability this gentleman may have for a member of a committee of investigation at any rate he has one talent very considerably developed, and that is a talent for discovering "mare's nests." In his letter he says—"That completes a whole year, during which the proprietors have been deprived of interest on £4,500,000." Well, at any rate he has discovered £2,000,000 of capital which we have not got. Then he says, "The directors received a large sum of money under the pretence of increasing the fleet; this sum has been misapplied to the payment of debts and expenses which have been concealed from the shareholders and the public." Well, now, I do not know that it is a misapplication of money to pay the debts—(hear, hear),—besides which we have had no debts to conceal, but the calling up of the money at that time was a point of vital importance, and without it we could not have attended to the contract. He also says that we volunteered no excuse for the repurchase of vessels. The fact was this, we had a vessel on the Indian station which required extensive repairs and overhauling. A party wanted a vessel, and he agreed to take the vessel off our hands at the same price we paid at first. Well, he gave her a thorough overhauling; but shortly after we wanted a ship, and, therefore, we bought the ship back again. He also says that the shareholders were not informed why the provisions and accommodation were inferior to the French company, and why the freight was greatly in excess of the other companies. The fact is there is no truth in that; our fares are the same as the French company, and as to the accommodation and the provisions, they are equal to those of the French company, and we have very good testimony of it. (Cheers.) He then goes on to say that the shareholders have no satisfactory information as to this company's connection with the Parcels' Company, and how far the directors are interested in that undertaking, and also the amount of remuneration awarded to the directors. Now, with respect to the Parcels' Company; it is unintelligible to me; I am not aware there is any Parcels' Company with which we are connected.

With regard to the amount of remuneration awarded to the directors, I will take myself to begin with: the amount of remuneration to me amounts to nothing at all this year. The shareholders perhaps are aware of the fact that I relinquished a large portion of my commission thirteen years ago, in order to form a good-service fund for benefiting the *employes* of the company, and it has been a great benefit to them. (Cheers.) I retained at the time a small commission, which was my share of 2½ per cent. on the postal contract money, but that I gave up some seven or eight years ago, and applied it towards the expenses of the management department, which had become, of course, very heavy, and I thought I would relieve the revenue of the company by relinquishing that portion of my commission, which was about £3,000 a year. (Cheers.) I gave it up, and I had nothing remaining then except what was secured to the original managing directors—my share of the commission of 5 per cent. on the net profits. Well, I consider by doing that I identified my interests with yours, and, of course, as there has been no profit during the year, I get nothing. I may add that had I retained this commission, which I was undoubtedly entitled to, I should have been to-day just £150,000 richer than I was then, and I might have bought myself a very handsome little estate, which I have not got. (A laugh.) Now, after stating these facts, and looking at the criticism to which I have referred, I will put one question to the shareholders; I hold 800 shares in this company, being a very large proportion of the property, and of course it is to my interest, as well as my colleagues, that the dividend should be as large as possible. With these observations I conclude by moving the adoption of the report. (Cheers.)

Mr. HADOW seconded the resolution.

Mr. GLEDDEN was sure there would be no difference of opinion as to the able manner in which the directors had negotiated the contract with the Government, and that the board deserved the warmest thanks of the shareholders for the manner in which they had conducted the business. Notwithstanding this, however, they must look the circumstances of the company in the face, and he contended that, looking at the accounts, the company had lost one-third of a million of money during the year. ("No, no," and "Nonsense.") He also said that the company had earned £150,000 less during the year, and had spent £177,000 more in earning that. He did not say that the directors were responsible for this, for perhaps it may have arisen from incidental circumstances—from the completion of the French company and other circumstances; but, whatever the cause might have been, the fact remained the same. He referred at some length to the different items in the accounts, and said that it was difficult, on the face of the accounts, to make out how the £177,000, or nearly one-third of a million, had been lost. The question was, what was to be done in the future? It was no use "crying over spilt milk," but the shareholders must really look matters in the face. He believed that this would be the last contract with the Government, for possibly at the end of 12 years the communication with India would principally be by means of continental railways down the Euphrates Valley. He trusted, under these circumstances, and looking at the fact that there was great competition on the part of other companies, that the directors would push on the business of the company with all possible vigour and energy, and he also hoped that the directors would take into consideration the desirability of establishing second-class fares, believing that the establishment of such fares would be the means of greatly increasing the business of this company.

Mr. MULCAY said he thought that although it was not at all pleasant to the shareholders to hear that there was no dividend, yet he thought great credit was due to the directors for the straighforward manner in which they had laid before the proprietors the exact position of the company, and not endeavoured to blind them by any complicated arithmetical calculations, which had been resorted to by some other companies. For his own part, he did not at all despond with respect to the position of the company, for he could call to mind that at one time the Cunard Line was in anything but a prosperous condition; and he saw no reason why this company should not attain a position equal in its financial results to any other steam company. He went at some length into the circumstances of the company, and said that he had made the remarks he had done in order to point out that, although he knew that the directors were actuated by the best possible desire for the interests of the company, still it would require all their energy to meet the altered state of affairs.

Mr. LEWIN said he thought it was a matter of deep regret that some of the old servants should have been discharged; those old servants had stood by the company for many years, and, unless it was shown that they really could not be retained, he certainly thought that they should not have been subjected to the hardship of a dismissal. He also expressed his opinion that it was perfectly unnecessary for the chairman to have taken any notice of the movement which had been taken by some shareholders, seeing that it had not been brought before the body of the proprietors by the shareholder himself.

Dr. BEATTIE expressed his approbation generally of the terms of the contract, and said that the able manner in which the contract was negotiated by Mr. Scudamore reflected great credit on that gentleman.

The CHAIRMAN said that he might here mention that the company had seven ships chartered by the Government for the Abyssinian transport service at a fairly remunerative rate, and they had also undertaken to supply the Government with 70,000 tons of coal, on which of course they would receive a fair profit.

Mr. JONES (the well-known watchmaker in the Strand, who is notoriously energetic at meetings), said he thought that the diminution of the dividend might to some extent be explained by the greatly increased tariff of freight for coals, by the expense of the experiments which had been made with new ships at Bombay, and from other causes, which had absorbed the amount which would otherwise, perhaps, have been applicable for the dividend. He thought that a great saving might have been made in the amount of repairs, for he certainly did think an amount of £356,000 for repairs on a capital of £3,500,000 was a very large proportion indeed. The expenses of £500,000 for labour was also very large, and he thought that in one or two cases vessels had been sent home for repair sooner than was absolutely necessary. However, all these circumstances would not, he was sure, in the least tend to diminish the confidence which the shareholders felt in the directors. He would justify a liberal payment to the *employes;* he would not sanction a scanty payment, but at the same time he thought all parties connected with the company ought to bear some part in the loss, and he thought that 10 per cent. reduction should be made monthly in all the salaries—("No, no," and hisses)—and of course they could be restored to their present amount whenever the income of the company justified it—("Time, time")—upon which suggestion as a professed time-keeper he sat down.

Captain ENGLEDUE, referring to one or two remarks of Mr. Jones, said that he believed the directors were perfectly justified in the experiments which had been made with the ships, for it had the effect of making a material saving in the working of the vessels. He also said that although it was very easy for Mr. Jones to sit in the room and make a suggestion that the salaries should be reduced, he must remember what a hardship this would be, not only to the *employes* of the company in this country, but also those who were undergoing all the hardships and risks of working the vessels in the East.

Mr. P. D. HADOW briefly replied to the observations which had been made. Replying to Mr. Gledden, he said that the deficiency in the accounts compared with former years was accounted for very easily; there had been a decrease in the receipts for carriage of specie alone of £189,000, and £69,000 more had been paid for coal. There were other items, but these alone made up the loss. With respect to repairs, he might state that the cost of repairs were this time £349,000, against £439,000, a diminution which he was sure the shareholders would be glad to see. As the fleet was now in good order, the cost of repairs might not, perhaps, be so heavy in future, but at the same time it was absolutely necessary that the vessels should be kept in the most perfect order, as heavy penalties attached to the nonfulfilment of the contract with the Government, and therefore the item of repairs would always be a rather heavy one, although, of course, it would be kept down as much as possible, consistent with the efficiency of the fleet. With respect to the reduction in the number of the company's servants, he might state that great care had been taken to make it bear as lightly as possible on those who had been dismissed. In answer to one or two further questions, Mr. Hadow said the directors had no intention to allow proprietors to pay up their shares in full. With respect to a call, he expected ac all on the new shares would be made about the 1st of April. The directors had no intention to pay an interim dividend, even supposing they had the funds in hand, but they would follow the course which the company had hitherto pursued.

The resolution for the adoption of the report was put to the meeting and carried unanimously. The retiring directors, Mr. J. C. Ewart and Mr. E. Thornton, were re-elected, and the election of Mr. Henry Bayley confirmed. The auditors, Earl of Leven and Melville and Mr. Alexander Mackenzie, were then re-elected, and a cordial vote of thanks having been passed to the chairman and directors, the proceedings terminated, with the utmost goodwill and unanimity.

PARLIAMENT.

HOUSE OF LORDS.

GAMBLING IN HONG KONG.

(Dec. 3rd.) Lord TAUNTON wished to ask two questions deeply affecting the honour and character of this country. He was induced to do so because he understood that an ordinance had come home from Hong

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Kong licensing some gambling houses in the colony. At the time that he held the seals of the Colonial-office a similar ordinance came home, and he felt it his duty to recommend that the sanction of the Crown should not be given. It was reported in the papers that the sanction of the Crown had been given in the present instance, but he had since received information which led him to doubt that such was the case, and the noble duke probably would have no objection to give their lordships accurate intelligence upon the subject. At a place nearer home there was reason to believe that a notorious public gambling house had also been established. Heligoland during the summer was very much resorted to for purposes of health and bathing, especially by the citizens of Hamburg; and these complained that their young men, belonging principally to mercantile houses, were there attracted to the gaming table to the serious injury of their interests and prospects. It certainly was not creditable to this country that a gambling house should exist under British protection so close to our own shores. He remembered that when at the Colonial-office he had sent out peremptory instructions to put an end to the system, and he now heard with some surprise that it was still in existence. He wished to ask the noble duke whether he was prepared to lay upon the table any papers showing what the facts in these two cases really were.—The Duke of BUCKINGHAM said it was quite true that at Heligoland the gambling house was still in existence, and was no doubt a very great evil, which ought to be put an end to at the earliest possible opportunity. But the last renewal of the lease under which the property was held, granted in 1855, would not expire until January, 1871. He had been in communication with the authorities of the island, and also with the Governor, as to whether the practice could be discontinued earlier; but it was very doubtful whether, under the peculiar arrangements of the colony, that would be possible. Certain funds belonging to the orphans of the island had really no other security than the income derived from this property, let and used as a gambling-house. Peremptory instructions, however, had been given to the Governor to see that during the current year, and as far as necessary during the remainder of the lease, the revenues should be applied to no other purpose than to the reduction of the debt charged upon this property, so as to facilitate the abolition, at the earliest moment, of what really might be called one of the institutions of the island. There would be no objection to lay on the table a copy of the lease, if one existed in this country, and, if not, one could be applied for. With regard to Hong Kong, it was quite true that an ordinance was sent home from the colony in 1866, which provided for the general improvement and for the maintenance of order and cleanliness in the colony. That contained a clause to the following effect:—"And whereas the evils of gambling in the colony are found to be on the increase notwithstanding the application of the penal laws in force for their prevention, and it is expedient to devise and adopt further measures for the gradual control and ultimate suppression thereof; be it therefore enacted that it shall be lawful for the Governor in Council from time to time to frame and pass such rules, regulations, and conditions as may be deemed expedient for the total suppression, or in the meanwhile for the better limitation and control, of gambling in this colony, with power from time to time to alter and amend such rules and regulations or repeal the same or any part thereof." A copy of that ordinance arrived in this country in the latter part of the year 1866, and came under the notice of the noble lord who was then at the head of the Colonial-office and, after some considerable investigation, the noble lord came to the conclusion which was expressed in his despatch to the Governor of Hong Kong, to the following effect: "Looking at the special circumstances and the state of society to be found in the Chinese community at Hong Kong, I am led to the conclusion that the evils arising from this apparently irrepressible vice require and justify exceptional treatment." That despatch of the noble lord was dated in November of last year, and on receiving it the Governor of Hong Kong remonstrated against the limitation proposed, and argued very strongly in favour of a practice which appeared to have been very common in some of the Chinese cities—namely, that of granting Government licenses to gambling-houses, not with the view of putting them down, but with the object of obtaining a large revenue from them, and of insuring that no other such houses should be opened. This remonstrance from the Governor came into his (the Duke of Buckingham's) hands almost immediately after he had undertaken the duties of head of the Colonial-office, and he at once proceeded to review the circumstances which had induced the Earl of Carnarvon to give the instructions objected to by the Governor. In the course of his investigations he found that the view taken by the Governor had frequently been put forward by the authorities of Hong Kong. At the time when the noble lord (the Earl of Carnarvon) and Lord Stanley were at the Colonial-office a long correspondence took place upon this subject, in which it was distinctly announced that Her Majesty's Government could not and would not sanction the raising of revenue from such a source. He further found that under the system hitherto adopted by the police the number of gambling-houses and of those frequenting them had considerably increased instead of diminishing, and that the Government of the colony had found themselves unable to put down the evil. The facility with which the practice was carried on he found to result from the system adopted by the proprietors of the gambling-houses of regularly bribing the police—a system which, of course, had a most demoralising effect upon that force. After a careful consideration of the whole subject, he had come to the conclusion that the decision arrived at by his noble predecessor was an upright one, and that the first step towards the suppression of these houses was to obtain a full knowledge of them by means of a compulsory registration. Under these circumstances he informed the Governor that he declined to sanction any departure from the previous instructions, and that any charges that might be made on the registration of the houses should be such as should merely meet the expenses incurred in keeping them under surveillance and the control of the police. In the meanwhile, the rumour that it was the intention of the Governor to grant licences had spread through the adjoining towns, and numerous offers were made to the Governor of large sums for the privilege of keeping gaming houses in Hong Kong. In consequence of the spread of these rumours, he had considered it necessary to repeat to the Governor his instructions that no revenues could be permitted to be raised through granting such licences, and that his attention should be directed towards the ultimate suppression of these houses, and not towards drawing a revenue out of them. It appeared that, subsequently to the despatch of those instructions, a certain number of these houses had been registered, and that considerable fees had been paid by their proprietors; but at the present moment the Government had not received from the Governor a copy of the rules and regulations under which the registration had taken place, neither were they aware of the steps that the Governor had taken in the matter. The object which both he and his noble predecessor had in view in the instructions they had sent to the Governor of the colony, was to secure the ultimate suppression of these gaming-houses, and they never for one moment thought of permitting revenue to be raised by means of licensing such places. There certainly appeared to be an inordinate desire in the colony that the revenues should be raised by any means except that of taxation; but those who advocated such a system would receive no support from Her Majesty's Government. The Governor had intimated his opinion that in a very short period, if stringent means were adopted, the evil of gaming would be extirpated in the island in the same manner that piracy was put down; but the opinion of Her Majesty's Government was that the spirit of gambling was so innate among the Chinese population that, although it might be greatly mitigated, the evil would not be entirely removed within the time contemplated by the Governor. In conclusion, he had to say that he had no objection whatever to laying the ordinances upon the table of their lordships' house, but that he was not quite content to lay upon the table a correspondence which was not yet brought to a conclusion. (Hear, hear.)

Monetary and Commercial.

The Crown Agents for the Colonies disposed of £100,000 Ceylon Government Six per Cent. Debentures at their offices by public tender. The applications were 97 in number, and amounted altogether to £572,200, at rates varying from £90 to £109 3s. The *minimum* was fixed at £108, above which rate £319,500 were applied for. All tenders at and above £108 13s. 6d. will receive in full, and one at £108 13s. to the extent of about one-third. This is the last instalment of the sum of £700,000 required for the completion of the Ceylon Railway from Colombo to Kandy. The debentures are redeemable at par in 16 years.

By the last mail we received the report of a meeting of shareholders in the North China Insurance Company, together with the report and balance-sheet issued by the directors, which shows a very satisfactory increase in the company's operations. But this does not seem to satisfy some of the shareholders, for at the meeting it was proposed by Mr. Maitland that a separate office should be established in London in place of Messrs. Ashton and Co., the present agents; not on the ground of any dissatisfaction; on the contrary, Mr. Maitland considered they were much indebted for their prosperity to Messrs. Ashton and Co., but that the time had arrived when an independent office would be more conducive to the interests of the company. We hardly think that the directors will take this view; they can probably tell Mr. Maitland that any such step would certainly not produce the desired result. Underwriting in London, like other business, is procured through influence, and the directors must know sufficient of the connection procured through their present agents to recommend the shareholders to "let well alone." The proposition is the exact reverse of a prudent one. If the office found that they did not make that progress which they expected, it would be policy to try a change. Unfortunately it is the error of the present day to do everything "big," *i.e.*, have extensive establishments.

According to a Customs' return of bonded goods at 31st October, it appears that the quantity of tea in bond was then 80,484,589 lbs., against 77,767,313 in 1865, and 86,171,764 in 1866. Of coffee 45,274,933 lbs. in 1867, against 30,332,937 in 1865, and 32,767,941 in 1866. Sugar is about 1,000,000 lbs. less in 1867, and tobacco 10,000,000 lbs. less.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton, on the 4th instant, was, in gold, to Alexandria, £2,000. None to India or China.

At a meeting of the China Steam Ship and Labuan Coal Company, on the 5th inst., the shareholders agreed to the following resolution:—

"That this meeting considers it is not desirable that the liquidators take any steps to have the old agreement sanctioned. That a committee of seven be appointed with full powers to act on behalf of the shareholders, and take such measures as they think necessary for buying or otherwise acquiring the property on the basis of giving every shareholder the option of taking a further interest therein, with power to add to their number and fill up vacancies. That the following gentlemen be such committee: Major Sinclair, Mr. Jas. Levick, Major Yelf Sharpe, Mr. Bergtheil, Mr. G. Lathom Browne, Mr. S. Gedge, and Mr. Blyth, jun.

A long report has been received from Mr. C. J. Appleby, the creditors' representative, on the affairs of the Blakely Ordnance Company; but it appears no great progress has been made in the liquidation, in consequence of the position assumed by Captain Blakely. The total

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estimated assets of the company are about £84,525. An appeal from the Master of the Rolls was argued last term, and judgment was delivered. The facts were as follows:—In June, 1865, Messrs. Blakely and Dent, who carried on the business of a gun factory, entered into an agreement with a Mr. Hardwick to sell their business and plant to an intended company for a large sum of money. This sum was to be paid partly by the issue to Messrs. Blakely and Dent of debentures of the company to the amount of £150,000, "payable to bearer," in three years, with interest at £6 per cent. The company was formed under the name of "The Blakely Ordnance Company (Limited)" and the debentures were issued to Messrs. Blakely and Dent. The articles of association of the company referred to the agreement with Messrs. Blakely and Dent, and then provided by the first clause that the agreement should be binding on the company, and should be carried into effect. In February, 1866, £10,000 worth of these debentures was deposited by Messrs. Blakely and Dent with the New Zealand Banking Corporation, who gave value for them, and notice was given to the Blakely Company. The Blakely Company was afterwards ordered to be wound up. The New Zealand Banking Corporation sought to prove against the estate of the other company for the debentures which they held. The official liquidator of the Blakely Company contended that the proof could only be made in the names of Blakely and Dent, the original holders of the debentures, against whom the Blakely Company claimed a large set off. The Master of the Rolls allowed the New Zealand Banking Corporation to prove in their own name, and from this decision the official liquidator of the Blakely Company appealed. Mr. Baggallay and Mr. Higgins appeared for the appellant; Mr. Jessel and Mr. Wickens for the respondents. Lord Justice Rolt said that though he did not doubt that the debtor on an obligation might, if his power of contracting were unlimited, contract himself out of the right of resorting as against the assignee of his creditor, to his equities as against the creditor himself, yet his lordship was not satisfied that the mere power of issuing debentures would authorise the directors of a company to bind the company at large by any such contract. It was unnecessary, however, to consider this, as his lordship thought that the present case turned wholly on its special circumstances. The agreement with Messrs. Blakely and Dent having been confirmed by the articles of association, it was impossible for the company to say that what the directors did under the agreement was *ultra vires*. The debentures, even if invalid at law, were evidence of the terms upon which the money became due from the Blakely Company. The right to that money was assignable in equity, and though, in the absence of anything more than a mere assignment, the assignee would take subject to the equities subsisting between the original parties to the contract, his lordship was of opinion that there would be nothing inequitable in allowing the debtor in an obligation to contract with his creditor that he would not avail himself of any such equities. This was what had been done in the present case, and it would be inequitable not to allow the holders for value of the debentures to prove in their own names. The appeal must be dismissed with costs, the liquidator of the Blakely Company to have his costs out of the estate.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of October show a falling off of £1,046,782, or about 6 per cent., in the declared value of our exportations compared with the corresponding month of last year. As against the same month of 1865, however, they show an increase of 2 per cent. Much of the reduction from last year is due to the decline in the price of cotton and not to any diminution in the industry of the country, our shipments of cotton goods having been of 8 per cent. less money value than in October, 1866, although in their quantity there was an increase of 11½ per cent. Of cotton yarn the value of our shipments was only fractionally greater than in October of last year, while in quantity they experienced an augmentation of 16 per cent. As regards most other branches of business these returns indicate much dulness, iron manufactures, which show an increase of 13 per cent., again forming the most prominent exception. There has been a decrease of 3 per cent. in our shipments of earthenware, of 16 per cent. in haberdashery, 9 per cent. in hardware, and 6 per cent. in silk manufactures. Linen manufactures also figure for a falling off of 22 per cent. in value, and 17 per cent. in quantity. In the exportation of woollen yarns there has been an increase of 10 per cent. The value of the exports for the ten months ended 31st October was £153,051,639, against a total of £158,832,792 for the corresponding period of last year, showing a decrease for the present year of £5,781,153, or 3 per cent. The value of the total imports into this country in the month of September last was £20,515,695, against £18,356,015 in September, 1866, showing an increase in favour of the present year of £2,159,680, or 10 per cent. Taking the whole period of nine months into consideration there is still noticeable a falling off, the imports during that period of the present year amounting in value to £161,963,750, against £174,168,898 for 1866, exhibiting a decrease for this year of £12,205,148, or 9 per cent. As regards the imports in October, that important article—cotton—shows remarkable uniformity, upon a comparison of the three years, but there is more fluctuation in breadstuffs. The imports of wheat in October, 1867, were 2,874,854 cwts., against 1,830,569 cwts. in October, 1866, and 3,058,269 cwts. in October, 1865.

The following is a summary of those figures relating to our Export and Import trade with China and the countries in the Far East:—

IMPORTS.

The total quantity of Raw Cotton imported during the month and ten months ended 31st Oct., and the value to the 30th Sept., are thus given:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Oct.		
China	7,506	1,380	— cwts.
British India	544,496	640,435	743,989 „
Egypt	150,622	13,083	10,841 „
Total from all parts	855,495	819,957	839,313 „
	Quantity for the Ten Months ended 31st Oct.		
China	309,031	34,767	4,707 cwts.
British India	3,125,905	4,804,234	3,707,839 „
Egypt	1,256,893	785,636	902,239 „
Total from all parts	6,315,565	10,610,271	9,683,546 „
	Value for the Month ended 30th Sept.		
China	£101	£66,640	—
British India	3,936,912	2,873,071	£3,018,148
Egypt	852,744	324,564	185,374
Total from all parts	6,242,847	4,633,578	4,598,895
	Value for the Nine Months ended 30th Sept.		
China	£1,449,687	£144,640	£20,965
British India	14,181,006	£19,012,950	9,960,990
Egypt	8,946,915	6,951,304	6,260,216
Total from all parts	36,187,355	62,838,122	44,351,319

The quantity and value of the Raw Coffee imported into the United Kingdom from British Possessions are thus shown:—

From	1865.	1866.	1867.
	Quantity for the Month ended 31st Oct.		
Ceylon	5,186,283	10,246,226	6,860,322lbs.
Other British Possessions	2,086,124	1,339,071	3,261,198 „
	Quantity for the Ten Months ended 31st Oct.		
Ceylon	67,956,617	63,473,394	72,236,469 lbs.
Other British Possessions	18,413,882	15,619,119	15,270,450 „
	Value for the Month ended 30th Sept.		
Ceylon	£506,383	£194,697	£377,630
Other British Possessions	111,901	94,442	141,887
	Value for the Nine Months ended 30th Sept.		
Ceylon	£2,158,944	£1,748,297	£2,219,504
Other British Possessions	542,150	477,515	419,025

The following quantities were entered for Home Consumption:—

From	1865.	1866.	1867.
	In the Month ended 31st Oct.		
Ceylon	1,792,071	1,652,395	1,654,140lbs.
Other British Possessions	677,444	697,925	652,521 „
	In the Ten Months ended 31st Oct.		
Ceylon	16,513,910	18,430,292	16,905,133 lbs.
Other British Possessions	6,611,581	5,143,543	5,421,761 „

Returns are given of the quantity and value of the Unrefined Sugar imported from Java and the Philippine Islands —

	1865.	1866.	1867.
	Quantity for the Month ended 31st Oct.		
Of 4th class	—	27,238	60,420 cwts.
	Quantity for the Ten Months ended 31st Oct.		
Of 2nd class	2,117	3,830	190 cwts.
Of 3rd do.	152,254	57,181	1,305 „
Of 4th do.	373,996	316,926	298,222 „
Total	528,467	377,737	299,717 „
	Value for the Month ended 30th Sept.		
Of 3rd class	—	£3,309	—
Of 4th do.	£13,611	£34,016	£28,770
Total	13,611	37,325	28,770
	Value for the Nine Months ended 30th Sept.		
Of 2nd class	£2,214	£4,692	£219
Of 3rd do.	—	53,226	£2,658
Of 4th do.	365,892	236,104	201,360
Total	368,106	294,022	204,237

The following were the quantities entered for Home Consumption:—

	1865.	1866.	1867.
	In the Month ended 31st Oct.		
Of 3rd class	7,632	4,306	4,739 cwts.
Of 4th do.	16,355	22,230	65,653 „
Total	23,987	26,536	70,392 „
	In the Ten Months ended 31st Oct.		
Of 2nd class	2,722	3,219	191 cwts.
Of 3rd do.	128,160	43,104	72,935 „
Of 4th do.	176,314	115,113	356,741 „
Total	307,196	161,436	429,867 „

The Hemp imported from the Philippine Islands during the month and ten months presents the following figures:—

	1865.	1866.	1867.
Quantity for the month ended 31st Oct.	13,931	5,060	15,032 cwts.
Quantity for the ten months ended 31st Oct.	17,688	42,040	74,552 „
Value for the month ended 30th Sept.	£6,538	£19,503	—
Value for the nine months ended 30th Sept.	£249,639	£81,187	£151,290

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The following is a return of the total quantity of Raw Silk imported into the United Kingdom :—

From	Quantity for the Month ended 31st Oct. 1865.	1866.	1867.
British India	—	—	500 lbs.
*Egypt	732,846	316,263	482,148 ,,
Other Countries	194,427	381,206	90,733 ,,
Total	927,273	697,469	573,381 ,,
	Quantity for the Ten Months ended 31st Oct.		
China	90,564	83,695	40,016 lbs.
British India	93,012	71,215	500 ,,
*Egypt	4,076,187	2,527,050	3,188,745 ,,
Other Countries	1,958,659	1,421,124	1,570,323 ,,
	Value for the Month ended 30th Sept.		
China	—	—	£15,834
British India	£26,198	£11,769	—
*Egypt	1,056,851	532,380	459,502
Other Countries	926,119	198,686	226,783
Total	2,009,168	742,835	702,119
	Value for the Nine Months ended 30th Sept.		
China	£111,559	£97,008	£49,807
British India	105,192	80,618	—
*Egypt	4,135,229	2,660,648	3,395,643
Other Countries	2,509,901	1,469,287	2,064,055
Total	6,861,881	4,307,561	5,509,505

* In transit from India, China, and Japan.

The total quantity of the several Imports named brought into this country from all parts during the month and ten months ended 31st Oct., and their value to the 30th Sept. of the years 1865, 1866, and 1867, together with the quantities entered for Home Consumption during the month and ten months ended 31st Oct. are returned as follows :—

	Quantity for the Month ended 31st Oct. 1865.	1866.	1867.
Coffee (lbs.)	8,201,377	12,691,813	11,201,131
Hemp (cwts.)	133,272	96,998	142,054
Thrown Silk (lbs.)	13,722	3,454	23,915
Tea (lbs.)	7,936,236	15,751,675	19,240,579
Unrefined Sugar (cwts.)	774,391	739,417	613,099
	Quantity for the Ten Months ended 31st Oct.		
Coffee (lbs.)	107,255,961	99,856,776	118,532,389
Hemp (cwts.)	769,468	842,891	635,637
Thrown Silk (lbs.)	30,317	30,851	133,247
Tea (lbs.)	83,908,179	103,057,208	98,320,414
Unrefined Sugar (cwts.)	8,681,225	9,398,534	9,558,817
	Value for the Month ended 30th Sept.		
Coffee	£717,928	£322,969	£700,994
Hemp	190,067	211,569	176,017
Thrown Silk	6,033	1,859	32,056
Tea	230,770	718,188	1,054,778
Unrefined Sugar	1,063,430	1,118,379	1,070,130
	Value for the Nine Months ended 30th Sept		
Coffee	£3,284,162	£2,779,742	£3,380,121
Hemp	992,532	1,254,974	901,015
Thrown Silk	33,023	55,853	241,147
Tea	5,517,600	6,808,709	5,996,305
Unrefined Sugar	8,435,419	8,843,766	9,654,041
	Entered for Home Consumption in the Month ended 31st Oct.		
Coffee (lbs.)	2,756,222	2,677,608	2,852,073
Tea (lbs.)	8,702,003	9,445,006	10,206,190
Unrefined Sugar (cwts.)	974,023	967,763	1,008,322
	Entered for Home Consumption in the Ten Months ended 31st Oct.		
Coffee (lbs.)	25,768,822	26,095,673	26,751,510
Tea (lbs.)	82,096,421	85,030,602	90,068,124
Unrefined Sugar (cwts.)	8,866,715	8,727,946	9,617,064

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Oct., 1867, compared with the two previous years :—

	1865.	1866.	1867.
Coffee (lbs.)	30,332,937	32,767,941	45,274,938
Tea (lbs.)	77,767,313	86,171,764	80,484,589
Unrefined sugar (cwts.)	3,432,671	3,930,928	2,999,444

During the three months and nine months ended 30th Sept., of the present and two previous years, the value of the merchandise imported into the United Kingdom from the undermentioned colonies and foreign countries was as follows :—

Imported from	For the Three Months ended 30th Sept. 1865.	1866.	1867.
*Egypt	£5,143,606	£2,876,055	£3,234,173
China (exclusive of H. Kong)	1,078,020	1,021,886	1,279,425
Hong Kong	70,318	36,792	22,437
Japan	74,487	55,823	69,142
Singap. & Straits Settlements	459,193	166,180	309,618
Ceylon	1,239,747	976,867	1,095,524
Philippine Islands	272,768	199,197	286,768
Java	—	8,144	10,199
Siam	—	6,561	—
	For the Nine Months ended 30th Sept.		
*Egypt	£14,108,553	£10,866,843	£12,067,165
China (exclusive of H. Kong)	6,186,809	6,576,037	5,512,839
Hong Kong	569,926	133,368	160,727
Japan	489,997	236,571	266,274
Singap. & Straits Settlements	1,322,281	884,972	876,756
Ceylon	2,494,917	2,205,779	2,527,461
Philippine Islands	1,063,498	505,337	567,942
Java	—	8,147	13,262
Siam	9,372	14,490	—
Borneo	26,306	10,008	27,970

EXPORTS.

The Exports to China and Hong Kong during the month and ten months are returned as follows :—

	Quantity for the Month ended the 31st Oct. 1865.	1866.	1867.
Cotton yarn	4,000	637,600	1,419,050 lbs.
Cotton manufactures	11,035,749	24,460,664	30,968,859 yds
Worsted stuffs	1,125,570	1,044,598	1,443,403 ,,
Woollen & worsted cloths	71,571	153,552	107,489 ,,
Lead	161	302	204 tons.
	Quantity for the Ten Months ended 31st Oct.		
Cotton yarn	921,178	4,244,196	6,930,274 lbs.
Cotton manufactures	98,354,228	152,511,977	161,159,931 yds.
Worsted stuffs	13,522,332	16,880,242	19,697,481 ,,
Woollen & worsted cloths	1,382,802	1,596,639	1,295,876 ,,
Lead	1,702	4,596	3,208 tons.
	Value for the Month ended 31st Oct.		
Cotton Yarn	£500	£53,868	£71,768
Cotton manufactures	242,981	524,141	549,037
Worsted stuffs	79,240	64,961	75,834
Woollen & worsted cloths	9,549	21,578	15,198
Lead	3,312	6,718	4,172
	Value for the Ten Months ended 31st Oct.		
Cotton yarn	£87,966	£389,113	£475,080
Cotton manufactures	2,142,340	3,632,797	3,101,281
Worsted stuffs	1,004,020	1,070,086	1,224,002
Woollen and worsted cloths	229,700	265,146	177,070
Lead	36,182	100,980	66,266

To other countries in the Far East the following quantities of Cotton Yarn were exported :—

To	Quantity for the Month ended 31st Oct. 1865.	1866.	1867.
Ceylon	37,700	95,950	112,500 lbs.
Singapore	47,100	128,400	423,090 ,,
	Quantity for the Ten Months ended 31st Oct.		
Ceylon	267,200	735,976	323,681 lbs
Singapore	1,074,400	1,379,144	2,546,790 ,,
	Value for the Month ended 31st Oct.		
Ceylon	£5,572	£6,018	£7,870
Singapore	4,155	15,371	29,126
	Value for the Ten Months ended 31st Oct.		
Ceylon	£23,451	£78,243	£25,173
Singapore	100,864	137,225	201,535

Of Cotton Manufactures the following were the Exports :—

To	Quantity for the Month ended 31st Oct. 1865.	1866.	1867.
Ceylon	2,343,715	2,256,913	2,422,930 yds.
Singapore	2,736,803	2,143,461	7,983,111 ,,
Java	2,769,518	5,953,521	4,964,500 ,,
Philippine Islands	3,188,519	3,252,329	3,971,300 ,,
	Quantity for the Ten Months ended 31st Oct.		
Ceylon	11,753,720	20,911,215	17,241,032 yds.
Singapore	36,973,228	45,123,876	62,302,349 ,,
Java	25,242,053	47,752,868	33,732,948 ,,
Philippine Islands	25,714,866	23,253,746	31,430,932 ,,

The following Return contains the total quantity and value of the several articles named exported from the United Kingdom to all parts during the ten months ended 31st Oct. of the present and two preceding years :—

	Quantity for the Ten Months ended 31st Oct. 1865.	1866.	1867.
Cotton yarn	84,725,373	113,299,717	135,471,331 lbs.
Cotton manufactures	1,669,865,093	2,127,402,816	2,290,316,393 yds.
Worsted stuffs	187,245,724	194,838,221	177,205,692 ,,
Woln. & worsted cloths.	21,782,761	30,002,120	27,331,521 ,,
Lead	22,235	26,738	24,051 tons
	Value for the Ten Months ended 31st Oct.		
Cotton yarn	£8,3[illegible]702	£11,246,015	£12,264,573
Cotton manufactures	36,616,190	48,565,774	44,266,429
Worsted stuffs	10,803,040	11,390,232	10,695,674
Woollen & worsted cloths	3,357,965	4,692,354	4,638,532
Lead	472,132	590,149	515,244

During the month and nine months ended 30th Sept. of the present and two previous years the value of the Exports from the United Kingdom to the several ports and countries in the Far East was as follows :—

Exported to	For the Month ended 30th Sept. 1865.	1866.	1867.
China (exclusive of H. Kong)	£245,733	£233,426	£581,781
Hong Kong	210,966	145,704	257,678
Japan	88,951	8,747	69,718
Singap. & Straits Settlements	85,288	206,917	189,268
Ceylon	79,640	73,409	58,334
Philippine Islands	128,681	85,851	57,707
Java	57,599	130,692	24,949

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	For the Nine Months ended 30th Sept.		
China (exclusive of H. Kong)	£2,572,302 ..	£3,714,029 ..	£3,395,232
Hong Kong	1,168,639 ..	1,816,796 ..	1,678,779
Japan	986,107 ..	1,101,091 ..	1,092,194
Singap. & Straits Settlements	1,103,897 ..	1,495,562 ..	1,552,731
Ceylon	449,467 ..	774,109 ..	558,601
Philippine Islands	741,155 ..	668,021 ..	835,941
Java	639,219 ..	1,207,593 ..	944,092
Siam	22,365 ..	4,068 ..	4,085

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Dec. 11.
£10	Agra Bank, A shares	6	1¼ to 2 pm.
10	Do. B do.	—	10 to 12
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind., Aust., & China	All	18 to 19
25	Chartered Merc. of India and China	All	29 to 31
20	City Bank	10	11¼ to 12¼
28½	Hong Kong & Shanghai Bank . .	All	1¼ to 1⅝
28½	Do. Do. New Do. . .	5⅝	⅜ to ½ pm.
50	London and County	20	54 to 56
50	London Joint Stock	15	35 to 37
100	London and Westminster . . .	20	69 to 71
25	Oriental Bank Corporation . .	All	42 to 44
50	Union of London	15	36 to 37
	MISCELLANEOUS.		
5	Bombay Gas	All	4 to 4¼
—	Ceylon Deb., Nov. 1872, 6 per cent.	100	109 to 110
—	Do. Do. 1878	100	109¼ to 110¼
—	Do. Do. 1882-3	100	104 to 106
20	Ceylon Company	10	2 to 1 dis.
20	Do. A shares.	5	2¼ to 1¼ dis.
20	China Steamship & Lanuan Coal Co.	15	15½ to 14½ dis.
10	Credit Foncier & Mobilier of England	9½	6¾ to 6½ dis.
20	Egyptian Com. & Trading Company	6	4¾ to 4½ dis.
10	General Credit & Discount Company	7½	2½ to 2 dis.
10	Hong Kong and China Gas . .	All	8 to 10
20	International Finance Society .	5	2⅜ to 2½ dis.
5	Oriental Gas	All	6 to 6½
50	P. and O. Steam Company. . .	All	56 to 58
50	Do. New 1855 . . .	All	56 to 58
50	Do. Do. 1867 . . .	5	⅜ to 1½ pm.
20	Société Financiére d'Egypte . .	10	7¼ to 6½ dis.
10	Upper Assam Tea	All	4¾ to 5½
100	West India Steam Company. .	60	63 to 65

ARTICLES OF IMPORT.

TEA.—The market has been very quiet, with a moderate business doing; prices generally show but little alteration; there will be only a small business done during the remainder of the year, it is daily decreasing. Congous—Siftings, both Moning and Kaisow kind, continue in demand, and prices show a further rally of ½d. per lb. Broken-leaf are steady at full prices. Fair to good common have been sold from 11½d. to 11⅝d. per lb. fair to good flavoury kinds remained difficult of sale at from 1s. to 1s. 5d. per lb. Good to fine Kaisows show no alteration. There has been a moderate inquiry for the finest. Pak Lings remain as before. Common to fair black-leaf have been sold from 11½d. to 1s. per lb., being previous prices; in good qualities of old import a few sales have been made at former prices. In new teas a chop of common has been sold at 1s., fair from 1s. 5d. to 1s. 8d., and good from 1s. 9d. to 2s.; fine have been dull of sale, but a few finest have been sold at from 2s. 5d. to 2s. 7d. per lb. Fair to good Oolongs have sold without reserve at public sale at a decline of 1d. to 2d. per lb.; fine to finest remain better supported. Souchongs have become difficult of sale, owing to further arrivals, and prices have ruled lower—from 2s. to 2s. 8d. per lb. for good to finest. Scented Capers show no material alteration, except that fine kinds have sold easier. Canton Orange Pekoes remain difficult of sale, and at public auction went fully 1d. per lb. lower. Foochow kinds have sold to some extent from 2s. to 2s. 4d. per lb. for good to fine kinds. Capers also selling well. In Uncoloured Japans there is not any new feature. Green Teas: These have sold steadily, nearly the whole of those per Agamemnon and a portion per Lennox Castle having found purchasers at very full prices. Finest No. 1 Pingsuey gunpowders have sold as high as 4s. 2d. per lb., with other kinds in proportion. Canton Gunpowders show no alteration. The public sales of China teas on the 3rd instant comprised only 7,917 packages, of which 7,577 packages were sold, all being without reserve. The stock in the United Kingdom on the 30th ult. was estimated at 74,000,000 lbs., against 89,500,000 lbs., and the quantity afloat at 42,636,700 lbs, against 40,274,000 lbs.. The deliveries for home consumption during the first ten months of the current year amount to. 90,068,124 lbs., against 85,830,602 lbs. in 1866, and 82,096,421 lbs. in 1865. The imports at the end of October, 1866, were nearly twenty millions in excess of the imports in 1865, being 103,057,208 lbs. in 1866, against 83,908,179 lbs. in 1865. During the present year the imports have amounted to 98,320,414 lbs., a quantity which, though more than four millions below the imports of 1866, is almost fifteen millions over those of the first ten months of 1865. The exports show but little variation, amounting in round numbers to twenty-eight, twenty-five, and twenty-seven millions, for the years 1865, 1866, and 1867 respectively.

SILK.—In China Silk, chop Tsatlees are in great demand, and 29s. has been paid for No. 3; medium and fair descriptions have also been largely dealt in at improved prices, 25s. 6d. being to-day the quotation for Red Peacocks; inferior qualities, both of Tsatlee and Taysaam, are however comparatively neglected. Japans are scarce and much wanted, and the next arrivals, if good, will doubtless realise higher prices. Deliveries from 1st to 7th inclusive: China, 757 bales; Japan, 163 bales; total, 920 bales.

STATE OF THE WAREHOUSES.

	Sold Stock. Dec. 1, 1867.	Sold Stock. Dec. 1, 1866.	Unsold Stock. Dec. 1, 1867.	Unsold Stock. Dec. 1, 1866.	Delivered. Jan. 1 to Dec. 6, 1867.	Delivered. Jan. 1 to Dec. 6, 1866.
Bengal.....	2,693	3,763	2,833	1,998	7,359	6 9 9
China	7,208	6,612	7,303	4,620	22,850	23,505
Japan	1,754	1,691	1,162	1,271	7,479	6,048
Canton.....	1,249	974	1,690	1,881	4,463	4,450
Chinese Thrown	40	—	28	—	55	33

COTTON.—The cotton market has been subject to more fluctuations during the fortnight than for some time past; rates had suffered an average fall of quite ½d. per lb., but more than half the decline has been recovered, and decided firmness prevails at the close. Trade in the Surat varieties, whether on the spot or for arrival, continues to be most limited. Latest quotations: Broach, ordinary to fine, 5d. to 7½d. per lb.; Dhollerah, ordinary to fine, 5d. to 7d.; American, 7d. to 9d. There have been no transactions in China or Japan.

COFFEE.—Buyers, as usual at this period of the year, being mostly unwilling to increase their stocks, the market has been exceedingly quiet, and importers wishing to sell have had to submit to a reduction of fully 1s. per cwt. on Plantation Ceylon. There has also been less demand for Native, and the prices lately ruling are scarcely obtainable. Of Ceylon 1,210 casks and 830 barrels and bags Plantation sold—ordinary to fine fine ordinary, 68s. to 71s.; low middling to good middling, 73s. to 81s. 6d. Of 165 casks, 760 bags Native, small part sold, barely good ordinary at 52s. to 52s. 6d. By private contract a sale is reported of 150 bags Java at 71s. per cwt.

CAMPHOR.—Transactions to a limited extent are reported in Japan descriptions at £6 15s. for landing weights, and £7 2s. 6d. reweights, but China still remains without inquiry.

COCOA NUT OIL.—This market continues extremely flat, no business worth reporting having been done.

GUM BENJAMIN.—Prices have slightly receded, and of 65 cases Sumatra at auction, two-thirds sold at £11 5s. to £11 10s. for fine 2nd quality; £8 10s. to £8 15s. false packed; and £5 17s. 6d. to £6 12s. 6d. middling to fair 3rds.

JAPAN WAX.—There have been no offers since our last report.

MANILA HEMP.—Transactions to a limited extent have taken place by private contract, but there have been no public sales.

PEPPER.—Black: The demand is not general, but about 2,300 bags have changed hands, the bulk Penang at 3d. to 3⅛d. 753 bags damaged Trang sold by auction at 3⅛d. to 3⅜d. White: Of 685 bags Singapore, about two-thirds were disposed of at 5d. per lb., and 120 bags have been sold to arrive at 5⅛d.

PLUMBAGO.—The market is firm, and of 400 barrels at auction, three-fourths sold at 15s. to 32s. for middling to fine lump, 17s. 6d. for chips, and 11s. to 11s. 9d. per cwt for dust.

RICE.—The market has had a quiet tone, and sales (excepting soft grain for the Continent) have been less readily effected at the former currency. The business reported has been entirely for arrival as follows:—500 tons Bengal, Cazlar at 9s. 9d., yellow 10s. 1½d. to 10s. 3d., Ballam at 10s. 6d. (ex ship), Dacca at 11s. to 11s. 3d. landed, 200 tons Rangoon at 12s., 200 tons Bassein 11s. 10½d., and 200 tons Nakrenzie at 11s. 9d., supposed to be ex ship; also two cargoes, together 2,800 tons, from Saigon for a Continental port, at about 11s. 9d.

SUGAR.—There has been no revival of demand, and the market has been dull and inanimate. The business reported is of trifling amount, and although sales are not freely practicable at quotations, we do not reduce them, as there still appears to be little general desire to realise, and purchases can rarely be made except at full prices. Of Manila by private contract 3,000 bags good Muscovado realised 28s. 6d., and 7,000 bags clayed (duty 8s. to 9s. 7d.) 31s. to 31s. 6d. per cwt. The imports of Sugar into the United Kingdom during the first eleven months of the year are estimated at 535,000 tons, against 539,500 tons in 1866. The clearances for home consumption were 567,500, against 523,530 tons. The stock at the end of November was 135,100 tons, against 192,700 tons.

SAPANWOOD.—The market is firm, and at auction 39 tons Siam realised £10 5s. to £13 10s. per ton, and 24 tons Ceylon were withdrawn.

TIN.—The Banca prompt of 26th ult. being met with punctuality, prices rose from 53¼ guilders to 54¼ guilders, at which the Dutch brokers report buyers. As to the quantity to be offered at the next Spring sale, it is important to notice that the exports from Java the first nine months of the present year are 1,243 tons less than in the same time last year. Straits has varied but very slightly, the price continuing at £90 for cash, £91 floating; the purchases for cash being all for immediate delivery. It is not usual to have a very active demand in December, as manufacturers prepare for their stock-taking. The last shipments from the Straits must cost the importers some pounds above present quotations.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 5s. to £7 15s.; hoops, £8 7s. 6d. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 5s. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £80 to £82 per ton; yellow metal, 7d. per lb.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £22 10s., sheet, £20 10s.; spelter, £21 5s.; zinc, English sheet, £28; quicksilver, £6 17s., in bottles of 75 lbs. each.

The following is from the Circular of Messrs. French and Smith:—

There is still no improvement to notice in the Metal Market; indeed, after having gone through the year thus far with so little activity, it would be unusual to meet with improvement in the closing months.

IRON of all descriptions is dull, and prices in favour of buyers.

COPPER.—The prices have varied but slightly during the past month. Chili Bars have improved from £1 to £1 10s. Ores are also a little dearer, but Australian is weak, and all descriptions of English. We quote:—Chili Bars, £69 10s. to £70; Ores, 14s. 3d. per unit; Burra Cake, £83; Wallaroo, £80 10s.; Tough English, £75; Sheets, £79 to £80.

TIN PLATES have been again easier in price, and the demand has rather fallen off. The last few days, however, the inquiry is more active. The shipments in November amount to about 97,000 boxes, against 84,000 boxes last year same month. The Board of Trade Returns give the shipments, January to October, 68,080 tons, against 61,800 in 1866.

LEAD has continued dull during the entire month, and prices are lower. We quote W.B. £21 5s.; L. B. and Co., £19 12s. 6d.; other best brands, £19 5s.

SPELTER.—A fair amount of business has been transacted, but the late high prices have rather given way. We quote £21 5s. to £21 7s. 6d. ex ship. The stock here on 30th November was 2,739 tons, against 4,168 tons last year.

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MANCHESTER MARKETS.

Mr. Sam Mendel's report states:—On the 4th inst., and for several days after, a more active demand succeeded the previous dull feeling with higher prices quoted. The improvement is not maintained, and any advance is nominal, yet sellers refuse the previously accepted lowest prices.

Quotations are:—Grey Shirtings, 7 lbs., 7s. 6d. to 8s. 1½d.; 8½lbs., 9s. 6d.; Cotton Yarn, Nos. 16-24, 11½d. to 12½d.; Nos. 28-32, 1s. 0½d. to 1s. 1½d.; Maddapollams, 3s. 4½d.; Long Cloths, 8s. 9d.; T-Cloths 5s. 9d.; White Spot Shirtings, 10s. 3d.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 22	Havelock	Bosdet	Yokohama	New York.
Dec. 5	Lanercost	Colgin	Singapore	London.
— 3	City of Richmond	Couper	Rangoon	Queenstown.
Nov 28	Josiah L. Hale	Nowell	Bassein	Bremen.
Dec. 2	Haamstede	Marsch	Batavia	Zieriezee.
— 3	St. Jan	Lommerse	Do.	Do.
— 2	Success	Downes	Akyab	Antwerp.
—	John Milton	Boutier	Saigon	Falmouth.
— 5	Cresswell	Meggeson	Rangoon	Do.
— 6	Peter Denny		Shanghai	Deal.
— 6	Coulnakyle		Do.	Do.
— 6	Amadine		Foochow	Do.
— 3	Von Berg	Lindemann	Rangoon	Bremen.
— 8	Lady Agnes Duff	Nowell	Manila	Deal.
— 8	Kelroyd	Bedford	Colombo	London.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 2	Erasmus	Didfron	Singapore	Penarth Dock.
— 5	Doon	Munro	Do.	London.
— 6	Gossamer	Thomson	Shanghai	Do.
— 6	Argonaut	Nicolson	Do.	Do.
—	Baltimore	Heyer	Singapore	Rotterdam.
— 5	Benares		Do.	Shields.
— 7	Arracan	Jensen	Cardiff & Singapore	London.
—	Louis Meyer	Deitz	Batavia	Nieuwe Diep.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama: Jungfrau, Parmenio. For Yokohama and Nagasaki: Fire Queen. For Shanghai: Min, Lennox Castle, Burdwan. For Hong Kong: Black Prince, Wemyss Castle, Chusan. Ferozepore. For Manila: Angela. For Batavia and Sourabaya: Johannes. For Singapore: Belle of Southesk. For Penang: Ceylon. For Colombo: Aboyne, Susan Pardew, Wynaud, St. Andrew's Castle.

At LIVERPOOL.—For Shanghai: Forward Ho! For Hong Kong: Maria Louisa Antoinette, Adriana Petronella. For Singapore: Moss Trooper. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Helen Denny. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.).

At GLASGOW.—For Singapore and Penang: Albion.

SPOKEN.

SIR RALPH ABERCROMBIE, Cardiff to Shanghai, July 13.
COSMOPOLITE, Rotterdam to Batavia, July 14, 12 days out.
ARAB STEED, London to Singapore, Oct. 3, 18 S., 30 W.
CYMBELINE, Foochow to London, Sept. 14, 13 N., 113 E.
AMAZONE (Russ. barq.), Foochow to London, Sept. 20, 10 N., 112 E.
GLADIATOR, Manila to Queenstown, Oct. 7, 4 N., 107 E.
ANGLO SAXON, Shanghai to London, Oct. 8, 3 N., 106 E.
ANN ADAMSON, Sunderland to Singapore, Oct. 21, 5 S., 107 E.
LOUIS T., Colombo to Marseilles, 89 days out, July 10, 4 N., 23 W.
SUMATRA, Newcastle to Galle, Oct. 25, 3 N., 23 W.
SIR WILLIAM WALLACE, Shanghai to London, Oct. 20, 4 S., 106 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain firm at previous quotations. Coal freights from the Northern outports are fully maintained at, in some instances, increased rates.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Amoy: 45s. weight or meast. To Foo-chow: 45s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £54. For Shanghai: £56. For Hong Kong: £47. For Saigon: £50. For Singapore: £34. For Batavia: £32. For Colombo, £30. For Galle, £34. From Newport, Cardiff, or Swansea, per ton.—For Yokohama: £2 12s. 6d. For Shanghai: £2 15s. For Chefoo, £2 15s. For Hong Kong, £2 5s. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 12s. 6d. For Batavia, £1 10s. For Trincomalee, £1 17s. For Galle, £1 12s. For Colombo, £1 9s.

CASUALTIES.

The Horatia Harris, Humphreys, which sailed from Sunderland Nov. 28, for Galle, arrived at Portsmouth on December 5, with loss of her anchors and chains.

MISCELLANEOUS.

At PERNAMBUCO.—Nov. 11, Sir Harry Parkes, Chapman, from Manila, and sailed 12 for New York.

Off PERNAMBUCO.—Oct. 17, Leon Crespo, from Liverpool, for Shanghai.

At ST. VINCENT, C.V.—Oct. 25, Warrior (s.), Patterson, from New York, and left Nov. 5 for China; 26, Sumatra (s.), Droukers, left for Batavia; Nov. 2, Tamar (troopship), from Gibraltar, and left for China.

At MAURITIUS.—Oct. 28, Achilles (s.s.), Russell, from China, and left 31 for London.

PORT OF AMOY, CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facilities for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman*.

Donald Larnach Esq.
George May, Esq.
Sir F.J. Halliday, Esq. K.C.B.
Jas. Murray Robertson Esq.
Ellis Jas. Gilman, Esq.
D.T. Robertson, Esq., *Chief Manager (ex officio)*.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

5, Old Broad-street, London, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	60,000,000	... £2,400,000
Do.	Mar. 15, 1868	10,000,000	... £400,000
Do.	Sept. 15, 1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

W. J. Bryans, Esq., of Messrs. Turner and Co., Chairman
E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.
F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co.
E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

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THE NORTH-CHINA INSURANCE COMPANY.

1866-8.

COURT OF DIRECTORS.

W. J. BRYANS, ESQ. ... ... OF MESSRS. TURNER & Co. (Chairman).

E. F. DUNCANSON, ESQ. ... OF MESSRS. GIBB, LIVINGSTON, & Co.
F. H. BELL, ESQ. ... ... ,, ,, W. R. ADAMSON & Co.
A. MICHIE, ESQ. ... ... OF MESSRS. CHAPMAN, KING, & Co.
E. H. LAVERS, ESQ. ... ,, ,, GILMAN & Co.

HEAD OFFICE, SHANGHAI.

JOHN S. MACKINTOSH ... ... Secretary.

HONG KONG BRANCH.

CHARLES MACKINTOSH ... ... Agent.

AGENTS.

Messrs. ASHTON & Co....	London.	Messrs. TAIT & Co.	Amoy.
,, W. NICOL & Co.	Bombay.	,, GILMAN & Co....	Foochow.
,, FLEMING & Co.	Kurrachee.	,, DAVIDSON & Co.	Ningpo.
,, SHAND, FAIRLIE, & Co.	Calcutta.	ARCHIBALD J. LITTLE, ESQ.	Kiukiang.
,, DYMES & Co.	Madras.	Messrs. TURNER & Co....	Hankow.
,, WILLIAM HALL & Co.	Penang.	,, FERGUSSON & Co.	Chefoo.
THE BORNEO COMPANY, LIMITED	Singapore.	,, MEADOWS & Co.	Tientsin.
Do. Do. Do.	Batavia.	J. E. BUSH, ESQ.	Newchwang.
Do. Do. Do.	Bangkok.	ALFRED HOWELL, ESQ.	Hakodadi.
Messrs. BEHRE & Co.	Saigon.	Messrs. MACPHERSON & MARSHALL	Yokohama.
,, HOLLIDAY, WISE, & Co.	Manila.	,, ALT & Co.	Nagasaki.
,, THOMAS & MERCER	Canton.	,, McCULLOCH, SELLAR, & Co.	Melbourne.
,, MARGESSON & Co.	Macao.	,, KOOPMANSCHAP & Co.	San Francisco.
,, BRADLEY & Co.	Swatow.	,, BELL & HAYWARD	New York.

REPORT presented to the Third Ordinary Meeting of the Shareholders, held at the Offices of the Company, Shanghai, on the 18th October, 1867.

In submitting the statement of accounts for the half-year, January—June, 1867, the Directors have little to remark beyond congratulating the shareholders on the continued prosperity of the Company, there being on 30th June, 1867 (in addition to the paid up capital) a balance in favour of the Company of Tls. 495,468.22, to meet claims on outstanding risks, against Tls. 342,718.40 on 31st December, 1866.

Owing to the large reserve kept in London, and the low rates of interest ruling there, a much smaller sum has been received from that source of profit than in the previous half-year.

Exchange account has been affected in a similar manner, by the lower rates of exchange on London which have been ruling in Shanghai.

In order to protect the Company's interests in case of claims on risks to New York, Messrs. Bell and Hayward have been appointed agents there; agencies have also been established at Macao, under the care of Messrs. Margesson and Co., and at Kurrachee, under that of Messrs. Fleming and Co., where it is hoped a profitable business may be transacted.

By order of the Court of Directors, JOHN S. MACKINTOSH, Secretary.

BALANCE-SHEET, 30th JUNE, 1867.

DR.	Taels.	Taels.
To paid up capital		250,000.00
,, balance of working account 31st Dec., 1866	342,718.40	
Add amount at debit of working account 30th June, 1867, transferred	152,749.82	
		495,468.22
	Taels	745,468.22

CR.				Taels.
By cash in hand, and on current and deposit accounts, 30th June, 1867				289,524.37
,, furniture in house and office, Shanghai...				4,199.25
,, do. do. do. Hong Kong				3,831.50
,, Shanghai premia for Jan.-June, 1867, uncollected on 30th June				17,496.41
,, amount in hands of Messrs. Ashton and Co., London, on 30th June, 1867, deposited as follows:—				
At interest on securities	£65,500	0	0	
Cash in bank, &c.	1,035	9	9	
	£66,535	9	9	
Add amount remitted to Messrs. Ashton and Co. on Jan.-June account, but not received by them on 30th June, 1867	37,282	13	3	
	£103,818	3	0	346,060.50
,, amount in hands of Hong Kong branch and sundry agents	Taels 90,745.63			
Less due to sundries	6,389.44			
				84,356.19
				Taels 745,468.22

WORKING ACCOUNT.

DR	Taels.
To nett premia, 1st Jan. to 30th June, 1867... ...	385,301.27
,, policy fees do. do.	3,208.25
,, interest account do. do.	7,675.32
,, exchange account do. do.	2,271.23
,, commissions do. do.	614.87
	Taels 399,070.94

CR.	Taels.
By agency commissions, 1st Jan. to 30th June, 1867 ...	15,291.86
,, agency charges do. do.	2,643.03
,, Shanghai charges do. do.	10,668.63
,, Hong Kong charges do. do.	5,235.34
,, losses and claims paid do. do.	212,482.26
,, balance	152,749.82
	Taels 399,070.94

Audited by us, and found correct,
(Signed) ROWLEY MILLER, P. MACLEAN. } Auditors.

Shanghai, 9th October, 1867.

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THE Directors of the LONDON and ST. KATHARINE DOCKS COMPANY hereby announce that they have decided on REDUCING the CHARGES on TEA as specified in the following schedule, and that the reduction will be applied to all teas warehoused in any of their Docks since the 1st September last, viz.:—

PER PACKAGE WEIGHING GROSS.

	160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	80 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs.	Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street,
1st November, 1867.

THE EAST and WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867:—

Rates per package	160 lbs. and under 200 lbs. gross.	130 lbs. and under 160 lbs. gross.	80 lbs. and under 130 lbs. gross.	60 lbs. and under 80 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package...	0 1	0 0¾	0 0½	0 0½	0 0¼	0 0¼	0 0¼	0 0¼

Billiter-square, November, 1867.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

32, NICHOLAS-LANE, LOMBARD-STREET

THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

PIGNATEL & CO.,

STOREKEEPERS,

GENERAL MERCHANTS

AND

COMMISSION AGENTS.

NAGASAKI

JAPAN.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

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GERMANIC AND INTERNATIONAL LLOYD'S.

THE following FIRMS have been appointed AGENTS for this Society,* viz.:—

Messrs. C. Hoffmann and Co., 6, Railway-place, Fenchurch-street, London
" Browne, van Santen, & Co. ...Liverpool
" van Weenen, Heur, & Co. ...Falmouth
" Schultze, Reis, & Co. .....Yokohama
" Wilson, Cornabe, & Co. .....Chefoo
" Siemssen & Co. .....Hong Kong, Foochow, & Shanghai
" Pasedag & Co. .....Amoy
" Behn, Meyer, & Co. .....Singapore
" Markwald & Co. .....Bangkok
" Behre & Co. .....Saigon
" Friederichs & Co. .....Penang
" Busing, Schroder, & Co. .....Batavia
" Ernsthausen & Oesterley ...Calcutta
Mr. A. C. Gumpert .....Bombay
" Wm. Berg .....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

SOUTHERN, QUILTY, & Co.

MERCHANTS AND AGENTS,

34, FENCHURCH-STREET, LONDON E.C.

TUPPER AND COMPANY.

MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

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NOW READY, PRICE 21s.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK. Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man) is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each

Address "T," "London and China Telegraph" Office, 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist' Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

PERRY and CO.'s PATENT

ESSENCE OF INK

The CHEAPEST INK.
The BEST INK.
The PERMANENT INK.
The 1d. Packet equal to a 6d. Bottle.
The 1s. Bottle makes Two Quarts.

PERRY and CO.'s PATENT ESSENCE OF INK.

This preparation produces Extemporaneous Ink of the finest quality in one minute with cold water, and instantly with hot water, by simple solution as salt or sugar. Sold in packets 1d. each, and in glass bottles 1s. each. Sample free, per post, for two stamps. Sold by all Stationers. Wholesale, 37, Red Lion-square, and 3, Cheapside, London.

PERRY and CO.'s PATENT BOSTONITE GOODS.

PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

"The slate, as our readers may suppose, is made of the same material, and we are sure would be found very useful to all housekeepers, nearly as much so as the diary, which we would advise our readers to purchase. The price is very low, and there are four or five sizes."—From THE QUEEN, April 6.

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Bostonite Slates from 6d. each.
Bostonite Book Slates, 6d., 1s., and 1s. 6d. each.
Bostonite Memoranda Tablets, 6d., 1s., and 1s. 6d. each
Bostonite Diaries, 1s., 1s. 6d., and 2s. 6d. each.
Bostonite Music Slates, 6d. each.
Bostonite Purses, from 1s. 6d. each.
Bostonite Multiplication Tablets, 4d. each.

HOLLOWAY'S PILLS.—These Pills are better for strengthening a debilitated constitution than any other medicine in the world. Persons of a nervous habit of body, and all who are suffering from weak digestive organs, or whose health has become deranged by bilious affections, disordered stomach, or liver complaints, should lose no time in giving these admirable Pills a fair trial. Coughs, colds, asthma, or shortness of breath, are also within the range of the sanitive powers of this remarkable medicine. The cures effected by these Pills are not superficial nor temporary, but permanent and complete. They are as mild as they are efficacious, and may be given with confidence to delicate females and young children.

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Arrangements have been made for the conveyance of Goods, Passengers, Specie, &c., from SINGAPORE to BATAVIA by the Steamers of the NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.

SERVICES MARITIMES DES MESSAGERIE IMPERIALES.

FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—

MESSINA, ALEXANDRIA, ADEN POINT DE GALLE (Ceylon), PONDICHERRY, MADRAS CALCUTTA, SINGAPORE, BATAVIA, SAIGON, KONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—

MESSINA, ALEXANDRIA, ADEN, SEYCHELLES REUNION, MAURITIUS

For passage, freight, and information apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT

BRINDISI to ALEXANDRIA—Contract Passage, 82 hours

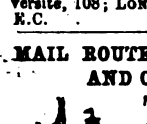
It is frequently done in 72 hours.

THE Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatch as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275f.; 2nd class, 200f.; third class, 90f., and *vice versâ*.

For further particulars apply to the Company's offices FLORENCE, via Montebello, 42; PARIS, Rue de L'Université, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th and 29th of every month for SAN FRANCISCO, calling at ACAPULCO and MANZANILLA, *en route* thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.

Inman Line, leaving Liverpool every Wednesday and Saturday.

National Line, leaving Liverpool every Wednesday.

Guion's Line, leaving Liverpool every week.

New York and Havre Line, leaving Falmouth once a month.

Hamburg-American Line, from Southampton.

North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

The next departure for China will be from San Francisco:—

GREAT REPUBLIC, 4,000 tons, March 5, 1868.

For further particulars and through passage rates, apply to H. STARR and Co., Passenger agents, Pacific Mail Steamship Company, No. 145, Cheapside, London.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

The next departures from LIVERPOOL will be as follows:—

On 5th JAN., and 20th FEB. next.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

STEAM to INDIA, via the CAPE.—The UNION STEAM-SHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.

CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Burdwan ...	A1 14 yr.	W.I.D.	Dec. 16
Hong Kong ...	Chusan	A1 14 yr.	W.I.D.	With des.
Manila	Angela	3 3rds A1	W.I.D.	With des.
Kanagawa and Nagasaki ...	Velocity	A1 14 yr.	W.I.D.	With des.
Chefoo and perhaps Amoy ...	Coulnakyle...	A1 13 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, and SINGAPORE—The following splendid first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Min.....	A1 13 yr.	Ln.D.	20th Dec.
Ditto	Helen Nicholson	A1 13 yr.	E.I.D.	To fol.
Ditto	Fusiyama ...	A1 10 yr.	E.I.D	To fol.
Hong Kong ...	Wemyss Cas.	A1 14 yr.	E.I.D.	With des.
Ditto	Peter Denny	A1 14 yr.	E.I.D.	To fol.
Yokohama, Kanagawa	Parmenio ...	A1 9 yr.	E.I.D.	14th Dec
Singapore	Ocean Belle	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With quick despatch.

FOR MANILA, DIRECT, the splendid Spanish clipper-ship ANGELA, 3-3rds=A1 9 years in veritas, 486 tons register; J. Y. DE ONATE, Commander. West India Docks. This vessel, built at Bilboa, in Spain, expressly for the Manila trade, and being of the highest class, is strongly recommended to shippers requiring despatch.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers. 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With Despatch.

FOR HONG KONG, Direct, the splendid clipper ship CHUSAN, A 1 14 years, 817 tons register; JOHN W. ROY, Commander, West India Docks. This fine ship, built in 1865, under special survey for the China trade, is strongly recommended to shippers desirous of despatch.

For freight or passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With Despatch.

FOR SHANGHAI, DIRECT, the splendid Cumberland-built clipper ship BURDWAN, A1 14 years, 803 tons register, WILLIAM DOUGLAS Commander; West India Docks. This well-known magnificent ship, built expressly for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

With despatch.

FOR CHEFOO (taking Goods for AMOY, if sufficient inducement offer), the splendid clipper ship COULNAKYLE, A1 13 years, 610 tons register, ALEXANDER MORISON, Commander; West India Docks. This magnificent vessel, built under special survey by Messrs. A. Hall and Co., of Aberdeen, for the China trade, is strongly recommended to shippers.

For Freight or Passage apply to JOHN WILLIAMSON, York Chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see "The Times" (daily) and other papers.

With quick Despatch.

FOR KANAGAWA Direct, and to NAGASAKI, if sufficient inducement offer, the splendid composite-built clipper ship VELOCITY, A 1 14 years, 491 tons register, J. M. WOOLLAN, R.N.R., Commander; West India Docks. This magnificent vessel, built under special survey, is strongly recommended for the shipment of fine goods. Has very superior first-class passenger accommodation.

For freight or passage apply to JOHN WILLIAMSON, York-chambers. 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

For list of R. and Co.'s line of ships now loading see the "Times" (daily) and other papers.

Last Shipping Day the 15th of December.

DIRECT FOR KANAGAWA (YOKOHAMA), the splendid new composite-built clipper ship, JUNGFRAU, A1 14 years, 583 tons register, J. JONES, Commander; loading in the East India Docks. This magnificent vessel, just launched and built under special survey, is strongly recommended to shippers of fine goods.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., Pool Fold Chambers, Cross-street, Manchester; or 27, Leadenhall-street, London, E.C.

Regular Line of Packet Ship.

To sail on the 17th Dec.

FOR HONG KONG, the well-known clipper BLACK PRINCE, A 1 17 years, 750 tons register, WILLIAM INGLIS, Commander; lying in the East India Docks.

For Freight apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

To follow the BLACK PRINCE.

FOR HONG KONG, the well-known clipper DUNMAIL, A 1 14 years, 771 tons register, PETER THOMPSON, Commander.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To sail on the 20th of December.

FOR SHANGHAI, the splendid clipper LENNOX CASTLE, A 1 14 years, 698 tons register, A. BRUNTON, Commander; lying in the East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

THE LONDON AND CHINA TELEGRAPH

THE NINTH Volume of this JOURNAL commenced on the 7th of January, 1867. The Subscription for the three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. Terms for advertising, 2s. 6d. per five lines; and 6d. for each additional line.

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OFFICE, 2, COWPER'S COURT, CORNHILL, E.C
(Over the Jerusalem.)

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 18th, and 26th.

VOL. IX.—No. 267.] LONDON, SATURDAY, DEC. 28, 1867. [Price 9d., with Sup., 1s. 3d.—Sub. 30s per ann. postage included, Sup. 12s. extra.

Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day.
JAPAN — Yokohama	Aug. 26	Oct. 30	Oct. 30
Nagasaki	—	—	Nov. 6
Hakodadi	—	—	—
CHINA—Peking	—	—	Oct. 28
Tien-tsin	—	—	Nov. 1
Chefoo	—	—	Nov. 4
New-chwang	—	—	Nov. 3
Hankow	—	—	Nov. 3
Kiu-kiang	—	—	Nov. 4
Chin-kiang	—	—	—
Shanghai	Sept. 17	Nov. 5	Nov. 9
Ningpo	—	—	Nov. 6
Foo-Chow	—	—	Nov. 10
Formosa—Tamsuy	—	—	—
Amoy	—	—	Nov. 11
Swatow	—	—	—
Hong Kong	Sept. 26	Nov. 8	Nov. 15
Canton	—	—	—
Macao	—	—	—
PHILIPPINES—	—	—	—
Manila	Sept. 10	Oct. 28	Nov. 8
COCHIN-CHINA—	—	—	—
Saigon	—	—	—
SIAM—Bangkok	—	—	Nov. 15
BORNEO—Labuan	—	—	—
Sarawak	—	—	Nov. 15
JAVA—	—	—	—
Batavia	—	—	Nov. 16
MALACCA STRAITS—	—	—	—
Singapore	Oct. 17	Nov. 19	Nov. 22
Penang	Oct. 10	Nov. 9	Nov. 25

Telegrams from Shanghai to the 25th Nov. were received, via Kiachta, on the 22nd Dec. These are probably the last for the season by this route. Via Galle the telegrams to 1st. Dec. from Hong Kong and Shahghai Nov. 25 were received on the 25th inst. The French mail of Nov. 26 reached Suez on the 23rd Dec., and may be expected here about the 3rd Jan.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Nyanza, arrived Dec. 26.—From Yokohama: Mr. Berlandier, Mr. Nicolas, Mr. Vashall, Mr. Campbell, Mr. Pellet. From Shanghai: Mr. T. B. Higson. From Hong Kong: Mrs. Hancock, two children, and servant. From Ceylon: Mrs. Love, child, and servant, Mr. Saunders.

To Southampton, per P. and O. steamer Poonah, expected to arrive Jan. 3.—From Shanghai: Capt. Whitelaw. From Hong Kong: Miss Mitchell, Mr. Macphail, Capt. Taggart, Rev. J. Wilson, Mr. R. Robertson. From Singapore: Mr. H. Salthouse. Mr. J. Livins, Mr. J. Mullins, Mr. O. Buzzard. From Galle: Lieut. Turner, Dr. Graham, Mr. and Mrs. Brodie and two children, Colonel Wallace's two children and servant.

By last mail, to Southampton, per P. and O. steamer Delta, arrived Dec. 18.—From Galle: Mr. Austin and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer Ripon, from Southampton, Dec. 20.—To Shanghai: One second-class passenger. To Hong Kong: Mr. H. Foss, and two second-class passengers. To Singapore: Mr. and Mrs. W. Hargreaves, and three second-class passengers. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Templer, Miss Templer. Mr. F. Templer, Mr. W. T Sendall, Mr. A. G. Thomson, Mrs. Mackenzie, Miss Lloyd, Mr. W. Skene. Mr. Lynill, Hon. Mrs. Fitzmaurice and child, and one second-class passenger. To Calcutta: Mr. T. G. Wilson, Miss Jones, Capt. and Mrs. Copland, Mrs. Wheeler, Mr. H. Smith, Lieut.-Colonel and Mrs. Ousseley, Bandmaster Dick, Mrs. Ward, Miss A. Durrant and servant, Major and Mrs. C. Andrews, Mr. and Mrs. Doveton, Miss May Brown, Mrs. Kuhlan and twenty-one second-class passengers. To Madras: Capt. R. C. Budd, Capt. Broughton Smith, Capt. and Mrs. Renshaw, Mr. G. Tulton, and one second-class passenger.

From Marseilles, Dec. 28.—To Shanghai: Mr. and Mrs. R. T. Bennie and servant, Mr. G. Barton, Mr. D. Roberts. To Singapore: Mr. Badenoch. To Calcutta: Mr. H. Sutherland, Rev. W. Simpson, Mr. E. A. Jack, Capt. W. S. Young, Rev. Mr. and Mrs. Laing, Mr. H. G. Sharp, Mr. P. Anderson, Mr. G. Heintze, Mr. Hardegan, Mr. Smith, Capt. Walker, and one second-class passenger. To Madras: Capt. Galbraith, Capt. Branfell, Mr. W. E. Ormsby.

From Suez.—To Calcutta: Major Jennings.

Per P. and O. steamer, from Southampton, Jan. 4.—To Yokohama: Mr. Vernedi. To Shanghai: Mr. F. Schjoth, Mr. Gore Booth. Mr. F. C. Adams, Mr. Rasch. To Hong Kong: Mr. W. Rumble, R.N., Mr. R. Bearne. To Singapore: Mr. James Miller, Rev. G. F. and Mrs. Hose. To Ceylon: Miss Robinson. Mr. J. G. Morley.

From Marseilles, Jan. 13.—To Shanghai: Mr. Ellis Elias, Mr. F. Cox. To Singapore: Mrs. F. Brenkmann. To Ceylon: Mr. J. S. Findlay.

Per P. and O. steamer, from Marseilles, Jan. 28.—To Hong Kong: Mr. J. and Mrs. O'Dell, Mr W. L. O'Dell. To Singapore: Miss Mary Thompson.

THE MAIL SERVICE.

The new postal service will be commenced by the Peninsular and Oriental Company with the mail from Southampton on Saturday the 29th February, and from London *vid* Marseilles on Friday the 6th March. This mail is due in Hong Kong on the 15th April. Commencing with the 6th of March, the outward mails will be despatched every alternate Friday. The homeward service commences on Wednesday the 12th February from Hong Kong, and will be continued on each alternate Wednesday. The mails from Japan, Shanghai, &c., will be made up fortnightly to meet at Hong Kong. The Marseilles steamers will pass through the Straits of Messina, and will be signalled from Messina, but will not stop there. A remonstrance against the omission of Penang in the new contract has been addressed to the Postmaster-General, and the reply stated that the India Government would arrange to convey the English mails to that port. The directors of *Messageries* have not yet decided on their scheme.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

From this port we have intelligence to the 30th Oct. (nine days later). The outward mail of Aug. 26 was delivered on the 20th Oct. The *Japan Times* still maintains the correctness of its assertions regarding the abdication, or, rather, retirement of Stotsbashi from the Shiogoonate, as will be seen from the following extract:—

"We remain without much decisive news of any importance from the South. Two days ago we received a despatch informing us that orders had been issued to the Hatamotos to disband their troops; the negotiation with Chiosiu having been brought to a satisfactory termination. This is strikingly confirmatory of the news we were lately enabled to publish of the retirement of 'Stotsbashi from the Shiogoonate; as every student of Japanese politics with the least knowledge of his subject is aware that the victorious chief of Nagato made his acceptance of the Mikado's terms and the laying down of his arms conditional on this concession being made to his personal and family pride. In due course of time the fact will be admitted. Meanwhile M. Roche, the French Minister, whose designs 'Stotsbashi's retirement would materially thwart—even probably to the extent of disturbing some advantageous arrangements in Europe—is understood to be terribly annoyed by our persistence in giving currency to such inconvenient truths. It is reported, but on what foundation of authority we cannot state, that he has even gone so far as to make inquiries as to the amount of control over the press possible to an English executive abroad!

"We foresee some considerable evil from this move of disbanding the troops. Should the order be obeyed, and, in the case of most of the Daimios such will properly be the case, some 50,000 armed men, with no present means of livelihood, will be thrown upon their own resources: and though doubtless many of them will return to the tillage of the field and other occupations from which they were taken two years ago and thus be re-absorbed into the community, still there will remain a proportion whose tastes or habits will render them averse to peaceful labour, and a considerable addition to the *Lonin* class mus

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naturally be expected. The Shiogoon's Government offers to take into its employ all above the rank of private soldiers—an excellent stratagem to deprive other daimios of the flower of their officers. As bearing upon the opening of Osaka, however, this news must be considered good, inasmuch as it would appear to indicate a withdrawal of the threatened opposition to our residence at Osaka. All we have to fear is the increased chance of isolated assassinations by discharged soldiers, whom poverty may turn into desperate bravoes, and who may choose to think the foreigner responsible for their misfortunes."

The following items are also from the *Japan Times*:—

The all-engrossing subject of attention at present is the approaching opening of the new ports. Merchants are exceedingly, and most justly, indignant at the apathy, or worse, of the Ministers who have kept for so long a time from us the information in their possession, which even if grudgingly given to us now will come almost too late. It is a shameful thing that the representatives of great commercial countries, which have made commercial treaties with Japan, and equip, send out, and largely pay these representatives specially to protect and advance commercial interests, should so completely fail in their duty as to deliberately withhold from commercial men information urgently wanted—should snub the Chamber of Commerce at every possible opportunity, and should leave it to a Japanese official at Osaka, Mr. Scare, to furnish the mercantile community with such intelligence as his condition of carefully-watched State imprisonment permits him to gather. His letter to the Chamber of Commerce contains probably little—except his corrections of the Ministers' mistakes—that these Ministers could not have told us months ago.

The fortnight has been fruitful of material for sensational paragraphs. The Dutchman against whom an English coroner's jury found a verdict of wilful murder in the unfortunate case to which we referred last mail, has been sent home for trial. The decision indicates that his punishment is not likely to be a severe one.

Then we have had the usual fire in the Japanese town, a most exciting burglary, in which a Chinaman was nearly done to death with a carving knife, one or two less noticeable robberies, and, we are exceedingly sorry to say, a fatal case of poisoning. This latter happened in the stables of a European firm, the victims being three horse boys, who had made their midday meal from a poisonous description of fish. Unhappily, circumstances prevented their getting proper medical assistance early enough, and in spite of all that could be done for them two of them died. Luckily, the fish is of a variety never seen upon foreigners' tables.

Captain Hodson's Court Martial is over, but the result is not yet known.

H.M.S. *Pearl* left for Nagasaki on the 22nd Oct., *via* the Inland Sea. There will be a rendezvous at that port of a considerable force of British ships in time for the projected opening of Osaka on Jan. 1st, 1867. The *Vineta* (Prussian) has also left for the same port. We must not omit to note the arrival of Capt. Tracy, R.N., formerly gunnery lieutenant of H.M.S. *Euryalus*. This officer is the first of a number permitted by H.M. Government to take service under the Japanese as naval instructors. Our allies here have, rather more quickly than most Eastern nations, got tired of the French. A line of steamers has been started by the Japanese, between Yokohama and Osaka.

Sir Edmund Hornby's judgment in the case of P. B. Walsh *v.* the Oriental Bank Corporation—in favour of the latter—arrived by the *Ganges*. It has given universal satisfaction. It was seriously feared that the Judge would attach to a pass-book a legal, technical value, as a receipt, which it has never yet possessed in the opinion of mercantile men in the East, whether bankers or merchants. Had he held so, the immediate result would have been the abolition of pass-books altogether, to our great inconvenience.

Apropos of the opening of Osaka, the *Japan Gazette* writes:—As the time approaches for the event, there does not appear to be any of that movement among our residents that would be expressive of a desire to go there; and according to the information given by Mr. Benjamin Scare—who, according to his own description, has been "detailed on special business by the authorities at Yedo to the Governor of Osaka"—the preparations for them in the city are far from what might have been expected. They consist of nineteen lots of about a quarter of an acre each; and such lots are quite inadequate for the wants of even a very moderate mercantile establishment in such a country as this. We can hardly conceive that our ministers should have been so easily satisfied—for whatever decrease there may be in the number of foreigners that actually go there to settle from what was expected, such a space as that agreed upon is far too limited. It is the clever wily Asiatic once more showing his superiority *in finesse* over the European. The Government had it their own way in squeezing us off the Tokaido—and compelling us to locate at Yokohama instead of Kanagawa—and it will be the same thing at Osaka—the place accorded is so small, that whilst opening the city to foreign residents according to treaty, the number that can reside there is infinitesimal, and the majority will be compelled to adopt Hiogo.

As to the opening of Yedo, at present it looks very mythical. An immense hotel is being prepared by the Government itself, where foreigners will be mulcted, squeezed, and cheated, to an extent even yet unknown. In fact, the whole arrangements, with the kind of semi-secrecy that pervades them, are highly unsatisfactory, and many who are desirous of learning what chances there are of their being able to open business in either Yedo or Osaka are totally unable to judge of their being able to do so.

From Hakodadi we are without any news whatever. The Russian encroachments, to which we made allusion some time ago, continue, and, as we predicted, they are creeping gradually farther south.

NAGASAKI.

The "Attack on two foreigners" reported to have occurred at this port proves, as we anticipated, to have been an affair of slight importance. It seems that the two foreigners were the aggressors. They were returning home about 2 P.M. from some evening entertainment, when they met a Japanese officer accompanied by two women. These they addressed with that cheerful disregard of *les convenances* which distinguishes Europeans among Eastern peoples, and on the officer remonstrating one of them struck him. Of course he drew and inflicted slight wounds on both his assailants, wounding one in the arm, the other in the shoulder. He appears to have behaved with great forbearance. The affair had been quietly compromised. The demand for vessels of war at the Southern port appears to be unabated, and there is continued inquiry for steamers of the gun-boat class. The following were in harbour for sale to the Japanese:—Kango-no-Kami, Kiang-soo, City of Nantes:—Thames, Staunch, Dragon, Coromandel, Orphan, Whampoa and Argus refitting.

One of the Japanese Daimois has in course of erection a steam power loom factory for the manufacture of cotton piece goods. One hundred looms are to be started as a commencement. Six experienced Lancashire operatives are to superintend operations and to teach the Japanese. It is expected that the factory will commence business within a couple of months.

CHINA.

—o—

TIENTSIN.

During the forenoon of the 19th Oct. the Tientsin foreign community received the agreeable intelligence of the arrival at Takoo of the British barque *Our Queen*, direct from Liverpool, laden with British manufactures, and other British exports for sale in the Tientsin market. The arrival of this vessel with direct shipments of merchandise from England, and the establishment of an agency by the Comptoir d'Escompte at this port, are deemed of such vast importance for the pecuniary interests of the foreign mercantile community at Tientsin that I presume I shall be excused if I take the liberty of again adverting specially to the two subjects.

Letters have come to hand from Tientsin stating that the Yellow River has burst its banks and done incredible damage in Shantung, inundating its north bank for a distance of 100 li. The spring crop had failed before, and now the autumn crops, which were very fine and just ripe, are utterly lost. Many villages are submerged, much life has been lost, and desolation and misery untold prevail.

CHEFOO.

The effect which gold discoveries have had in other parts of the world gives importance to what appears to be a fact, that a great discovery of gold has been made by two gentlemen at a place called Pingtu, about 105 miles from Chefoo. The mine was worked by the Chinese 15 years ago, and 70,000 taels taken out in 40 days, when it was again closed. The gentlemen who

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have now rediscovered it got a little gold which they took to Chefoo, but the mandarins soon prevented them from working. The *Daily News* correspondent says :—"Once let a tide of foreign gold diggers set in to Shantung, and the questions of residence in the interior, of railways and other improvements, would be soon settled." The remark is perfectly justifiable ; the Californian and Australian miners would be difficult subjects to deal with under the necessarily ineffective native government, which would not like to employ foreigners as inland police. If they did, the inevitable result, which diplomacy has not yet reached, would very soon be attained, and among the greatest "reformers" would probably be the Chinese who would return from foreign fields to fatten upon the auriferous pastures of their own, their native land. It is quite consistent with Chinese policy to discourage all attempts at gold-seeking in China.

HANKOW.

Another freshet has occurred in the Han, but of less consequence than the last. This is the third during the current year. The *Hankow Times* says—"The salt trade at this port, which was formerly a most profitable and extensive branch of business, has for some time past shown signs of recovering its former importance." A meeting of subscribers to the Church Building Fund has been held, at which it was announced that a grant had been obtained from the Home Government, and that sufficient funds were now available for building the Church. The committee was accordingly authorised to take the necessary steps for carrying out the plans.

We understand that a rule *nisi* has been obtained by the counsel for the creditors of Mackellar and Co., calling upon the bankrupts to show cause why the order of discharge granted by the consul should not be cancelled, and the appeal to the Supreme Court granted.

It is stated, "on reliable authority," that the refusal by H.M. Consul, Mr. Medhurst, to entertain the application of the creditors of Mackellar and Co., at Hankow, was in consequence of wilful delay on their part. Mr. Medhurst fixed 10 o'clock in the forenoon of the day following the expiry of the legal time for appeal in order to give ample time to the Chinese who might be unacquainted with British law, and further warned them that if they exceeded this time their application could not be entertained. Nevertheless Mr. Medhurst remained in his office until 12.30 P.M. in order not to seem desirous of cutting the time "too fine." At that hour he left, and on the applicants appearing at a quarter to one, he informed them that having given them an extension of the time of grace and further delayed closing the matter for over two hours after the extreme limit named, he could not in fairness to the bankrupts now receive their appeal. The truth appears to be that the Chinese could not make up their minds what to do, and delayed until a time when the bankrupts themselves could have legally protested against an appeal.

SHANGHAI.

Dates hence are to the 9th November. The English mail of 10th September arrived on the 29th October, and the French mail of 19th September on the 5th November. The latter brought tetegrams to 5th October, but later advices to October 8th had been received via Kiachta.

The following items are from the *North China Herald* :—

A meeting of residents interested in the erection of the new church has been held, at which reports by the architect, trustees, and treasurer were read. The satisfactory announcement was made that more than 8,000 taels had been subscribed by the community, conditionally on the trustees being able to raise the remainder of the sum required for the completion of the building. This they proposed to do by a loan—leasing a slice of the western portion of the church compound, including the site of the present church, for 1,200 taels a year, to guarantee the interest on the amount. Much discussion arose, in the course of which several restrictions were proposed, in consequence of which it was announced that the offer on which the trustees had based their scheme was withdrawn. An impression, however, seemed to prevail that a better might possibly be obtained, and tenders have been asked for. Some discussion arose in regard to the amount of further support which Government might be induced to afford, and a proposal that the trustees be empowered to solicit further subscription from H.M.'s Government was carried. The meeting was then adjourned to the 15th November.

The Shanghai Chamber of Commerce has compiled a voluminous memorial to Sir Rutherford Alcock, in reference to the treaty revision. The Chamber urges the necessity that foreigners should be allowed to reside and trade in the interior, and holds that Art. XII. of the present treaty gives the required privilege, if liberally interpreted. The questions of transit dues, and of salt import, are also dwelt on.

Several large sales of land and house property have been made, mostly at low prices. A plot of land in Foochow-road measuring 4*m.* 9*f.* 11*l.* 6*h.* was sold for taels 2,650, and the houses on it for taels 1,350. Another larger plot, bounded by the Peking, Kansuh, Woosih, and Fohkien roads, bearing 53 houses, brought taels 5,000. A plot in Szechuen-road, consisting of 4*m.* 3*f.* 6*l.* 8*h.*, with the houses thereon, leased at an annual rental of taels 2,675, brought taels 7,200. The plot situated between the Sungkiang and Canton roads, 3*m.* 2*f.* 4*l.*, with foreign built dwelling-houses, &c., thereon, taels 6,800. A plot of ground of about 1*m.* with 32 Chinese houses thereon, brought taels 1,800. Four shares in the Shanghai Gas Company were sold at taels 55 each. Eleven Old Dock shares, taels 150 each. One Shanghai Wharf Company share, tael 1. Ten shares in the Masonic Hall, taels 10 each.

Yutang, a well-known large dealer in piece goods, has bolted, leaving large liabilities. This is his second failure within about twelve months. He compromised with his creditors on the first occasion.

The hull of the barque *Siam* has been sold by auction for 3,600 taels, and the sails and stores for 460 taels, altogether 4,060 taels. About forty tons of the coal stolen from the *Vesta Vezis* have, we learn, been returned from Anwhey, confirming the suspicion that the larger portion of her cargo was carried away up the river, and not landed near the scene of the wreck.

Apak, the well-known pirate chief, who assisted Captain Dew in the capture of Ningpo from the Taepings, died a few days ago in that city. Deprived of the exitement of his previous career, he took to smoking opium, which, with other dissipations, has hastened his death. His family are celebrating the obsequies with much pomp.

A gorgeous procession was got up to grace the public entry into Shanghai of the successful candidates from this district at the recent Nanking literary examinations.

Unusually strong winds have prevailed during the past fortnight, and several accidents are reported in the river. Amongst others, a ferry-boat was upset in the river, and a large number of Chinese drowned.

A daring robbery has been committed in the city by some Fohkien men. They broke in to a pawnshop, carried off property worth 20,000 taels, and escaped through the South Gate, cutting down one of the sentries. Four of the culprits have since been captured.

The N. C. *Daily News* says :—With reference to the rejection of the creditors' claim to appeal against the decision of the Hankow Consular Court in the case of Mackellar's bankruptcy, we may add that, however close the question of time on the 18th, the creditors had then had forty-eight hours' grace. The date originally fixed was the 16th inst., thirty days after the delivery of judgment. The day on which the discharge was granted was the 18th. If we are rightly informed, some difficulty in verifying the signatures of Chinese creditors was the cause of the delay.

The *Herald* and *Recorder* announce that a criminal prosecution has been commenced against Mr. C. Treasure Jones, late assistant in H. B. M. Consulate, for alleged embezzlement of moneys entrusted to his charge. The charge is said to be laid under instructions from Lord Stanley. It appears that Mr. Jones has recently started a newspaper called the *Shanghai Evening Express*, and an "extra" to this paper issued on the day of the mail's departure is to the following effect :—

"It is with extreme regret we observe the paragraphs which have appeared in both our contemporaries this morning regarding the charge of embezzlement made against Mr. C. T. Jones. Notice was only given to the accused at 5 P.M. on Thursday evening, and he was required to attend at 2 P.M. on Friday. In this brief space he naturally had not time to examine his papers and accounts of matters occurring two years ago, and he applied for an adjournment till Monday at 2 P.M., at which hour he would be quite prepared to show that no such charge could be maintained against him. This was at once granted with the sanction of Mr. Mowat ; so the reason for calling on the case in Mr. Jones's absence is not obvious, except to secure the ear of the public in the first instance, and place the defendant at a decided disadvantage. This would be the result gained by the prosecution.

"To the journals so hastily promulgating the report the result is clearer still. The *Evening Express* is edited by Mr. Jones, and, if they could, by any means, shut him up suddenly, the whole thing might fall through, and a formidable rival be removed from their paths. That this is their sole

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reason for their undue haste we can but little doubt, but the good they expected to derive will hardly accrue to them.

A gentleman thoroughly capable of editing the journal has consented to take temporary charge on Monday next, and will continue to do so until this formidable case has been disposed of, and Mr. Jones, once more able to devote his entire energies to its success, and relying, as he does, on the rectitude of his conduct, and feeling confident that, even if the case goes beyond a preliminary hearing and is sent before a jury, it will be but a very short time before he again occupies the editorial chair of the *Shanghai Evening Express malgré* the petty spite he has to bear from his editorial colleagues and others, whom he doubtless will shortly be in a condition to repay in their own coin."

FORMOSA.

The Formosan semi-savages who murdered the crew of the American vessel *Rover* have been brought to terms. General Le Gendre, basing his demands upon treaty stipulations, succeeded in inducing the Chinese authorities to despatch a military expedition from Taiwan to the South Bay for the purpose of bringing the guilty savages to justice. He himself, having determined to accompany the expedition, embarked on the 5th July in the Chinese gunboat *Volunteer*, that vessel having been put at his disposal to convey him to Formosa. Twelve junks had been appropriated to the transport of artillery and heavy baggage. Five hundred men, armed with English rifles or muskets, formed the nucleus of a force which was subsequently to be reinforced by a body of fifteen hundred militia levied on the frontiers of the Chinese settlements. The expedition quitted Taiwanfoo on the morning of the 10th July, and passing by A-kung tien, Pitao and Tong kung arrived on the even- of the 15th at Taugliao. Their appearance with so numerous a military force, hitherto unseen in the island, threw the population into a state of wonder and stupefaction.

The expedition arrived on the evening of the 23rd July at Lang Kiou, the last town in which Chinese authority (practically at least) is recognised. This was madeby Liou, the Chinese General, the base of his operations. He had within half an hour's reach the little port where the flotilla of junks was to anchor; on the left his artillery commanded Poliau, the centre, sufficiently hostile, of Cantonese Achas—the usual arsenal of the savages; he could thus advance by a sufficiently good route over the heights to Tossupon, the extreme Chinese settlement, and thence descending upon the murderers of the Coalut tribe leave them no way of escape except the waves.

Before hostilities were actually commenced a Chinese deputation of chiefs of villages presented themselves on behalf of the savages to express their repentance for their past outrages, and to promise, if war was not commenced, hospitable and humane treatment of shipwrecked or other foreigners in future, and for the fulfilment of this promise the Chinese offered to be come security. It appears that the Mandarin Liao, who saw the chance of reaping a few laurels in the impending fight, was inclined to reject these overtures, but the U. S. Consul was of a different opinion. He therefore demanded that the supreme chief of the Southern savages, Toketok by name, and the chiefs of the 18 tribes should present themselves in person in order that he might hear from their own mouths the excuses and reassuring promises of which they spoke. An interview was accordingly arranged at a certain spot in the tribe of Savari.

The Chief excused himself by saying that at a previous and remote period the whites had ravaged the south of the island and massacred all the inhabitants save three; and that, having no ships in which to set forth and inflict justice, they had always, according to tradition, revenged themselves upon those who were shipwrecked upon their shores. Questioned as to his future intentions, the Chief replied that if it was intended to fight with him he would fight also, and bind himself to nothing; but if, on the contrary, he was generously dealt with as regarded the past, he promised that no stranger should hereafter be murdered. The Consul agreed to say nothing about the past, but in that case demanded not only that they should do no harm to strangers, but also that they should supply them if in want, and receive them in a friendly manner if they landed to procure water or other necessaries. Toketok promised this also if it were agreed that a red flag should be hoisted by vessels to announce their intention of landing peaceably. Satisfied with these promises General Le Gendre wished only to assure their due execution. He therefore suggested that the Chinese authorities should regulate the guarantee offered by the inhabitants, and that upon the heights of Tossupon they should erect a fort which would alike be a perpetual menace to the savages and a centre of refuge to shipwrecked mariners. The fort was at once erected, and we learn that an English gunboat has already seen a Chinese flag floating over its walls. On their part the Chinese of the neighbourhood willingly signed a formal agreement that if, contrary to promise, any stranger fell a victim to or was badly treated by the aborigines of the south end of Formosa, they would themselves seek out the guilty parties in order to deliver them into the hands of the authorities, their persons and goods being considered as security for the due execution of this condition.

On the 15th of October last, as we are informed, a copy of this declaration was sent to the United States' Consul, who relieved the commandant of the expedition of his responsibilities and then set out on his return, bringing with him the body of Mrs. Hunt, and some relics of the late *Rover*. Not the least of that which he brought with him was a well-grounded confidence that the Southern end of Formosa had been rendered safe to those who may be driven on its coasts by distress—an end which he has obtained by a rare mixture of firmness and humanity.

HONG KONG.

From this port our advices are to the 15th November. The outward mail of September 26th, conveying also London telegrams to October 16th, was delivered on November 8th. By way of Calcutta, London telegrams of October 24th were received in Hong Kong on November 13th—only twenty days. On the 14th November the Pacific Mail Company's steamer *China* arrived, with dates from San Francisco to the 14th of October, and nearly 1,000 Chinese passengers.

The "Hong Kong Association for Promoting the Interests of the Colony" is formed—Hon. Mr. Keswick, M.L.C., president. It has been decided to petition Parliament against the military contribution. The *China Mail* reports the proceedings at a meeting held in the Chamber of Commerce rooms to consider what steps should be taken in order that the community might be relieved of the burden imposed by the military contribution. Some twenty-eight gentlemen assembled, amongst whom were—The Hon. Messrs. Keswick and F. Parry, Messrs. Heard, Whyte, Duncanson, Bosman, Hitchcock, Lemann, J. Lapraik, Parr, Fraser, Holliday, Arnhold, Berwick, Jackson, Kaye, Sinnett, Dennys, Coxon, Gaskell, Falconer, Norris, D. Ruttunjee, and J. J. dos Remedios. The Hon. Wm. Keswick was called to the chair.

The Chairman, in opening the meeting, said that he was sure there was no difference of opinion concerning the unwarrantable exaction of the military contribution. So long as there were so many works and improvements in the colony to be carried out, they had the greater reason to get rid of this financial burden. He would leave the matter in the hands of the meeting.

Mr. J. C. Whyte rose, and stated that he had been asked to put a resolution. Everything had been tried to get out of the present financial difficulties of the colony, which were doubtless caused by the military contribution, except one thing—viz., a petition to Parliament. The more influential the men who presented that petition the better, and the larger the number of supporters of that petition the more weight would it have. It would be well were they all to agitate, as much as possible, their friends at home, and thus act upon those in Parliament and ensure support at home. Mr. Whyte concluded by proposing that a petition be framed and presented to Parliament for the abrogation of the military contribution. The Hon. Mr. Parry seconded this resolution, which was carried.

Mr. Kaye, however, here rose and said that he strongly objected to any course being taken different to that which had been privately agreed upon; which was, that an association should be formed with funds in hand, to be in a position to take up any subject which presented itself in the colony, such as this of the military contribution. The meeting was called not for the mere sending of a petition, but also to carry out the idea of an association. He would therefore propose that the meeting resolve itself into an association for the purpose of preparing a petition for presentation to Parliament against the military contribution, and for promoting the interests of the colony generally. This resolution having been handed round, was signed by nearly all the gentlemen present.

Mr. Parry here remarked that probably the Chamber of Commerce Secretary would give permission for it to lie on the table. Mr. Keswick: The Club would be better. Mr. Parry then sat down, and the resolution as signed was allowed to lie on the table.

Mr. Kaye, however, again rose, and said that as the association was formed, he did not see why they should not proceed at once to elect a committee.

Mr. Whyte quite agreed in what Mr. Kaye had said, and he therefore proposed that Mr. Keswick be elected president; that Mr. Sinnet be elected secretary of the association; and that five of a committee be elected by ballot. Mr. Hitchcock seconded this motion; which, having been carried unanimously, the association proceeded to elect the five gentlemen to act as a committee. In the order of their election the names are—Messrs. Parry, Kaye, Whyte, Lemann, and Duncanson.

The Chairman then stated that the only thing which remained to be done was the naming of the association.

Mr. Gaskell moved that the society be called "The Hong Kong Association," in accordance with the original circular; which, after an addition, was duly carried—the name now being "The Hong Kong Association for Promoting the Interests of the Colony." The meeting then broke up.

Although H.E. the Governor has made some well-directed

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attempts to clean the Augean stable of the police force here, many things, not new, but strange, continue to crop up. "Squeezing," the old stumbling-block of this department, and the riddance of which formed one of the Governor's arguments in favour of the gambling license, appears to have burst forth into light at Sowkewan Station, where is stationed one of the inspectors who carry out the provisions of the new Ordinance relating to junks and boats. One of this inspector's boatmen (who curiously enough speaks English well) was charged by one or two of the principal villagers with extortion; but, as is not unusually the case, in their eagerness to bring home the charge, the four villagers (complainant and witnesses), in their evidence, so "piled the agony," that the result was a counter charge against the villagers of conspiring to bring a false charge against the police boatman. Lawyers having been engaged, a long and somewhat brisk trial followed, which ended by the four villagers being committed for trial at the Supreme Court. But the case ended not here. Another charge of extortion was brought forward against the police boatman, in which it was alleged he had extorted or "squeezed" $20 from certain villagers holding squatters' licenses. During the hearing of this case very grave suspicions fell upon the whole police staff at Sowkewan Station, from the inspector (Anningston) downwards, and a painfully reticent and defensive tone was assumed by the police witnesses called by the prosecution. Mr. May (the Magistrate), however, refused to add the names of the inspector and P. C. Williams to the charge, although Mr. Barnard (counsel) requested that they should be also charged with extortion; but the boatman was committed to the next sessions of the Supreme Court. So at present the matter rests.

The Colonial Government and the marine lotholders on the Praya are at issue on the question of who shall bear the expense of maintaining and repairing damage done to the sea wall and Praya. Government plead poverty, and lotholders say they have no right to bear such expense.

A meeting of the shareholders of the Canton Insurance Company was held on 2nd Nov., when a favourable state of accounts was laid before them and approved.

The managers of the various banking corporations have petitioned the Governor on the subjects of stamp duty on letters of hypothecation and on bank notes. In reply, his Excellency reduced the duty on the first, but declined to alter that on the notes.

Some time ago the proprietors of the *China Mail* announced that there would be occasionally issued with that journal lithographic sketches, illustrative of places or events in the Far East. The first is given with the present "Overland" edition. It is a plain lithograph of "Victoria, Hong Kong, in 1867," from a water-colour drawing by Mr. Baptista, and is 42 inches in length by 12 in depth. Every regular subscriber is entitled to a copy. The price of subscription remains unaltered.

The P. M. C. S. S. *China* is the third of this splendid line which has visited Hong Kong. It is needless to enter into details of her build, &c., she being a sister ship of the *Great Republic*. We cannot, however, omit to notice the fine appearance which she presents. To say the *China* is a splendid ship hardly does justice to this graceful craft, the lines of which are so well drawn that her immense size does not appear to the beholder other than pleasantly. She is provided with everything in the way of luxury that a ship can have, whilst her cabins are fitted, trimmed, and upholstered like a drawing-room ashore. Her cooking arrangements, silver plate, and crockery are equal to any first-class hotel, whilst the latest inventions for the safety of passengers are seen on every hand. The *China* is commanded by E. W. Smith, an experienced clipper and steamer captain. The kitchens, pantries, bakeries, and butcher's quarters, are all provided with ample stores and requisites to the proper discharge of the dutles of those who conduct those departments in the ship's economy. The capacity for freight of the *China* is, it is said, 2,800 tons, and of this amount the ship has all it is desired to take of it.

A considerably complicated and curious case of larceny—or system of larceny—has been discovered at the Mint. It appears that the ashes of the silver ore, even after a refining process, continues to contain a certain quantity of the precious metal; but that, from want of the machinery necessary, the process of refining to any extreme degree would not repay the labour. This ash, however, is worth $8 per picul, and lies in the Mint yard, intended to be used in time for flooring, or in some such way when wanted. A short time ago, however, Mr. Inglis, superintending engineer, was informed that a quantity of this ash was deposited in a shop in Wanchi, and the affair had then to be investigated before Mr. May at the Magistracy. Yip Amow, Chinese stoker, and the Chinese shopkeeper, Chun Hing-kee, were placed in dock and charged with the offences respectively of selling and buying the ash, knowing that to do so was unlawful. Mr. Inglis stated that, although he had often seen coolies taking away ashes, he never dreamed but that they were dust-bin coolies going about their usual occupation. His suspicions, however, were aroused by the attempt to maintain the size of the ash heap by replacing the stolen ash by ashes of a different kind. The prisoners were committed for trial.

STRAITS SETTLEMENTS.

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SINGAPORE.

Advices from this port are to the 22nd November. The London mail of the 10th October reached Singapore on the morning of the 11th November, telegrams by that opportunity reaching up to the 28th October. On the evening of the 19th November the French mail with London letters to the 17th October arrived, and telegrams to the 8th November.

The *Straits Times Overland Journal* says:—"The Legislative Council has been pretty busily engaged during the fortnight over the Supreme Court Reconstitution Bill which we alluded to in our last summary. The Bill was viewed with considerable jealousy by a large section of the community, as it was thought to strik at the independence of local authority which it is considered so desirable the Council of the Court should possess. So far did this opinion gain ground, that the unofficial members chronicled in Council a protest against its introduction or consideration at the present season. As the Bill came to be considered in detail however, it was apparent that the Goverment had no intention to set it up as a measure by which they must stand or fall, but that it was placed on the Council table as a draft merely, open to correction or amendment where necessary. The amendments which have been made to it are considerable, and appear to meet at least all the more serious objections that were at first raised against it; the judges are to hold their appointments under Her Majesty's letters patent as before, and that part of the Bill affecting the procedure is to remain over until further experience can be brought to bear on its discussion—probably until the return to the colony of Chief Justice Sir Benson Maxwell. In this form the Bill has been passed, and the unofficial members have withdrawn their protest.

Mr. Pope Hennessy arrived by last mail, and after a stay of about a week proceeded to Labuan in H.M.'s steamer *Zebra* to take up the Governorship of that island. The Governor and Lady Ord and suite will leave for Penang early next month on their annual visit.

Admiral Ohier, the newly-appointed Admiral of the French squadron in the Chinese seas, was a passenger by H.I.M.'s steam transport *Creuse*, which arrived on the 9th of November from Suez, and sailed on the 11th for Saigon.

On the 13th of November the Acting Chief Justice assessed damages in the collision case between the steamers *Agamemnon* and *Mona* in favour of the former vessel, at £5,450. 8s., at the current rate of exchange for a bill at sight (to be ascertained on reference to the leading bank in the place), at the date of the passing of the judgment in April last. The interest is to be paid at the rate of 5 per cent. per annum, from the date of the filing of the petition. Should the whole amount of damages assessed not be paid within five days, the *Mona* was to be sold.

LATEST TELEGRAMS.

(RECEIVED VIA GALLE, Dec. 25.)

HONG KONG, Dec. 1.

An extensive fire has occurred here; 7,000 bales of Indian cotton were burnt. The loss is estimated at $400,000.

Continued stagnation prevails in the piece goods' market, and trade in East Indian cotton is completely stopped. Total exports of tea to date, 90,000,000 lb.

SHANGHAI, Nov. 25.

Grey shirtings, 6¼ catty, 2.5.5 taels.
Tea—Green, well maintained.
Silk unchanged.
Settlements in fortnight, 2,600 bales; expor o date, 35,750 bales
Exchange on London, 6s. 0¼d.
Freights, £3.

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BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

ANNESLEY—On the 27th Sept., at Nagasaki, the wife of Adolphus A. Annesley, Esq., of a son.

CAIRNS—On the 9th Nov., at Hong Kong, the wife of R. H. Cairns, Esq., of a daughter.

FRASER—On the 21st Oct., at Yokohama, the wife of James Campbell Fraser, Esq., of a daughter.

HOGG—On the 22nd Dec., at 6, Grosvenor-road, Highbury New-park, the wife of Frederick Hogg, of a son.

WADMAN—On the 4th Nov., at Ningpo, Mrs. Edwin Wadman, of a son.

MARRIAGES.

CAMERON—BROWN.—On the 11th Dec., at Longformacus House, Berwickshire, by the Rev. Daniel Cameron, of Ayton, father of the bridegroom, assisted by the Rev. John Macleod, of Dunse, the Rev. Daniel Cameron, M.A., minister of Mount Steware Chapel, and chaplain to the Most Hon. the Marquis of Bute, to Elizabeth Waller Doling, eldest daughter of Forbes Scott Brown, Esq., of Glugar, Penang.

HELLAND—BROWNE.—On the 6th Nov., at Hong Kong Cathedral, by the Rev. John Wilson, Acting Colonial Chaplain, George J. Helland, Danish Consul at Hong Kong, to Josephine Isabella, eldest daughter of John Nicholls Browne, Esq.

LAMB—BROWN.—On the 27th Sept., at St. George's Church, Penang, by the Rev. J. Mackay, B.D., James Lamb, Esq., to Lucy Scott, second daughter of Forbes Scott Brown, Esq., of Glugar, Penang. No cards.

DEATHS.

CONWAY—On the 9th Nov., at Double Island, Swatow, Robert Conway, Pilot, of Killard, Co. Down, Ireland, aged 32 years.

GUNN—On the 8th Nov., at Saigon, Mr. John Gunn, late of Bangkok.

KRAYER—On the 4th Nov., at Shanghai, Edward Krayer, a native of Basle, Switzerland.

NEILL—On the 2nd Nov., at Hong Kong, George M. Neill, Esq., of Edinburgh, aged 25 years.

SILLAR—On the 13th Dec., at Matheran, Sydenham-hill, Margaret Christison Cameron, infant daughter of W. C. Sillar, aged 8 months.

WHITE—On the 22nd Dec., at Tunbridge Wells, Anne Gordon White (born Hubbard), the beloved wife of James T. White, Esq., of Colombo, Ceylon.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Deliveries of old contracts for staple goods have been satisfactory during the fortnight, but the business originated has been small, owing to a variety of causes. Among these we may enumerate the quiet state of the silk market, the absence of the principal Osaka buyers, and a good native cotton crop. These have combined to stop the demand and to lower rates for most manufactures. The P. and O. and P. M. S. S. Co's. steamers having brought supplies of Yarns and Shirtings and heavy arrivals of these goods impending, we do not look for immediate improvement. What business has been done has been confined to a few parcels of 28—32's Yarn and good 8-lbs. 4 Grey Shirtings at about our last quotations, and some Black Velvets at from $0.25 to $0.50 lower. A sale of 1,000 short Enfields, five groove, at $12.50 has come to our knowledge. The trade in arms generally is rather active. Yarn: 28—32's are the only counts in demand, and for these even prices are weak. Other numbers are not in any inquiry. The stock has been increased from China. Grey Shirtings: Business has been nearly confined to deliveries of old contract goods. They remain at last mail's rates with little inquiry. A few 7-lbs. have been sold at $3 30.

SHANGHAI.—Soft Goods: The demand for the Tientsin market still continues and prices have ruled a shade higher, 8lb. 4oz. cloth being worth 2.6.2 to 2.6.6 tls. per piece, and of 7lb. goods moderate sales are reported to 2.3.3 to 2.3.6 tls. The levanting of one of the largest dealers in soft goods has tended to weaken the market which otherwise would have been much firmer—in fancy goods no change. Woollens: Continue neglected, transactions being quite nominal. Metals: No additions made to stocks and prices remain firm. Coals: There have been no arrivals since our last, and little change to note, prices are possibly a shade weaker from anticipated supplies.

HANKOW.—The demand has been more varied, but the business transacted has continued on a very moderate scale, the dealers in most cases only supplying their immediate wants. Quotations are:—Grey Shirtings, 7 to 7½ lbs., 2.3.5 to 2.4.0; 8¼ to 8½ lbs., 2.5.5 to 2.5.8; 9 to 10 lbs., 2.7.0 to 3.2.0. White Shirtings, 56 to 60 reed, 2.4.5 to 2.6.0; 64 to 66 reed, 2.6.0 to 2.7.0; 68 to 72 reed, 2.8.5 to 2.9.0. T-Cloths, 6 to 6½ lbs. 32 inch wide, 1.7.0 to 1.7.5; 7 to 7½ lbs. 32 do., 2.2.0 to 2.3.0; 8 to 1¼ lbs. 36 do., 2.6.0 to 2.8.5.

FOOCHOW.—Import sales are as follows:—American Drills, 600 pieces, $6.30 per piece; Bombazettes, 100 pieces, $8.50 per piece; Lead, 300 pigs, $8 per picul.

HONG KONG.—Raw Cotton: The demand has been moderate, and sales have only been effected by making concessions, although there has been a slight recovery, owing to increased inquiry to supply wants. Yarn continued in fair request at last quotations during the early part of the interval, but of late has been entirely neglected, advices from Amoy and Japan not being so favourable, and a general decline of $5 per bale has resulted. Cotton Goods: Considerable parcels of Shirtings and T-Cloths have been received from Bombay and Singapore, and holders are offering them at low rates, which has weakened the market for goods of direct import, closing quotations for which show a decline. White Shirtings are entirely out of favour, and are again lower. Turkey Reds are saleable only on easier terms. Drills, both American and English, are in small supply, and very firmly held. Woollens: A fair business has been done in Spanish Stripes at lower prices for scarlet, and higher for assorted; the sales have been mainly for parcels of Singapore import. Lastings and Camlets are both lower, the former being in moderate inquiry at a decline. There have not been any transactions in Long Ells, but holders are firm and asking a slight advance for scarlet, stocks of which are light. Metals: Nail Rod and Bar Iron are in fair demand, but at a reduction from former value, while Hoop continues to command last quotations. Lead is quiet. Tin unchanged in value, but only dealt in to a moderate extent. Tin Plates are wanted at an advance. Quicksilver firm. Coal: Small sales of English, ex godown, have been made at $14 per ton, the reduction in prices being made solely because the Coal was depreciating from having been some time on hand. New arrivals would realise former quotations. Other descriptions are very firmly held, but no transactions have been reported.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—A fairly active demand has existed throughout the fortnight, but in consequence of the paucity of supplies settlements have not been large, amounting in all only to about 1,700 to 1,900 piculs. These consist principally of common up to good medium sorts, the finer kinds not having been bought in any quantity. The teamen show a greater willingness to sell, but no decline has yet been established in quotations, which have remained unchanged throughout. Stocks were much reduced during the early part of the fortnight, but arrivals have latterly taken place much more freely, and are likely to continue doing so for some time. The supply on offer is estimated at 4,500 piculs. Quotations are:—Good Common, 24 to 26 dols. per picul; Medium, 27 to 28 dols. per picul; Good Medium, 29 to 31 dols. per picul; Fine, 32 to 35 dols. per picul; Finest, 36 to 38 dols. per picul; Choice, 39 to 40 dols. per picul.

SHANGHAI—Black Teas: There has been practically nothing doing in this market, only 3 chops having been settled at irregular prices, that do not establish any quotations. Teamen are very firm still, and as supplies begin to fall off they will very probably succeed in placing the Teas that remain, on their own terms. The stock has been increased to 38,000 chests. Settlements have been as follows: 400 chests common Oonam, at tls. 17.5, equal 1s. 0¾d., 1,100 chests fair Ningchow, at 18.5 to 20 taels, equal 1s. 1½d. to 1s. 2¼d. Green Teas: The occurrence of the autumn holidays has not prevented a large business being again done in these kinds, without any material reduction in prices. All fine teas have been readily purchased on arrival, and as much as taels 45.5 has been paid for a fine Teenkai. Although the majority of the purchases are for America, considerable shipments continue to be made to England. The stock is still large, but most of the really desirable parcels are picked out of it, and the Moyunes, of which it is mainly composed, are this year decidedly inferior to the average in quality. Fine and finest teas must be quoted fully up to last rates, although a slight reduction might be obtained on medium kinds. The fortnight's settlements comprise:—29,600 half-chests Teenkai and Moyune at taels 35 to 45.5; 5,300 half-chests Fychow, fair to good at taels 29 to 34; 2,700 half-chests Pingsuey, common to fair at taels 28.5 to 33.5.

HANKOW.—Only a trifling business had been done, there having been no arrivals from the interior. The whole amount sent forward was only 4,600 chests, made up of 2,800 chests settled (chiefly Oopacks, at 13.1.5 to 16.5 taels), and 1,800 chests shipped on native account. The total stock was within 3,000 chests. Quotations were:—Oopacks, common to fair, 13.1.5 to 16.5 taels; Oonams, common, 11.25 to 12 taels.

KIUKIANG.—About 15 chops Green teas have found buyers at previous rates, and shipments to Shanghai on native account have about equalled the settlements. Holders are very firm in demanding an advance in prices, but buyers show no inclination to accede to their demands.

FOOCHOW.—Congou: A moderate business has been transacted during the fortnight, and prices have been fully maintained. Prices continue to show a margin for loss on rates ruling in London, and the larger proportion of settlements are probably intended for shipment to the colonies. Souchong: Common qualities have been in some demand at advancing rates. Oolongs: Settlements are limited, and prices do not show any alteration on previous quotations. Flowery Pekoe: No transactions are reported in these. Scented Teas have been inquired for, but the teamen are holding the small stock for advanced rates. The flowers of the Mût-lee being nearly exhausted, the teas now coming forward are scented with the Lan-fa, a much coarser scent.

CANTON.—A very quiet tone has pervaded the market, and there is no change to note in prices. Country Congous: Three chops have arrived, and the stock, therefore, is 13½ chops, or 7,000 packages, for which there appears a total absence of demand. Country Greens remain as last advised; stock of old season's is about 800 packages. There are no arrivals of new season's yet reported. Canton-made Teas: A very moderate amount of business has been transacted. Stocks of leaf are getting very short, especially of Scented Orange Pekoe. The market is very quiet, and there are no new features to report.

SILK.

YOKOHAMA.—The market has been greatly depressed in consequence of the discouraging advices from home, and purchases have been upon a very limited scale. Holders generally have shown more disposition to realise, and although no change can be made in the finer grades, inferior sorts may be bought $15 to $20 cheaper. Settlements, including a few purchases made at the close of last mail and the shipments per Great Republic, amount to 500 bales. Supplies have been upon an average scale, but include a good many inferior parcels. Silk Worms' Eggs: The season may now be considered closed. Arrivals have been but trifling and unsold stocks are quite nominal. For the small transactions of the fortnight prices have been well maintained. Total settlements for the season, including the Hakodate export, may be put at 800,000 cards, against total for last year of 950,000.

SHANGHAI.—Mr. Holdsworth's Circular is as follows:—There has been considerable business transacted in this market during the fortnight, and settlements estimated at 2,000 bales have been made. Contrary to the expectations of many intending purchasers, the market was reopened immediately after the departure of last mail at a slight advance in prices; since then transactions have continued to be made to a considerable extent at gradually advancing rates. The limited stock of Silk on offer coupled with the great advance in the rate of Carolus dollars, has enabled the Chinamen to demand, and succeed in realising, this increase in rates, even in the face of the continued unfavourable advices received of the Home Market. The demand has again been chiefly for the Market and lower descriptions of Tsatlees, though some inquiry has existed for good Karshing Taysaams and Hainings; but as there were but few parcels of this class of Silk on the market, the holders of such lots asked and obtained full rates for them. The arrivals from the interior for the past interval are estimated at only 1,000 bales; consequently the unsold stock is reduced to 2,000 to 3,000 bales, chiefly common descriptions, including many parcels mixed with second crop and undesirable Silk. The absence of truly fine Silk is noticeable, nearly all arrivals lately to hand being full and coarse size. The advices from the interior report an advance in prices ruling there, consequent on the advance in this market and the higher rate

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of dollars—people there collecting for the Shanghai hongs complained of the difficulty they experienced in obtaining any good or desirable Silk, the bulk offered being common, and some too inferior to be classed, for which they were asking the equivalent of 330 taels per picul laid down in Shanghai.

CANTON.—A lower range of prices was established just before departure of last mail, and considerable settlements of Tsatlee Reel have resulted; some few went forward by last mail, but the bulk by the present; prices were rapidly declining, but an eager buyer entering the market effectually checked the inevitable fall in prices that would have been submitted to by native holders had a little more firmness been exercised. The settlements of Tsatlee Reel and Loongkongs are supposed to be destined for the London market, the Re-reeled Cumchuck for America, and the common sorts for India.

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 5d.	4s. 5½d.	4s. 5¾d.	4s. 6¼d.
Shanghai	6s. 1d.	6s. 1¼d.	6s. 1¼d. to 6s 2d.	6s. 2d to 6s. 2¼d.
Canton Hong Kong Macao	—	4s. 4¾d.	—	4s 4¾d to 4s 5¾d.
Singapore	4s. 4¼d.	4s. 5d.	—	4s 5¼d to 4s 5½d.
Manila	—	4s. 3d.	—	4s. 4d.

At Shanghai, bills on India, Rs. 302 to 303 per 100 taels. At Hong Kong, Rs. 218 per $100. Bar Silver at Shanghai, taels 111.4.0; at Hong Kong, 11¼ per cent. premium. Mexican dollars at Shanghai, tls. 73.1.0 per 100; and exchange on Hong Kong, 28¼ discount. Bous at Yokohama, 322 per $100. Hong Kong and Shanghai Bank shares, new, ½ dis.; Gas Company, par; Hong Kong and Whampoa Dock, 11 to 16 per cent., prem.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, $250 per share premium.

The following is from Messrs. Sharp and Co.'s Circular:—

Exchange.—An active business has been done in sterling exchange, and rates have fluctuated during the fortnight under notice to an extent unusual in Hong Kong. The last inward mail from Europe, that arrived on the 8th instant, brought telegraphic advices that the six months' usance was to be resumed, and the banks immediately declared themselves buyers as heretofore. The market opened, however, with rates firm at 4s. 5½d. for six months' credits, and several transactions took place at that rate, while Bank bills at four months were sold at 4s. 4¾d. A large demand for private paper subsequently ensued, and competition caused the rate for first-class six months' credit to recede to 4s. 4¾d., a considerable business having in the mean time been done at 4s. 5¼d. to 4s. 5d. Transactions at four months' sight are now of course more exceptional than ever, and quotations will in future be unnecessary.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Marseilles, Oct. 24, Mathilda.

At NAGASAKI.—From London, Oct. 21, Adeline.

At SHANGHAI.—From London, Oct. 26, Dilpussund; from Newcastle, 28, Onyx; from London, Nov. 25, Patna (reported by telegram).

At HONG KONG and CANTON.—From London, Nov. 7, Southern Cross; 12, Art Union; from Shields, Oct. 31, Jane Avery; from Cardiff, Nov. 12, Antares; from Havre, 11, Aline; from Liverpool, Nov. 17, Petchelee (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From Liverpool, Nov. 16, Heather Bell; 17, Bogota; from Glasgow, 15, Jane Blythe; from Cardiff, 10, Alvington, Maria Diederika, Concurrent; 16, Eldorado; from Newcastle, 10 Neptunas; 21, Lawrence Brown; from Sunderland, 10, Blanche; 16, Varuna; from Newport, 10, Nereus; 16, Schelde; 20, Akershus; from Shields, 13, Leopold Graaf van Limburg Stirum; 14, Gezina Maria; from Hamburg; 11, Soon Kong; from France, H.I.M. str. Goeland; from Rio de Janeiro, Gica.

At PENANG.—From London, Nov. 18, Florence Nightingale.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Nov. 7, Zodiac; for New York, Fairleader.

From FOOCHOW.—For London, Oct. 26, Finzel; 31, Laurel; Nov. 5, Hotspur; for Boston, Oct. 26, Meteor; for New York, Nov. 7, Ocean Chief.

From AMOY.—For New York, Nov. 11, Banion.

From HONG KONG and CANTON.—For London, Nov. 8, Polmaise.

From MACAO.—For London, Oct. 23, Kelso; 7, Chetah; for Hamburg, 16, Vampyr; for Havana, Nov. 6, Maria Pia; 7, Carmeline.

From MANILA.—For London, Oct. 23, Fortuna; 28, via Cebu, Noranside, for Cork; Nov. 6, Cotherstone; for Boston, Oct. 25, Herald; for New York, Nov. 2, Ashburton.

From SINGAPORE.—None.

From PENANG.—For Boston (via Padang), Nov. 13 Rainbow.

VESSELS LOADING.

At YOKOHAMA.—For New York, Swanley, Chrysolite.

At SHANGHAI.—For London, John Lidgett, Emperor, Minnie, Tamerlane, Tyburnia, Vigil; for New York, Etha, Rickmers, Madura, Royal Berkshire, Yeavering Belle, Delpussund.

At FOOCHOW.—For London, Cora Linn; for New York, Margarita, Solent, Dannevirka.

At HONG KONG and CANTON.—For London, Corea, Auburn; for New York, Nellie Chapin, Atlantic.

At MANILA.—For London, Ospray; for Liverpool, Glentheria; for Cork, Doriga, Ercilla; for Copenhagen, Havfruen; for Hamburg, Voladoro; for Cadiz, Concepcion; for New York, Caducus.

At SINGAPORE.—For London, Ann Adamson, Ramsey; for Glasgow and Liverpool, Bothwell Castle, Bogota, Jane Blythe; for New York, Dunmore.

At PENANG.—For Bordeaux, Imperatrice Eugenie.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: Tea, £3 10s.; silk, £4 nominal.

At SHANGHAI.—Vessels on the berth for London are fitting up slowly at £3; the rate is the same to New York. Tonnage is not plentiful.

At FOOCHOW.—To London, £3 10s. per ton, of 50 cubic feet. To New York, £3 10s. per ton, of 40 cubic feet.

At HONG KONG and CANTON.—Tonnage remains somewhat scarce, and rates are well maintained. To the rice ports there has been considerable activity at 47½ to 52½ cents per picul.

MANILA.—The Eleutherea to Liverpoool has engaged sugar at £3 10s. and hemp at £3 10s. per 20 cwt. The Southern Belle 1,129 tons, has engaged 900 tons wet sugar for London at £3 10s. per ton. The Ospray 598 tons, has engaged dry sugar for London at £3 5s., and wet sugar at £3 10s., but her sugar room is now taken up. The Caduceus 1,116 tons, is loading for New York, and will take 300 tons sugar at $11-25 per ton of 20 cwt., and remainder hemp at $12 per 4 bales.

At SINGAPORE.—Tonnage in harbour is more plentiful but rates remain firm.

An advance has been established on last rate, and £3 5s. is now readily paid to loading ships, The ship Ann Adamson is a full ship for London at that rate, and the Ramsey is filling up on same terms. The Jane Blyth gets the same rate to Liverpool.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Oct. 24	Kalohome	Singapore	New York
— 25	Caranja	Foochow	London
— —	Gabrielle Alice	Saigon	Bordeaux
— 26	Lichstraal	Rotterdam	Batavia
— —	Marie Heydorn II.	Whampoa	New York
— —	Jeannie Oswald	Batavia	Melbourne
— —	Sebastian Cabot	Singapore	London
— —	Corno	Saigon	Falmouth
— —	Hyacinth	Canton	London
— —	Amazone	Foochowfoo	Do.
— 27	Princess of Wales	Hong Kong	New York
— —	Tahti	Liverpool	Batavia
— 28	Carl Wilhelm	Nagasaki	London
— —	Brudkora	Foochow	Do.
— 29	Parana	Sunderland	Singapore
— —	Eastern Empire	Negapatan	Batavia
— —	Bengale	Havre	Saigon
— —	Seringapatam	Mauritius	Batavia
— —	Canadian	Foochow	London
— 30	Georges	Shanghai	Do.
Nov. 1	Madura	Saigon	Bordeaux
— —	Java	Singapore	Do.
— —	Æolus	Batavia	Melbourne
— 3	Susanah	Do.	Rotterdam
— —	Burg. Hoffman	Do.	Do.
— 4	Singapore	Shanghai	London
— —	Hong Kong	Foochowfoo	Falmouth
— —	Dioscuren	Whampoa	Do.
— —	St. Vin. de Paulo	Singapore	Bordeaux
— —	Albuera	Shanghai	London
— 5	Ethel	Hong Kong	New York
— 8	Caractacus	Yokohama	Do.
— 9	Veronica	Macao	Liverpool
— —	Ide and Vilaine	Manila	Havre
— —	Anna Digna	Batavia	Amsterdam
— 10	Asa Eldridge	Manila	New York

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 21, at Texel, from Tjilatjap, Kaap Hoorn; 19, at Zierikzee, from Batavia, Joh, Maria, Julie; 25, in the Downs, from Foochow, Grasmere; — at London, from Shanghai, Titania; Dec. 27, at London from Foochow, Grasmere; at Clyde, from Singapore, Edinburgh Castle; 24, at Sunderland, from Maulmain, Persian; 27, at London, from Shanghai, Helen Nicholson, Dunmail; 23, at Belle Isle, from Manila, Birman; 27, at Deal, from Hong Kong, Sovereign of India; 24, at Texel, from Batavia, Nicholaas Witsen; at Brouwershaven, from Padang, Mary Goddard; 28, at London, from China, Seawfell, Grenadier.

DEPARTURES.—Dec. 24, from London, for Hong Kong, Ferozepore, Wemyss Castle; for Shanghai, Min, Burdwan; — from Hamburg, for Hong Kong, Miranda; 21, from Liverpool, for Hong Kong, Maria Louise Antoinette; 19, from Shields, for Galle, Wellington; — from Cronstadt, for River Amoor, Jurgen; 24, from Portsmouth, for Galle, Horatio Harris, after being supplied with anchors and chain; 23, from Cardiff, for Shanghai, Preciosa; 20, from Sunderland, for China, Falke; 23, from Newport, for Singapore, Thusnelde; 26, from Cardiff, for Singapore, Japan.

SPOKEN.—No. 689 new pend. (Dutch ship), Rotterdam to Batavia, Nov. 13, on the line, 29 W.; Emilie Kinch, Singapore to Liverpool, Oct. 26, 35 S., 19 E.; Diamant, Nagasaki to London, Nov. 1, 23 S., 1 E., Ernest and Maria (Amer. barq.), Cardiff to Shanghai, Sept. 27; Nederland, Batavia to Rotterdam, Oct. 28, 22 S., 4 W.; Bristolian (ship), Cardiff to Sarawak, Nov. 17, 2 N., 25 W.; Lauriston (?), London to Hong Kong, Dec. 14, 25 N., 22 W.; Mercator (barq.), Cardiff to China, Dec. 15, 28 N., 20 W.; Mataura, Liverpool to Hong Kong, Dec. 15, 28 N., 20 W.; Inglewood, Clyde to Galle, Dec. 1, 6 N., 21 W.; Hamilla Mitchell, Manilla, &c., to Liverpool, Dec. 16, 37 N., 33 W.; short of provisions, which were supplied; Nautilus (barq.), Shields to Singapore, Aug. 23, 17 S., 35 W.; Birkenhead (?), (Amer. ship), Padang to Boston, 49 days out, Oct. 22, lat. 34, lon. 25 E.; Rifleman, London to Japan, Nov. 17, 4 N., 22 W.; Palestine, London to Colombo, Nov. 20, 8 N., 22 W.; Arrogant (Fr. barq.), Bordeaux to Singapore, Dec. 15, 28 N., 21 W.; Ann Catharine, Batavia to Amsterdam, Nov. 16, 12 N., 32 W.

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THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails *via* Marseilles on the 10th, 18th, and 26th, contains a Summary of European, American, and General News, Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 5*l*s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON: SATURDAY, DEC. 28, 1867.

A GERMAN SETTLEMENT IN THE CHINA SEA.

IN 1865 some attention was excited by the alleged intention of Prussia to take possession of the Island of Formosa. The rumour was noticed in these columns just two years since, and the idea of its ever becoming a fact was dismissed almost with ridicule. Still, there was evidence that such an intention had really been entertained by the Prussian Cabinet, in a series of articles published in the official journal at Berlin, which openly advocated such a step. Either the manifest impracticability of the scheme, or the advent of stirring times in Europe, caused it then to be abandoned, or, more correctly speaking, postponed; for it has now been revived in a somewhat different form. Our Hamburg correspondent advises us that "a rumour is current at Berlin that Count Bismark will propose to the "Federal Parliament, when it meets in February, a scheme "he has now under consideration for taking possession of "some suitable island in the Eastern seas on which to establish "a penal colony, that may be common to all the States forming "the North-German Confederation. Criminal statistics go to "prove that the German prisons are swarming with convicted "murderers and felons, who live in idleness and cost the State a "deal of money every year, whereas it is assumed that in a distant penal settlement their power of labour might be utilised, "and the colony thus rendered self-supporting, whilst it relieves "the home Governments of a great annual expense for their support and safe-keeping. Rumour adds that the island of Chusan "has been selected for this experiment, and that negotiations "have already been opened with the Chinese Government to induce them to transfer the sovereignty of that island to the "German Confederation by purchase or otherwise. The idea has "been favourably received at Berlin."

This, as it stands, appears almost as unpractical a proposition as the former one. The China sea would be a most out-of-the-way place for a German penal settlement, and, to say nothing of this inconvenience, the idea of "utilising" European labour in such a climate is absurd. But the truth of the matter probably is that Count Bismark, the genius of the newly-born great German Power, is jealous alike of Russian encroachments in China and Saghalien, of French progress in Cochin-China and possible movement on Korea, and of English supremacy in the East generally. So, under the pretext of looking out for a penal settlement, Count Bismark is in reality feeling his way towards the establishment of a colony and naval station in China waters. The project has doubtless been "favourably received" in Berlin, but, before anything can come of it, it has to be "favourably received" at Peking also; the probability of which we take the liberty of doubting.

THE BRINDISI ROUTE.

CORRESPONDENCE from India and China transmitted by the Brindisi route last mail reached London on the evening of the 12th, while the general mails, *via* Marseilles, arrived on the following evening. The latter were detained in Egypt two days waiting for the P. and O. steamer at Alexandria. When the new contract comes into operation this will not occur, as the service is so arranged as to have a steamer always ready at that port. If the Brindisi route—that is, the line from the port of Brindisi, including the pass over Mont Cenis—had been in good working order the mail would have been delivered several days earlier, as the Italian steamer from Alexandria starts within a few hours after the arrival of the mails and passengers. The time lost, therefore, is *en route* from Brindisi to London, and this must continue to be so until the tunnel through the Alps is completed, and a double line of rail laid down throughout to Brindisi. The rail laid over Mont Cenis, with its peculiar engine intended to supersede the *diligence*, it appears, is not to be trusted, and its opening has been postponed from time to time during the summer, until the severity of winter is now upon us. The Italian steamers running between Alexandria and Brindisi perform the passage with regularity, and the delay in the arrival of the mail in London is universally to be attributed to its land passage. For several months it has not anticipated the Marseilles mail, and when the P. and O. Company commence running direct between Alexandria and Marseilles without calling at Malta, as at present, the difference between the two routes will hardly be appreciable. As an agreeable change however for passengers Brindisi will still be deserving of notice. The deepening of the harbour is making progress, although certainly very slow, in the hope that the British Government will yet avail of it for the transmission of our mails. When the harbour is deepened sufficiently and has a dock and other appliances indispensable for a mail packet station, when the line of rail is doubled, and the tunnel through Mont Cenis is completed, then our Government have left the door open to negociate with the P. and O. Company for the substitution of Brindisi for Marseilles. In the present condition of the Italian route however it is out of the question, and the incorrect statements which have lately appeared on the subject are to be attributed to the want of a proper knowledge of the facts.

MR. LOCOCK'S REPORT ON OSAKA AND HIOGO.

THE object of Mr. LOCOCK'S report on the above named places, which has recently been published, is to give a *resumé* of such information as he was enabled to gather during the late visit of the foreign representatives. Commencing with a description of the relative situations of the two towns (with which most of our readers are by this time tolerably familiar), Mr. LOCOCK goes on to state that to insure the safety of foreign vessels trading thither, the Japanese Government is about to erect a lighthouse at each entrance into the Bay of Osaka, as well as one at Hiogo, the apparatus for which will be supplied from Europe. Osaka, as regards its general appearance, does not compare favourably with Yedo, being deficient in the open spaces, gardens, and fine trees that adorn the latter. On the other hand, the streets are better paved, and earthquakes being rare the houses are more lofty. The inhabitants, too, are said to be more industrious and orderly than in Yedo, consisting chiefly of the mercantile class; and foreigners are treated with uniform respect and civility. Mr. LOCOCK lays especial stress upon the fact, that while in Yedo strangers can rarely show themselves without the risk of insult, in Osaka they are able to roam about at will, without meeting so much as an angry look or offensive word.

The population of the city itself is set down at 320,000, or, including its suburbs, 373,514. Mr. LOCOCK found it impossible to ascertain the quantity of goods imported into Osaka, but an approximate table for the year 1866, furnished by the GOVERNOR, includes amongst others the following items:—Rice, 311,258 kokus; tea, 5,779 piculs; paper, 134,000 bundles; floss silk, 22,500 bundles; vegetable wax, 47,290 cases; raw silk, 306 piculs; iron, 31,500 bundles; tobacco, 23,280 packages. 1,967 junks of 200 kokus and upwards entered Osaka during the year. The traders of Osaka are divided into guilds, of which there are about 200; Mr. LOCOCK was invited to visit one of these, that of the foreign goods' merchants. Here he learnt that this branch of trade was rapidly increasing, from the growing desire of the Japanese to obtain foreign articles, which are eagerly bought up as soon as landed. The difference between the Yokohama and Osaka prices of foreign imports ranges from ten to twenty per cent.; and no additional duty is levied on goods brought from Yokohama, although there is a trifling tax on entering and leaving a Daimio's territory. At present very little raw silk finds its way into Osaka, the centre of silk weaving industry being Kioto (the capital), thirty miles distant. Mr. LOCOCK arrives at the conclusion that as a place of foreign trade, Osaka would by itself be almost worthless, the river being quite inaccessible to large vessels Hiogo, however, affords a capital anchorage, where

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ships of 1,000 tons can ride safely within a few yards of the shore. Coal exists amongst some hills about four miles from Hiogo; it is a kind of anthracite, of inferior quality, and very badly worked. In opening up a trade here, Mr. LOCOCK observes, there is little prejudice to overcome, for a perfect *furore* exists for everything foreign. As an instance of this he found no less than forty native photographers in the city, who obtain their materials from Europe, and all find full occupation. In conclusion, Mr. LOCOCK apprehends that some difficulty will be experienced in the transport of merchandise between Osaka and Hiogo, but those surmounted, he considers there is no reason why the settlements at both places should not become as thriving and important as any other in Japan.

THE CASE OF MACKELLAR AND CO.

THE case of Mackellar and Co., of Hankow, is likely to be a fruitful source of controversy. The last mail brought us intelligence that, because the parties who opposed their order of discharge did not comply with the requisite forms of security until an hour past the time appointed, they were excluded, and the order of discharge granted to the bankrupts. This is a very unfortunate circumstance, considering that the parties who have been most grievously wronged were Chinese. Their faith in Consular justice must be very much shaken by this act, for they had already become incensed at the forms of English law, which allowed their property to go down to Shanghai unpaid for, and yet made it legally the property of Mackellar and Co., or rather of the banks to whom they had pledged it as security for advances and over-due engagements. We are the more astonished that this procedure was adopted by the Consul, Mr. MEDHURST, when he returned to his post and relieved Mr. GIBSON, whose extraordinary vagaries in this case we have already noticed. It is to be hoped that the whole of the case will be thoroughly sifted in the Supreme Court, and that the Chinese will be better impressed with our forms of law at the conclusion than at the first stage.

THE SHANGHAI STEAM FLEET.

NOTWITHSTANDING the gloomy accounts we have received from Shanghai during the whole of 1867, it is some comfort to find that it has not dropped into a moribund condition. We gather our assurance of this from a list of steamers engaged in the trade of Shanghai, which we believe was published in a new paper called the *Shanghai News Letter*, intended for despatch to the United States by the San Francisco line of steamers. The correspondence by this route was delivered in London on the 16th inst., but was anticipated, as far as the China ports are concerned, by the Suez route by eleven days, the mails which left Shanghai on the 23rd, and Hong Kong on the 28th of October having been delivered in London on the5th inst. To return to our subject, this list comprises no less than a grand total of 48 steamers of 39,382 tons, which are divided over various voyages to the ports on the Yangtsze, the coast ports, Japan, India, and England. The list also includes five tug steamers engaged in towing sailing vessels in and out. We may reasonably conclude that a port which can employ such a steam fleet in its regular trade, independent of other chance steamers calling in, is a long way from being dead, and must at least have retained some elements of prosperity.

THE Russian consul at Hakodadi has announced to his Government that, "in accordance with the treaties concluded with Japan by England, France, the United States, and the Netherlands, Yedo and Osaka will be opened for trade with the contracting Powers upon the 29th of January, 1868." This news was received here by telegram from St. Petersburg on the 22nd instant. The date on which the new ports should be opened is the 1st of January; if the above information be correct, the delay of a month before actual trade commences is probably to allow time for the various consulates to get settled and fairly in working order, and also for Custom-house arrangements to be perfected.

IT is generally believed in Singapore that in criminal cases there is no appeal from the judgment given in the Supreme Court. We are, however, glad to be able to state that such is not the case, as in the Royal Charter by which the colony was created a possession of the Crown a provision is made enabling the GOVERNOR to grant leave to appeal in such cases as he may deem fitting.

IN our last issue it will have been doubtless noticed that the steamer *Achilles*, belonging to Holt's line, from Liverpool, is not to load for China but for Calcutta. This is not the way to gain the permanent support of the merchants in the China trade. The owners of clipper ships will no doubt know how to make use of this breach in the screw steamer line.

THE following appointments have been gazetted:—Thomas Braddell, Esq., to be Attorney-General; William Willans Willans, Esq., to be Treasurer; Charles John Irving, Esq., to be Auditor-General; and Captain John Frederick Adolphus M'Nair, R.A., to be Colonial Engineer, for the Straits Settlements.

Continental Intelligence.

HAMBURG.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 14.

According to private letters received here from Yokohama, the draft of an agreement has been signed between the foreign Consuls at that port and the Government of Japan, having for its object certain preliminary measures for the establishment of a quarter exclusively devoted to the use of foreigners. The part selected for this purpose is a rather extensive and well-situated area in the vicinity of the mercantile quarter and at a distance from the official residences, at the mouth of the Ogawa, where all foreigners may build or rent houses, subject only to the taxes raised at present on the land by the Japanese Government. On the other hand, the latter is bound to keep in order and cleanliness the canals surrounding and dividing the spot, as also to lay out wide streets, and to build a custom-house, warehouses, and an hotel.

It must be confessed that the Austrians, and more particularly the Chamber of Commerce and the Trieste merchants, are most persevering in their efforts to induce the Government to undertake the long projected and often postponed diplomatic expedition to Siam, China, and Japan. In addition to the late renewed representation of the Trieste merchants, ten members of the Austrian Parliament have sent to the Chancellor, Baron von Beust, an "interpellation" in writing, in which they state that, in consequence of the urgent request of the Trieste Chamber of Commerce, the Emperor was pleased to ordain that a maritime expedition should be sent out to the Far East in 1866; but the hostile operations of that year prevented the execution of the project at that time, the vessels of the Austrian navy having had full employment in maintaining the honour of the national flag nearer home. On the conclusion of the war the Government of the kingdom of Italy took, without loss of time, steps similar to those recommended by the Austrian merchants. The Italian Government succeeded perfectly in their object, as a very few months sufficed to negotiate and conclude highly favourable treaties with those Eastern countries, and to be enabled to carry on commerce with them, not merely on sufferance, but as their stipulated right. In the face of this state of affairs the Trieste Provincial Estates, before the close of the year, passed a resolution to send to the Emperor a humble petition praying his Majesty to give orders that the expedition be fitted out without further loss of time, which is the more important as Austrian subjects are prevented from taking a share in the commerce and navigation of those distant trading marts. In reply to this humble representation, the magistracy of Trieste received a communication from the Chancellor of the Empire, stating that H.M. had been pleased to accept graciously the prayer of the petitioners, and, by a decree dated the 27th of February, 1867, to ordain that the trans-oceanic expedition, as suggested, should be sent out in the autumn of 1867. The year, however, is drawing to a close, without anything further being done, or even preparatory steps taken; and yet the result of the late Paris Exhibition has elicited the expression of the Emperor's satisfaction at the manner in which the produce and manufactures of the Empire were so ably represented in competition with the rest of the world, and should serve as an additional impulse for opening foreign markets to Austrian industry and enterprise. These considerations have induced the undersigned members of the Imperial Parliament to ask the Chancellor whether the Government intends to put in execution with full energy and without delay the repeated promises made by the Emperor for the long-projected expedition to the Far East.

The *Trieste Zeitung*, in a leading article on the above, observes, very truly, that several of the lesser European States—such as Portugal and Switzerland, and now, lately, Belgium and Denmark—have succeeded in making favourable treaties with China and Japan without sending out expensive expeditions; and adds the caustic remark that "we should probably be in a very different position were the Department for Trade to employ half the time and energy to this subject of paramount importance that they devote to the ice export trade and other matters of secondary consideration."

Mr. P. Pels is appointed Consul at Batavia for the Grand Duke of Mecklenburg-Schwerin, *vice* Mons. H. Vaupel, retired, and has received his exequatur from the Dutch Government. It has caused much astonishment that when the consulates of the separate States of Germany are on the eve of being abolished, to be succeeded by Federal consuls appointed by the King of Prussia as President of the German Confederation, the Grand Duke of Mecklenburg should make this appointment, which, however, can only be considered as temporary, and can last but a very few months.

HAMBURG, December 23.

A letter from Jeneisseisk, in Siberia, states that the dearness of all provisions is so great as to oblige the enterprising gold seekers to postpone their operations till the spring. For the same reason they have latterly discharged a large number of their workmen, so that instead of the 8,000 employed in the summer they had been gradually reduced to 2,000.

A scheme for altering and greatly facilitating the present tedious mode of judicial procedure in the Siberian courts of law has been drawn up in the office of the Governor-General, and sent to St. Petersburg for the approbation of the Emperor.

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The Danish Government demands from Parliament an annual increase of 2,000 rix-dollars for the Consular establishment, as by the late treaties with China and Japan greater expenses are incurred by the Foreign Department.

The Swedish Government has resolved to take measures for increasing the trade of Sweden with the Chinese open ports, which is believed to be capable of great extension. For this purpose First-Lieutenant Annerstedt has been sent out on a special mission, during which he receives a salary of 32,000 Swedish rix-dollars.

From Munich we learn that on the proposition of the Minister for Public Education the King of Bavaria has given orders that all the different ethnological collections now dispersed over the kingdom shall be brought together and form one Bavarian National Museum at Munich, in which the lately acquired valuable Japanese collection of Colonel von Siebold will occupy a prominent position.

COMMERCIAL.

On account of the approaching holidays the markets are all very quiet, and but little business has been transacted in any article. Funds and shares are firm. The shares of the above-mentioned Hamburg-American Steam Company are in request at 17.50 per share of 1,000 marks banco, or 75 per cent. premium. Discount 2½ per cent., and money abundant.

SHIPPING.

LOADING.—The only vessels now on the berth are the Prussian three-masted schooner Schulze-Delitsch, for Singapore, and the Hamburg barque Antelope, for Shanghai.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 23.

The First Chamber of the States General finished its business on Saturday last. All the credit laws passed, and some Bills of local interest were approved of. The day before the recess, all the members of the First Chamber were received in audience by H.M. the King, one by one, and though nothing official has transpired, it is certain that they were consulted about the steps which should be taken with regard to the ministerial crisis. Contrary to the fervent hopes of the people, the King has not accepted the resignation tendered by Ministers, when the Budget for Foreign Affairs was rejected by the Second Chamber. A telegram from the Hague says, "It is asserted that the session of the States General will be closed, and the Second Chamber be dissolved, on Friday next, the 27th."

H.M. has appointed a commission to report if it be expedient to indemnify some firms connected with the Japan trade for losses which they suffered by the last war. I have already told you that these claims have been urged repeatedly.

H.M. war steamer *Timor*, bound for Java, left Hellevoetsluys on the 14th.

COMMERCIAL.

COFFEE.—The market is unaltered, but firm on the prices of the late Dutch Trading Company's sale. The quotation is for good ordinary Java private import, 37 to 37½c.

SUGAR (RAW.)—Market very quiet; little offered at the market value of 1f. below the September prices. For a floating lot of 788 mats Syrup Sugar per Dordrecht 23f. was paid.

TEA.—Good ordinary China Congou, 85 to 90c.; ordinary, 80c.; ditto Java, 80 to 85c., and 75c.

RICE.—Java table, 16f. to 17f.; second, 11f. to 12f.; fine white, 9½f. to 11f.; white, 8¾f. to 9½f.; Sourabaya, 8f. to 8½f.; Rangoon, Bassein, and Necranzie, 8½f., 8f., and 7¾f. Imported 16,000 b. Necranzie.

SPICES.—Quiet; Nutmegs No. 1, 78c.; first quality Mace, 115c.; Cloves No. 2, 28c.; and Pepper, 17c. 2,000 b. Pepper were imported, per Henrietta Maria, from Batavia.

TOBACCO.—Very dull, and no transactions took place.

TIN (BANCA).—2,500 slabs were sold from 53¼f. to 53f.

CAMPHOR.—China and Japan, 83c.

MANUFACTURES.—The market is unaltered.

STOCKS AND MONEY.—The majority of securities have been dull. The demand for money is moderate, and the rate of discount is unaltered.

SHIPPING.

ARRIVALS.—Dec. 16, at Brouwershaven, from Batavia, Ary Scheffer; at Texel, from Batavia, Guurtze and Maria; from Tjilatjap, Boni; 17, at Brouwershaven, from Batavia, Noachy; at Texel, from Batavia, S. van Heel; 19, at Zierikzee, from Batavia, Johanna Maria, Julie.

DEPARTURES.—Dec. 20, from Texel, for Sourabaya, Ida Gertruda; 21, from Brouwershaven, for Samarang, Ida Elisabeth; for Singapore, Pantalon.

PASSENGERS OUTWARD.—For Java: Per Maarten van Rossum, Mr. W. Pas and family; per Goede Verwachting, Messrs. Enschut and family, Van Beuningen, Van Helsdingen and family, De Haan, Vechtman, Rappard, Van Minkelen, H. and A. E. Pool, Warnink, Mrs. de Nys and son, Miss Evers.

PASSENGERS INWARD.—From Java: Per Boni, Mr. T. Brouwer and family, Mr. J. Geelhoed and family, Mr. Edwards; per Ary Scheffer, Mr. M. van der Wal; per Noach, Messrs. Latour and family, Haga and family, Chateleur, Gobée.

CEYLON COMPANY (LIMITED).

A half-yearly general meeting of the shareholders of this company was held on the 17th instant, at the offices, Palmerston-buildings, City; Mr. LAWFORD ACLAND in the chair.

The report stated that the accounts for the half-year ending the 30th September last had been made up, and exhibited an available balance of £13,773 13s. 1d. at the credit of profit and loss. The directors proposed to pay an interim dividend at the rate of six per cent. per annum (being 6s. on each original and 3s. on each A share) on the 19th day of December instant, free from income-tax. This dividend would absorb £9,375, and leave £1,398 13s. 1d. unappropriated.

The CHAIRMAN, in opening the proceedings, said that he presumed the shareholders would take the report as read. The present meeting was for the purpose of declaring an interim dividend at the rate of £6 per cent. The available balance of £13,773 was less by £3,000 than it was this time last year, but that was no indication of any depression in their business, but was accounted for simply by their having brought a larger sum forward by that amount on the corresponding half-year. They had not extended their business in any way during the past six months. Their expectations with respect to raising the remainder of the capital, which two years ago they thought they would have done before this, had been disappointed in consequence of the state of the money market. He trusted that in the coming year confidence would be restored, and that they would be enabled to place the 12,500 shares they had in hand. At present the company suffered no inconvenience in consequence of those shares not being placed, but still it would be more satisfactory if they had the capital, which they could make good use of. At the last meeting they were informed that the proprietors of A shares were at liberty to pay up the additional £5 per share, it being desirable that all the shares should be placed on the same footing. That operation was still going on, and the directors were ready to receive the £5 per share and to allow a discount of £6 per cent. up to the 31st of March last, such shares carrying the full dividend from that date in the same way as the other paid-up shares. The shareholders might, perhaps, have noticed an advertisement which they had of late put out, offering to invest money in Ceylon or the Mauritius at £7 per cent. That advertisement had caused some misapprehension in the minds of some shareholders, who had imagined that they were borrowing money at 7 per cent. and mortgaging their estates. That was not the case, they were acting in the matter simply as commission agents. If any persons were desirous of advancing money in Ceylon or the Mauritius, certain parties were ready and willing to receive it; if done through this company, they charged a commission. Such business as they took of this character was very good, and gave them the agency of estates, which was the most profitable part of their business. He concluded by formally moving the adoption of the resolution declaratory of the dividend.

Mr. D. KAY seconded the motion.

Mr. TURNER presumed that in guaranteeing the loans referred to the directors took an ample margin, because estates in the tropics were liable to very serious risks. He had advanced largely on Jamaica property, and always required a margin of 50 per cent., to provide for contingencies and damage arising from excessive rains, hurricanes, or other calamities, to which property in the tropics was more peculiarly liable. He should be glad to hear that when the board gave a guarantee, a sufficient margin was required.

Mr. SWINTON thought the directors ought to give some more detailed information about their estates in Ceylon and the Mauritius. At the last meeting he put several questions on that subject, and was told that there had been losses on sugar from reduction of price. Every year the dividends were decreasing instead of increasing. If they gave £6 per cent. on debentures and only £6 per cent. dividend on the capital, they could not be making very large profits. He thought the shareholders would like to know how the coffee estates in Ceylon were turning out, whether they were being worked at a loss or profit, and what was being done with the estates in the Mauritius which had been thrown on their hands in consequence of their advancing money on the security of the land; and whether the expenditure in the Mauritius was or not more than the profits derived from the estates.

General LAWFORD would be glad to know whether the charges for management were fixed. He found that the charges last year were £21,616 and the dividend was £26,562, but in all probability this year the charges for management would exceed the amount of dividend.

The CHAIRMAN said with reference to the guarantee they gave to parties advancing money, the price of the estate was calculated with very great care, and they took a mortgage of it and managed it. The advance was calculated at half the value of the estate, taking it at five or six years' purchase, and he thought that that was a perfectly safe rule to act upon. No part of the produce of the company's coffee estates in Ceylon had been included in the present accounts—they would come in at the end of the year. The last year's expenditure had been heavy, but still there was a considerable profit. None of the estates which the company took over in the Mauritius had been sold since the last meeting, but they had turned out very well, and would yield a considerable sum over the working expenses and the interest of the money. The expenses of management were not fixed in any way in reference to the dividend, nor could there ever be a percentage on it. The agents and managers abroad had fixed salaries. The expenses had no reference whatever to the profits of the business.

General LAWFORD thought the cost of the establishment in the Mauritius high, being £8,500.

The CHAIRMAN explained that that was an exceptional amount consequent upon some necessary changes in the management.

General LAWFORD was of opinion that it would be for the benefit of the shareholders if a short manuscript statement of the progress of the company could be placed at the disposal of the shareholders, not for publication, but for their own guidance and satisfaction. He considered that under the present system they could not obtain such information as it was desirable in their own interests that they should possess.

The CHAIRMAN considered that it would be highly inexpedient that the secret working of the company should be thrown open to all shareholders some of whom might possess but a very slight interest in the concern and be rivals in trade. It would be preposterous if a shareholder holding an interest in the company to the value of £5 were to have the power of overhauling the books of the company and exposing their trade.

Mr. SWINTON thought the chairman had put the case a little too strongly. The shareholder did not ask that power should be given to individual shareholders to overhaul the books, but that they should have access to a short manuscript statement of the progress of the company. The shareholders were constantly being taunted with indifference to their own interests, and when anything wrong happened they were told that they ought to have looked more closely into matters. The fact was they had very little power of doing so.

Mr. SAVILL was of opinion that in a trading company like theirs it would be highly inexpedient that every shareholder should have the power of inspecting the books or getting at the secrets of their operations. Not only was it against the general principles of trading that one merchant should disclose the character of his operations to his competitors, but in this case there were urgent reasons why they should not. They were not

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much beloved in the Mauritius, being considered interlopers by many merchants who transacted the same description of business before they went there. What was to hinder their rivals from purchasing the smallest possible interest in their company for the very purpose of getting at a knowledge of their business, in order as rivals to take advantage of it?

In reply to a question from a SHAREHOLDER,

The CHAIRMAN said that the board had no intention whatever of making a call.

The resolution was then put and carried unanimously, and a cordial vote of thanks to the chairman and directors, manager and staff, concluded the proceedings.

LEGAL.

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COURT OF BANKRUPTCY.—IN RE GEORGE LYALL.—This was an adjourned sitting for examination and discharge. The bankrupt was a merchant of Leadenhall-street, trading there under the firm of Lyall and Still, and at Hong Kong under the firm of Lyall Still, and Co. The joint accounts disclose liabilities to the amount of £76,409, against which there is a claim on the firm at Hong Kong of £75,860; other assets, £500. The partners who were in China had, it appeared, obtained their orders of discharge. Mr. Bagley and Mr. Laurence for the assignees, stated that the books of the bankrupt had been well kept, and they did not desire further inquiry. Mr. Reed opposed for Mr. Liebert, of Manchester, a creditor for £47,000, and asked that the bankrupt's examination should be further adjourned until the pending inquiries were completed. It would be shown that from April, 1866, the bankrupt knew that his firm was hopelessly insolvent, and it was asked that a statement of affairs at that date should be furnished. After hearing Mr. Sargood for the bankrupt, his Honour adjourned the sitting for examination, and directed additional accounts to be furnished.

MODY AND ANOTHER V. GREGSON AND OTHERS.—This was an action for an alleged breach of contract. Mr. Grove, Sir George Honyman, and Mr. Hannen appeared for the plaintiffs; and Mr. Manisty, Mr. Field, and Mr. Kemplay for the defendants. The plaintiffs were a firm of native Indian merchants, who carry on business in London, Bombay, and Calcutta, and the defendants were cotton manufacturers in the neighbourhood of Manchester. It appeared from the plaintiffs' case that they purchased of the defendants 2,500 pieces of grey shirtings, which were described in the invoices as containing seven pounds weight in the piece. The goods were forwarded in the ordinary way to Calcutta, and were stored in the plaintiffs' "godowns," in which they remained about six months. On being examined at the end of that period the bales were found to be thoroughly rotten in the centre, while their exteriors were apparently uninjured. On being submitted to chemical analysis it was discovered that the goods contained over 20 per cent. of matters other than cotton, 14½ per cent. of which consisted of china clay. The scientific witnesses called by the plaintiffs stated that the effect of the clay was to keep the goods damp, and thus to cause them to become mildewed and rotten. The addition of the clay would add considerably to the weight of the article. The defendants' case was that the use of china clay in the manufacture of cotton goods was customary, and was beneficial. In their compound for sizing they only used 2½ per cent. of clay. The plaintiffs complained that upon the facts proved there was a breach shown of the warranty that the goods were merchantable. Mr. Manisty, on behalf of the defendants, submitted that upon a sale of goods by sample no warranty that they were merchantable could be implied. His lordship ruled that upon a sale of goods by the manufacturer the sample was to be taken only as a standard of those qualities which could be ascertained by an examination of the samples, and did not apply to latent defects. Mr. Manisty tendered a bill of exceptions to his lordship's ruling. The jury returned a verdict for the plaintiffs for £1,030.

GREENWOOD V. TONGUE—TONGUE V. GREENWOOD.—These suits, involving a great mass of paper from the evidence and proceedings which have taken place, now came on at the hearing on bill and cross bill. The subject-matter of the suits are certain agreements, or rather the heads of one agreement, designated "Agreement E," entered into with respect to the royalties in respect of certain patented machines for combing and otherwise manufacturing a new fibre known as China grass. The plaintiffs are the makers of the patentee's machines at Leeds, the defendant being an inventor and patentee at Wakefield. The plaintiffs in 1865 agreed to make certain combing and preparing machines for the manufacture of the fibre in question, for the Yorkshire Fibre Company, the defendant being the patentee, and the company were now manufacturing the article. The agreement in question was dated the 27th of October, 1866, and was signed by the parties, and under this instrument the plaintiffs were to be interested in a moiety of the patents, which included those in England, abroad, and in America. The chief question was whether, as the doctrine of specific performance in equity now stood upon the authorities, an agreement involving personal services could be enforced in this court. The defendant resisted the performance on the ground that, such being the scope of the contract, the Court could not enforce it, because if it made a decree there were no means of seeing that it was carried out, the officers of the Court not having the means of doing so. The plaintiffs, however, argued that the Court could make a decree auxiliary to proceedings at law, by which they would get all they asked for, and that the Court having power to decree the execution of instruments, that would give the relief, by affording a means upon which to obtain a legal remedy. Mr. J. Napier Higgins appeared for the plaintiffs; Mr. Glasse, Q.C., and Mr. Bagshawe for the defendant. After considerable discussion, the Vice-Chancellor sanctioned the following order:—Mr. Tongue and all necessary parties unconditionally to assign to the plaintiffs the sole right and benefit of his existing patents for China grass in Great Britain and Ireland, and licences inconsistent with that to be cancelled. A deed to be settled by the Court in case the parties differed. Future duties and patent fees to be paid in moieties, and if the plaintiffs declined they must give up their interest to Tongue and elect, in three weeks. Tongue to retain the right in the patents for anything else than China grass, and the royalties already earned and machines unsold to belong to plaintiffs, who were to receive the £850 in Court and the costs of the litigation fixed at £200, and paid by the defendants in addition to moneys in Court on account of costs, and paid in £50 yearly instalments, secured by promissory notes, and in default to be a charge on the patents. The plaintiffs to undertake to settle with the company, injunction to be dissolved, and mutual releases to be executed.

Naval and Military.

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The Pylades, 21, screw steam corvette, 1,278 tons, 350-horse power, was commissioned at Sheerness a few days ago for service in the Pacific by Capt. Cecil W. Buckley, V.C. The following officers have joined the ship:—Capt. Cecil W. Buckley, V.C.; Lieuts. W. Neilson, H. G. Andre, W. H. Lewin, and S. A. R. Hamilton; Navigating Lieut. Jesse Dixon, Surg. Richard Eustace, and Paymaster Charles D. Lindsay. The Pylades was taken for a preliminary run for the trial of her engines, when the result was considered most favourable. The vessel will not leave Sheerness before next month. The Prussian iron frigate Prins Frederick Carl, from Toulon, which put into Plymouth dismasted some time since, has been removed to moorings higher up Hamoaze, to give place to ships belonging to the Channel fleet, which will winter at Devonport. It is believed that the Prince Consort and the Achilles are two of those named for Devonport.

The Serapis, screw troopship, Capt. Soady, sailed from Portsmouth on the 14th inst. for Alexandria, with the following troops on board for India and the Abyssinian expedition:—For India—F F and G Batteries of the 8th Brigade Royal Artillery—Col. Bruce and Mrs. Bruce, Lieut.-Col. Evans and Mrs. Evans, Lieut.-Col. Smyth, Capt. Collington, and Mrs. Collington, Capt. Brown and Mrs. Brown, Capt. Nicholls; Lieuts. Lowe, Brown, Carr, Nutting, Hauston, Hunter, Tillotson, Gubbins, Buckle, Bigg, Warrington, Shore, and Poole; Assist.-Surg. Boulton and Mrs. Boulton, Assist.-Surg. Davidge; Veterinary-Surg. Hanley and Mrs. Hanley, Veterinary-Surg. Hall and Mrs. Hall; 635 non-commissioned officers and men. Royal Artillery—Capt. Martin, Capt. Campbell and Mrs. Campbell, Capt. Hayes; Lieuts. List, Boucher, and Franks; Riding-master Pawson and Mrs. Pawson, Assist.-Surg. Davidson, Lieut. Godeve and Mrs. Goodeve, Lieut. Talbot, and Lieut. O'Grady; 58 men. First Battalion 3rd Regt.—Ensigns Irwin and Thornton, and 181 men. 102nd Regt.—Lieut. Carr and 61 men; 104th Regt.—Capt. Milne; 106th Regt.—Capt. Caldecott; 1st Battalion 19th—Capt. Marshall; 36th—Lieut. Hartford; 46th—Ensign Searle; 77th—Ensign Thornton; 3rd Battalion Rifle Brigade—Ensigns Sandelands and Harrington; 3rd Battalion 60th Regt.—Lieut. Borthwick; 2nd Battalion 60th—Ensign Brand; Staff-Surg. Miles; Staff Assist.-Surgs. O'Reilly, Macpherson, Miles, Footner, and Green, and Mrs. Green. For Aden, to join the Abyssinian Field Force—Capt. Kilton, 1st Battalion 4th; Lieut. Goring and Capt. Trent, 33rd; Lieut. Crofton, Royal Artillery; Ensign Wright, 45th—total number of all ranks on board, 1,290, exclusive of 121 soldiers' wives and 131 children. The Serapis also took out 36 seamen and bandsmen paid off from the Royal Oak, on passage to Gibraltar for Malta.

On the 20th inst. the gunboats Fly and Flirt were launched from Devonport dockyard by Mr. A. Moore, the master shipwright. The ceremony was performed by Miss Spencer and Miss Matilda Spencer, daughters of the Commander-in-Chief of the Western District, Major-General the Hon. Sir A. A. Spencer, K.C.B. The Fly and Flirt are sister gunboats of 464 tons built on lines supplied by Mr. E. J. Reed, Constructors of the Navy. They will have engines of 160-horse power with double screws.

Monetary and Commercial.

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A further dividend will be paid to the creditors of the Commercial Bank of India next month. The amount is not yet determined, as remittances continue to come forward by every mail. The call of £10 lately made and confirmed by the Court is payable on the 20th of January by shareholders in Europe, and on the 1st of March in India. This should yield £400,000, but the liquidator will be fortunate if he recover the half of it. It will, we fear, be necessary to call up the other £15 per share.

The Chartered Mercantile Bank of India, London, and China have declared a dividend of 3 per cent. for the half-year ending the 31st.

The committee appointed by the shareholders of the Labuan Company have recommended that a new company be formed to purchase the plant, &c., of the mines by the issue of 20,000 shares of £5, and that for every old share one of these be allotted, these shares to be called A. A further issue of 20,000 shares called B to be allotted without payment to holders of A shares. The A shares to have 10 per cent. per annum before B; and when B shares receive 6 per cent., A and B are to share the remaining profits. The applications will be considered early in the new year, and a decision arrived at.

Creditors of the China Steamship and Labuan Coal Company (Limited), resident in Europe, are required to send particulars of their claims to Mr. J. B. Gibbons, one of the liquidators, by the 1st of January, and those resident elsewhere by the 1st of June.

The biddings for bills on India were held on the 18th, at the Bank of England, and Rs. 12,30,000 were allotted to Calcutta. The minimum price was fixed as before at 1s. 11d. on Calcutta and Madras, and all tenders at and above that price were allotted

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full. In the fact that only a portion of the bills offered have been taken, there is proof that the demand for the means of remittance to the East is still diminishing. The Council of India will receive tenders on the 1st proximo for bills on Calcutta and Madras to the amount of £200,000.

The failure of a Bombay house in Manchester has been announced. It is that of Messrs. Nixon and Kellick, whose liabilities are estimated at from £90,000 to £100,000. There is, it is added, reason to believe the estate will show a very favourable state of assets as soon as the accounts have been prepared.

The goodwill, trade marks, &c., of the firm of B. Gott and Sons, Leeds, who were largely engaged in the export woollen trade to China, are to be sold by public tender.

Messrs. Letts aud Son have issued their almanacks and diaries for 1868. They are as usual replete with information, corrected up to the latest possible date, and in forms to suit all requirements.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 20th inst., was, in gold, to Alexandria, £26,700; to Madras, £290; in silver, to Hong Kong, £24,583; to Shanghai, £6,125; total, in gold, £26,990; in silver, £30,708.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Dec. 27.
£10	Agra Bank, A shares	6	1 to 1½ pm.
10	Do. B do.	—	10 to 11
25	Bank of Egypt	All	36 to 38
20	Chartered Bank Ind., Aust., & China	All	17½ to 18½
25	Chartered Merc. of India and China	All	29 to 31
20	City Bank	10	11½ to 12½
28½	Hong Kong & Shanghai Bank	All	1½ to 1¾
28½	Do. Do. New Do.	5½	¼ to ½ pm.
50	London and County	20	54 to 56
50	London Joint Stock	15	34 to 36
100	London and Westminster	20	68 to 69
25	Oriental Bank Corporation	All	41 to 43
50	Union of London	15	35½ to 36½
	MISCELLANEOUS.		
5	Bombay Gas	All	4½ to 4¾
—	Ceylon Deb., Nov. 1878, 5 per cent.	100	109½ to 110½
—	Do. Do 1872	100	104 to 106
—	Do. Do. 1883-3	100	110 to 111
20	Ceylon Company	10	2 to 1½ dis.
20	Do. A shares	5	2½ to 2 dis.
10	Cedit Foncier & Mobilier of England	All	6½ to 6¾ dis.
20	Egyptian Com. & Trading Company	6	4¾ to 4½ dis.
10	General Credit & Discount Company	7½	2½ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2¾ to 2½ dis.
5	Oriental Gas	All	6¼ to 6¾
50	P. and O. Steam Company	All	54 to 56
50	Do. Do. 1867	5	¼ to 1 pm.
20	Société Financiére d'Egypte	10	7½ to 6½ dis
10	Upper Assam Tea	All	4 to 5
100	West India Steam Company	60	61 to 63

ARTICLES OF IMPORT.

TEA.—A limited business has been done since our last, the trade showing the usual disinclination to increase stocks which prevails at this season of the year. Prices have generally been fairly supported, as Importers have not pressed sales. Black.—Congou: Dust and broken-leaf kinds remain firm at the previous advance, and there is no change to report in common to fair blackish and reddish leafs in which a steady business has been done. Of good to medium qualities only a limited quantity has changed hands; fine Kaisows have been neglected, but sales of fine Monings are reported up to 2s. 3d. Souchongs and Scented Teas are without change and only in quiet demand. Green: The unusually large quantity brought by the Achilles, together with several other smaller arrivals, have caused buyers to act with more caution, but a considerable amount of business has been done, as importers generally have shown a disposition to realise and have freely met buyers; prices of fine and finest qualities may be quoted fully 2d. to 3d. per lb. lower, whilst some of the common to fair sorts of Young Hysons have been difficult to sell at even a greater reduction.

SILK.—The Silk market has been quiet since last mail, but prices are well maintained. In China there is not much business doing, the recent unloadings being mostly of undesirable quality, not easy to sell, but good is readily taken at full prices. Japans have been eagerly bought, both for arrival and on the spot; but the present rates check the demand for actual consumption, except for the very finest and best qualities. Deliveries from 1st to 23rd inclusive: China, 2,051 bales; Japan, 473 bales; total, 2,524 bales.

		s.	d.		s.	d.
CHINA:—Tsatlee, No. 1 & 2		29	0	to	31	0
,, No. 3		27	6	to	29	0
,, Hangchow		21	0	to	23	0
Yuenfa and Haimin, No. 1 & 2		24	0	to	26	6
,, ,, No. 3		23	0	to	23	6
Taysaam, No. 1 & 2		23	0	to	25	0
,, No. 3		21	0	to	23	0
Long Reel		18	0	to	21	6
Skeins		19	0			
Canton		16	0	to	21	0
JAPAN:—Mibash & Sinchew, No. 1 & 2		31	0	to	35	0
No. 3		29	6	to	30	0
Ida, Bricks, No. 1 & 2		26	0	to	30	0
No. 3		22	0	to	24	0
Sodai, No. 1 & 2		25	0	to	29	0
No. 3		23	0	to	24	0

COTTON.—The general market is dull, and as usual at this period of the year, the business both at London and Liverpool has been very trifling. Quotations remain the same as at our last report.

COFFEE.—The supply by auction has been extremely scanty, and with little general inquiry business has altogether been of light amount, prices remaining without alteration, excepting Native Ceylon, which is lower. The only sales reported are of 103 casks, 60 barrels and bags Plantation Ceylon at 63s. to 84s. 6d., and 1,200 bags brownish yellow Singapore at 72s. per cwt.

COCOA-NUT OIL.—Trade has been extremely limited, at a reduction of 10s. per ton on former rates.

GUM BENJAMIN.—Siam steady; of 10 cases at auction, a few quitted at £24 for good second quality; Sumatra, in consequence of increased supplies 10s. to 15s. cheaper; 195 cases sold at £7 5s. to £8 for fair to good second quality, partly false packed; £6 15s. to £7 very good third quality and £2 to £2 7s. 6d. for fourth.

JAPAN WAX.—There is still a large inquiry but no supply.

MANILA HEMP.—With a greater activity in the market for this import prices have advanced 10s. to 20s. per ton, and a large business has been done both on the spot and for arrival. Of 865 bales at the auctions two-thirds sold at £49 to £59 10s. per ton for superior and fair roping.

PEPPER—Of Black, only 107 bags Singapore have been brought to auction, which sold at 3¾d. and privately transactions have been also limited to small parcels, Penang at 3 1-18d. White: 130 bags Penang at public sale went at 4¼d., and 101 bags Singapore at 5d.

PLUMBAGO.—The market for Ceylon is firm, 396 barrels at auction sold at 29s. 6d. to 31s. for fair to very good lump, 19s. 6d. to 20s. 6d. for chips, and 12s. to 13s. 6d. for dust.

RICE.—There has been a fair demand, and the business done has been at steady prices, viz., 1,000 bags white Bengal at 16s. 9d. to 1,300 bags Ballam at 11s. to 11s. 3d., 1,000 bags Madras at 12s., 2,000 bags Bassein at 12s. on the spot; 250 tons Ballam at 10s. to 10s. 1½d., and 850 tons Rangoon at 12s., ex ship; for arrival 100 tons Madras at 11s. 9d. landed, and 700 tons Bengal, Dacca at 11s. 3d. to 11s. 9d. At public sales 1,996 bags soft grain were mostly sold, Larong at 11s. 6d., siftings at 9s. 6d. to 10s.

SUGAR.—The tone of the market has been rather less dull, but the business doing has only slightly augmented, and the value is unaltered, Of Penang 1,300 bags middling to fine brown realised 30s. to 32s. 6d., and a portion fine soft yellow 33s. to 35s. while of Manila 5,000 bags superior Muscovado sold at 24s. per cwt. The above transactions were effected by private contract, there having been no business at the auction.

TIN.—The market for Tin is flatter, in consequence of rumoured large shipments from Japan; this rumour is at present without confirmation. An increased desire to sell has led to a fall of £2 per ton in Straits; moderate business has been done down to £87 cash, on the spot and for arrival.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 5s. to £7 15s.; hoops, £8 5s. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 5s. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £14 15s. to £15 5s.

COPPER.—Sheet and Sheathing, £79 to £82 per ton; yellow metal, 7d. per lb.

LEAD, &c.—English pig, W.B., £21 5s.; shot, patent, £22 5s., sheet, £20 5s.; spelter, £20 5s.; zinc, English sheet, £28; quicksilver, £6 17s., in bottles of 75 lbs. each.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£96,780
Foo-chow-Foo	—	5,000
Amoy	—	—
Hong Kong	—	163,861
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.

	Gold.	Silver.
Singapore	£760	£1,440
Penang	—	1,200
Hong Kong	—	125,000
Foo-chow-Foo	—	—
Shanghai	—	197,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	£10,800
To Saigon	£51,840	47,346
To Batavia	7,721	—
To Hong Kong	4 000	5,284
To Shanghai	—	53,892
To Yokohama	720	46,851

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9½ to	—
Spanish Doubloon	3 15 0 to	3 16 0
United States Gold Coin	3 16 3 to	3 16 4
Silver in Bars	0 5 0½ to	0 5 0¾
Mexican Dollars	0 4 10 15-16	

MANCHESTER MARKETS.

Mr. Sam Mendel's report states:—There is scarcely any demand, and prices are further depressed both for Yarns and Goods.

Quotations are:—Grey Shirtings, 7 lbs., 7s. 1½d. to 7s. 9d.; 8½ lbs. 9s. 3d.; Cotton Yarn, Nos. 16-24, 11d. to 12d.; Nos. 28-32, 1s. to 1s. 1d.; Maddapollams, 3s. 3d.; Long Cloths, 8s. 9d.; T-Cloths 5s. 9d.; White Spot Shirtings, 9s. 9d.

The circular of Messrs. Jorss and Co., Leeds, says:—The business transacted has been barely sufficient to test prices, which are, however, still further against the producer; the near approach of the holidays has contributed to make an unsatisfactory business still worse. In wool the

operations have been on the most limited scale, just sufficient to work out small orders. The stocks in the hands of staplers are extremely small, but the holders of wool in the country are asking prices which cannot by any means be obtained in the market here, and hence the staplers do not buy. In Yarns we hear of some offers being made for shipping, but at rates which are quite out of the question, and the business for home consumption is extremely small. The piece trade is as much depressed as the yarn trade. Manufacturers will avail themselves of the holidays to stand the whole of the week, and with the new year three or four days a week will become the rule, as makers find it impossible to obtain orders.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Dec. 17	Coral Nymph	Winchester	Shanghai	London.
— 17	Antipodes	Shields	Rangoon	Do.
— 13	Gnurtje Marie	Elens	Batavia	Off Dungeness.
— 14	Boni	Rotgans	Tjilatjap	Do.
— 10	Helena	Vaca	Manila	Cadiz.
— 16	Empress	Hodgson	Akyab	Falmouth.
— 18	George Douthwaite	Davie	Colombo	London.
— 17	Falkland	Pender	Maulmain	Plymouth.
— 18	Star of China	Hodge	Shanghai	Deal.
— 18	Vancouver	Cummins	Akyab	Liverpool.
—	Charles	—	Do.	Queenstown.
— 20	Calder	Clarkson	Foochow	London.
— 15	John Milton	Le Boutilier	Saigon	Bremen.
— 17	S. v. Heel	Munchen	Batavia	Texel.
— 20	Alma	Watson	Canton	London.
— 18	Rio Grande	—	Akyab	Off Portland.
— 20	Albatross	Semme	Macao	Falmouth
— 17	Rutlandshire	Summerson	Akyab	Do.
— 21	Mary Whitridge	Culler	Shanghai	London.
— 19	Hoek v. Holland	Bakker	Batavia	Off Dover.
— 21	Kirkham	—	Akyab	Liverpool.
— 21	Agenoria	—	Bassein	Do.
— 19	Lord Palmerston	—	Do.	Off Queenstown.
— 23	Northumbria	Thomas	Saigon	London.
— 21	Jacob Levy	Mohnsen	Akyab	Off Falmouth
— 21	Evangeline	Adams	Manila	Queenstown.
— 23	Chalgrove	—	China	Deal.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 16	Fire Queen	Duggan	Yokohama & Nagasaki	London.
—	Jupiter	Kieviet	Batavia	Holland.
—	Medea	v. Teutem	Do.	Rotterdam.
— 13	Helen Denny	—	Galle	Liverpool.
— 9	Abnegacion	Lloret	Manila	Do.
—	Elisabeth & Jacoba	Zwaneveld	Batavia	Amsterdam.
—	Fop Smit	Metz	Do.	Do.
— 14	Forward Ho!	Hossack	Shanghai	Liverpool.
— 14	Cinco Hermanos	Ormachea	Manila	Do.
—	Anna	—	Batavia	Rotterdam.
— 16	Germania	—	China	Newport.
— 18	Ribstone	Wilson	Galle	Sunderland.
— 16	Princess Beatrice	Clark	Colombo	Do.
— 20	Susan Pardew	Davis	Do.	London.
— 19	Scott	Layclock	Galle	Cardiff.
Nov. 16	Abbot Lawrence	Bramhall	Hong Kong	Rio de Janeiro.
Dec. 23	Belle of Southesk	Stronach	Singapore	London.
— 21	Whinfell	Jones	Shanghai	Cardiff.
— 22	Patriot Queen	—	Singapore	Queenstown.

(*See Commercial Postscript.*)

LOADING.

At LONDON.—For Yokohama: Jungfrau, Parmenio, Lanercost. For Yokohama and Nagasaki: Velocity. For Shanghai: Min, Lennox, Castle, City of Aberdeen, Burdwan, Star of China, Coral Nymph, Silve, Eagle. For Chefoo: Coulnakyle. For Hong Kong: Black Prince, Wemyss Castle, Chusan, Ferozepore. For Hong Kong, and Canton Peter Denny. For Manila: Angela. For Batavia and Sourabaya: Johannes. For Singapore: Ocean Belle. For Penang: Benvenue. For Colombo: Aboyne, Wynaud, St. Andrew's Castle. For Galle: Queen of the East.

At LIVERPOOL.—For Shanghai: Challenge, Lieutenant. For Hong Kong: Adriana Petronella. For Hong Kong, via Newport: Young England. For Batavia and Singapore: Phaeton. For Singapore: Moss Trooper, Mary Nicholson, Edmund Preston. For Manila: Victoria, Carmencita. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (s.).

At GLASGOW.—For Singapore and Penang: Albion. For Samarang and Sourabaya: Glenclune. For Batavia and Sourabaya: City of Perth. For Colombo: Toronto.

SPOKEN.

ADELE (Brem. ship), Sunderland to Galle, Oct. 29, 6 N., 25 W.
FLORA, Batavia to Amsterdam, 26 Oct.
JOSEPH HOLMES, Boston to Batavia, Nov. 26, 41 N., 68 W.
ERNST, Hamburg to Hong Kong, Nov. 1, 2 N., 30 W.
RECIFE, Liverpool to Japan, Oct 23, 7 N., 23 W.
CHALLENGER, London to China, 22 N., 23 W.
SENATOR IKEN (not the Senator), Amstrdm to Galle, Nov. 25, 19 N., 25 W.
ARIMA (Dutch), Batavia to Amsterdam, Nov. 2, 19 S., 73 E.
MARION, Sarawak to Queenstown, Oct. 19, 45 S., 29 E.
SENIOR, Batavia to Amsterdam, Nov. 5, 33 S., 14 E.
KILBY, Sunderland to Batavia, Oct. 27, 6 N., 24 W.
BLAIR ATHOL, Shields to Galle, Oct. 12, 8 N., 23 W.
QUEEN OF CEYLON, for Singapore, Oct. 27, 3 N., 23 W.
AUGUSTA, Newport to Hong Kong, Nov. 1, 6 N., 25 W.
FENG (?) (Hamb. bq.), Hamburg to Shanghai, Dec. 11, 48 N., 16 W.
NETHERLANDS, of Amsterdam, from Java, Oct. 28, 22 S., 4 E.
BENJAMIN BANGS, Saigon to Falmouth, Nov. 3, 17 S., 77 E.
ENCARNACION, Aquillon to Hong Kong, Oct. 22, 29 S., 28 W.
ELIZA LAING, Sunderland to Galle, Nov. 24, 10 N., 25 W.
PUDSEY DAWSON, Liverpool to Galle, Nov. 5, 9 S., 33 W.
NORAH, Batavia to Rotterdam, 23 N., 30 W.
KANAGAWA, Amsterdam to Singapore, Nov. 10, 12 N., 25 W.
LINA, Newcastle to Hong Kong, Aug. 11, 17 N., 26 W.
TWEEL DANIEL WILES (?), Batavia to Amsterdam, Nov. 8, 30 S., 35 E.
TRINIDAD, Manila to Liverpool, Nov. 23, 22 S., [illegible]
MELROSE, Manila to New York, Oct. 11.
SOOLOO, Shanghai to London, Nov. 17.
ALEXANDER, Singapore to Boston, Sept. 27, off Anjer.
JANSON (?), Batavia to Rotterdam, Oct. 27, 30 S., 41 E.

FREIGHTS AND CHARTERS.

In berth freights to the Eastern ports there is but little change. Coal freights from the Northern outports have slightly declined, but rule firm at the under-mentioned quotations.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meast. To Nagasaki: 50s. meast., 40s. weight. To Shanghai: 40s. weight, 45s. meast. To Cheefoo: 60s. weight or meast. To Hong Kong: 40s. to 45s. weight, 35s. meast. To Manila: 80s. weight, 50s. meast. To Singapore: 35s. weight, 30s. meast. To Penang: 40s. weight, 35s. meast. To Ceylon: 20s. to 25s. weight, 35s. meast.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £54. For Shanghai: £55. For Hong Kong: £47. For Saigon: £50. For Singapore: £33. For Batavia: £32. For Colombo, £30. For Galle, £34. From Newport, Cardiff, or Swansea, per ton.—For Yokohama: £2 10s. For Shanghai: £2 15s. For Chefoo, £2 15s. For Hong Kong, £2 5s. For Manila, £1 15s. For Saigon: £2 8s. For Singapore: £1 12s. For Batavia, £1 10s. For Trincomalee, £1 12s. 6d. For Galle, £1 14s. For Colombo, £1 8s. 6d.

CASUALTIES.

The Souburg, Zwart, from Batavia to Amsterdam, which put in at St. Helena, with damage Nov. 8, had landed 1,600 bags of coffee, 358 of which were damaged, and recommended to be sold.

The Englishman, Brown, from Newport to Hong Kong, which put in at St. Helena leaky Aug. 20, had been sold with her tackle, apparel, and furniture.

The Jacoba Cornelia, from Batavia to Amsterdam, put in at Mauritius Sept. 26 leaky. She proceeded on Nov. 12.

The Philip v. Marnix, Langenberg, from Batavia to Rotterdam, which put in at Mauritius Nov. 15 leaky, had experienced a hurricane Oct. 25, in lat. 7 S., lon. 102 E., and would have to discharge.

Advices from Mauritius, dated 18th November, state that the "Star Queen" Forbes, from Liverpool to Hong Kong, was then discharging at that port; she had experienced a severe hurricane from W.N.W. to S.S.W., Oct. 22, in lat. 39 S. lon. 59 E., during which she sprung a leak at the stern post and wooden ends abaft, and threw about 30 tons cargo overboard. A few days before her arrival a strong smell of fire proceeded from her hold, but after the water had been allowed to rise six feet through the leak, the smell ceased.

The "Elizabeth," Feenstra, from Batavia to Amsterdam, which put in at Capetown, Oct. 20, with loss of all three topmasts, was also leaky.

The Agnes, Williams, from New York and Pernambuco to Singapore, put into Rio de Janeiro, Nov. 11, leaky.

The Esperanza, Onate, from Cardiff to Hong Kong, put into Rio de Janeiro, Nov. 21, leaky.

The Abbot Lawrence, Bramhall, Cardiff to Hong Kong, put into Rio de Janeiro, Nov. 13, either with damage or to refresh, but sailed again 16 Nov. for her destination.

The Gabrielle Alice, from Saigon to Bordeaux, put into Mauritius, 16 Nov., was leaky, having struck on a reef in going out of Gaspar Straits, Oct. 20, the master did not suppose that her damage was very serious, though much of her copper was carried away; the vessel was at anchor in the roads.

MISCELLANEOUS.

Off ASCENSION.—Nov. 13, Emerald, from Manila, for Queenstown; 14, Hebe, from Batavia, for Amsterdam; 15, Chalmers, from Manila, for Falmouth; 17, Dunmail, from Shanghai, for London; 17, Scawfell, from Foochow, for London; 21, Grasmere, from Foochow, for London; 22, Marion, from Sarawak, for Queenstown; 23, Queen of the Age, from Foochow, for London: Ystroom, from Batavia, and, 24, Viet Gezusters, from Batavia, both for Amsterdam; 26, Titania, from Shanghai, for London; James Russell, from Hong Kong, for the Clyde; Dec. 1, A. H. Wille, from Singapore, for Hamburg; William Naizby, from Colombo, for London.

At ST. HELENA.—Nov. 20, Baron Kellner, Corrich, from Macao, and sailed for Falmouth; 22, Caranjah, Johnson, from Foochow, and sailed for London; 25, Meg Merrilies, Wrightman, from Singapore, and sailed for London; Pegasus, Penrice, from Shanghai, and sailed 26 for London; 26, Annie Storey, Renney, from Batavia, and sailed 27 for Rotterdam; Sir James, Richards, from Penang, and sailed for Falmouth; 27, Nyphoon, Baker, from Macao; Marie and Lucie, v. Bargen, from Macao, and sailed for Hamburg.

At St. Helena, Nov. 12, Sovereign of India, Scott, from Hong Kong, and sailed 13 for London; 14, Maiden Queen, Foster, from Foochow; 16, Telegraph, Jones, from Batavia; Willemina and Clara, Kerwerden, from Batavia.

The Capiolani, from Manila, which arrived at St. Helena, Nov. 5, and proceeded 7 for Liverpool, was in charge of the chief officer, her master (Reid) having died on the passage.

At Callao, Nov. 6, Providencia, Mattini, from Macao.

At Mauritus, Nov. 8, Pocahontas, Graves, from Manila and sailed 12 for Boston; 16, Charles Maureau, Cove, from Saigon; Gabrielle Alice, Lancelot, from Saigon; 8, Garibaldi, Christensen, sailed for Batavia.

The P. and O. Co.'s screw steamship Sumatra, Capt. E. P. G. Browne, left for Bombay, *via* the Cape of Good Hope, for service in India.

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PORT OF AMOY.
CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above Port afford facility for REPAIRING and REFITTING STEAM and SAILING VESSELS.

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring espatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repairing Iron Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1867.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

5, Old Broad-street, London, E.C.

COMPTOIR D'ESCOMPTE DE PARIS

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1854, and 31st of December, 1866.

Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital ...	...	80,000,000 ...	£3,200,000
Capital paid up ...	...	60,000 000 ...	£2,400 000
Do. Mar. 15, 1868		10,000.000 ...	£400,000
Do. Sept. 15, 1868		10 000,000 ...	£400,000
Reserved Fund ...	...	20,000,000 ...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion.)

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The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

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Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

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The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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Threadneedle-street, London, 1867.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

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LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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ESTABLISHED IN SHANGHAI, 1863.

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This office has branches at all the principal ports in China and Japan, also in the Straits and India.

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ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

THE HONG KONG AND SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

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THE ORDINANCE of INCORPORATION having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

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Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferrer.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,
W. H. VACHER, Manager.

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Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph, 2, Cowper's-court, Cornhill.

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Mr. A. C. Gumpert	.....Bombay
" Wm. Berg	.....Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,
Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any one survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

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DE LA LITTERATURE ARAMEENNE par Mun de l'Institut (since deceased).

LES GRANDES EPOPEES DE L'INDE DANS LEUR RAPPORTS AVEC LA CIVILISATION; par Léon de Rosny.

DEUX MOIS CHEZ LES SAUVAGES AINOS; par ORAISON FUNEBRE, TRADUITE DU COCHIN CHINOIS; par Truong-vinh-ky.

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PER PACKAGE WEIGHING GROSS.

	160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	80 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs.	Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street, 1st November, 1867.

THE EAST and WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867 :—

Rates per package.	160 lbs. and under 200 lbs. gross.	130 lbs. and under 160 lbs. gross.	80 lbs. and under 130 lbs. gross.	60 lbs. and under 80 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management—								
Former... ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5
Rent per week per package...	0 1	0 0¾	0 0½	0 0½	0 0½	0 0½	0 0¼	0 0¼

Billiter-square, November, 1867.

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North German Lloyd's Line, from Southampton.

And at Panama by the steamers of the

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Yokohama, Kanagawa	Lanacost ...	A1 10 yr.	E.I.D.	With des.
Singapore	Ocean Belle	A1 12 yr.	W.I.D.	With des.
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With quick despatch.

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With Despatch.

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With despatch.

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